This is a reproduction of a library book that was digitized by Google as part of an ongoing effort to preserve the information in books and make it universally accessible.

Google™ books

https://books.google.com

Eph. pol. 12 T
-1866
Telegraph

Digitized by Google

Digitized by Google

Digitized by Google

PER FRENCH MAIL.]

The London and China Telegraph.

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON ARRIVAL OF THE MAILS, about the 4th, 14th, and 28th, in connection with the "LONDON AND CHINA EXPRESS,"

A SUMMARY OF NEWS FOR THE OUTWARD MAILS OF 10th, 17th, and 26th.

VOL. VIII.—No. 196.] LONDON, THURSDAY, JAN. 4, 1866. [Price 9d., with Sup., 1s. 3d.—Sub. 30s. per ann., postage included, Sup. 12s. extra.

BIBLIOTHECA REGIA MONACENSIS

Latest Advices.

	From London.	Arrived out.	HOMEWARD. Arrived in London this day.
JAPAN—			
Yokohama	Aug. 26	Oct. 23	
Nagasaki			Nov. 4
Hakodadi			
CHINA—Peking			
Tien-tsin			Oct. 30
Chefoo			„ 31
New-chwang			„ 23
Hankow			Nov. 2
Kiu-kiang			
Chin-kiang			
Shanghai	Sept. 17	Nov. 6	„ 18
Ningpo			
Foo-Chow			„ 9
Formosa—Tamsuy			
Amoy			„ 10
Swatow			
Hong Kong	Sept. 26	Nov. 15	„ 28
Canton			
Macao			
PHILIPPINES—			
Manila	Aug. 26	„ 11	
COCHIN-CHINA—			
Saigon			Nov. 7
SIAM— Bangkok			„ 16
BORNEO—			
Labuan			„ 12
Sarawak			„ 17
JAVA—			
Batavia			
MALACCA STRAITS—			
Singapore			„ 16
Penang	Oct. 26	Dec. 2	Dec. 5 „ 24

A private telegram, *via* Point de Galle, received this morning by Messrs. Sillar and Bateman, brings the following dates from China:— Hong Kong, Dec. 15; Shanghai, Dec. 8; Foo-chow-Foo, Dec. 9. Export of tea for the fortnight, 3,000,000 lbs. Market quiet. Rate of freight at Whampoa, under £2. Exchange on Hong Kong, 4s. 7d. Quiet.

List of Passengers.

PASSENGERS OUTWARD.

Per P. and O. steamer Massilia, from Southampton, Jan. 4.—To Singapore: Rev. C. A. Kock, Mr. H. C. Prinsep. To Ceylon: Surgeon W. S. Roche, R.N. To Hong Kong: Lieut. Stewart, A.D.C. to the Governor of Hong Kong, Dr. A. Cochrane. To Shanghai: Mr. E. McKean, Mr. A. Harvey, Mr. F. R. Porter, Mr. Steel, Mr. Jerdein, Mr. Cunningham, Dr. Bell.

From Marseilles, Jan. 12.—To Hong Kong: Rev. F. S. Turner, Mr. A. W. Glenie, Mr. F. J. Greene, Mr. J. A. Sitwell. To Shanghai: Mr. and Mrs Grant Gordon, Mr. R. S. Gundry, Mr. E. Pickwood, Mr. Brunat. To Singapore: Mr. E. L. Hedden, Mr. G. J. Buchanan To Ceylon: Mr. J. T. Molison, Mr. McLachlan, Mr. A. Sinclair, Mr. Todd, Mr. and Miss Wall, Mr. J. Stevens.

From Suez, Jan. 19.—To Hong Kong: Sir Richard and Lady MacDonnell.

Per P. and O. steamer Ripon, from Southampton, Jan. 20.—To Penang: Mr. J. Macfarlane. To Ceylon: Mr. and Mrs. Shipton, Mr. R. G. Burne, Mr. G. F. Walker, Mr. J. Brodie, Mr. J. Mouat. To Shanghai: Mrs. Hargreaves and two children. To Hong Kong: Miss Arnot, Mr. W. E. Jowitt, Mr. Melhuish, Mr. W. H. Seaton.

From Marseilles, Jan. 28.—To Hong Kong: Mrs. J. B. Endicott and child, Baron Von Carlotvitz, Mr. and Mrs. F. B. Johnson, Miss Kate Newton, Mr. D. M. Forbes. To Shanghai: Mr. F. E. Wright, Mr. and Mrs. Digby Smith. To Singapore: Mr. V. T. Van Dolder, Mr. A. Bavier and friend.

Summary of News from the Far East.

JAPAN

YOKOHAMA.

From this port we have not received our usual files of papers. The following, however, from a correspondent, contains much interesting information regarding the late expedition to Osaka:—

The morning of the departure of the last mail steamer saw also the departure of the fleet for the Inland Sea. The movement took us all a good deal by surprise, though the event had been rumoured of a few days previous. I think the Japanese were quite as much surprised, and certainly more anxious than the foreign community, for no official documents on the subject had passed between the foreign and native authorities. The Japanese love long despatches and detest personal communications; the 2-inch margined foolscap has a peculiar charm fo them. In truth, the whole official system in Japan is the quintessence of red-tapeism; it is the eternal *mio-nitchi* (to-morrow) from the Tycoon downwards. They reverse our proverb, and say, "Never do to-day what you can put off till to-morrow," and perhaps they even go so far as to declare that "procrastination is the soul of business," and punctuality something very bad indeed. The whole fleet consisted of nine vessels:—five English, headed by the *Princess Royal* (Admiral King); three French, and one Dutch. The Ministers of England, France, and America, and the Consul-General of Holland, accompanied the fleet, and from all appearances are prepared to act on a perfectly good understanding one with the other. Two objects are mooted as the cause of the expedition; one is to obtain the Mikado's signature to the treaty, and the other is to insist on the immediate opening of the port of Osaka, in accordance with instructions from Europe. Both will probably have an important bearing on our future relations with this country. The first, if obtained, may settle the question of the relative positions of the Mikado and Tycoon, which for so long has defied solution, and may also perhaps be the means of making officially known the wishes and demands of the various Princes who, with some justice, claim to be admitted to the benefits of foreign trade.

I am sure that the feelings of a large portion of the powerful aristocracy of Japan towards foreigners are but imperfectly understood in Europe; it has suited the purpose of the Tycoon's Government to keep them as much as possible in the background, and to represent them as more or less hostile to any movement opposed to the traditional policy of the country; but I could at this moment tell off on my fingers many influential Princes whose chief ambition is to be put in the same position as the Tycoon, and have foreign trade forced (?) upon them. In reviewing the short history of Japan since the foreign treaties have come into force, it needs no deep observer to detect the scheme of the Tycoon's Government to keep the foreign nations and the native Princes as far apart as possible, knowing but too well that contact may be productive of too good an understanding and too cordial a feeling. At Kagosima the Tycoon had a double purpose to serve, for Satsuma is a powerful Prince, and may one day prove a dangerous rival. The result, however, must have been disappointing, for Prince Satsuma has not been humbled by his defeat, and is now an ardent advocate for free intercourse with foreigners. You will recollect what an ambiguous part the Japanese Government played previous to the Simonoseki expedition; but as soon as the defeat of Prince Nagato was known, and the opening of Simonoseki to trade was mooted, the Japanese Government took the alarm and hastened to declare Prince Nagato a rank rebel. The event however which the Tycoon so much dreaded, viz., the opening of Simonoseki, was looked upon by the Prince and his party as an unmitigated blessing, well worth the sacrifice of the men and guns it involved; and many informal messages were conveyed to the British authorities expressing a hope that the threat of the Treaty Powers would be carried into effect.

Digitized by Google

The Tycoon, however, knew his ground, and represented that the opening of Simonoseki would be entirely inconsistent with the existing treaty, and would be transferring powers that belonged exclusively to the central Government, to the hands of a rebellious Prince.

It cannot be denied that there are many difficulties in the way of a recognition of the sovereign rights of the Japanese Princes, and not one of the least difficulties will be the question of the representation and protection of subjects residing in the territories of the Daimios. If we refuse to recognise the powers of the Tycoon as otherwise than despotic, and claim the privileges of treating direct with the Daimios, we must of course abrogate the right of holding the Tycoon's Government responsible for any grievance that may arise in other than the ports of the Tycoon. This would involve an enormous multiplication of treaties, and a vast increase to our consular service; and I fear that the question of expediency will have more weight in European councils than that of the abstract rights of Japanese Princes. If, however, on the other hand, we are prepared to acknowledge the Tycoon as absolute Sovereign in the country, it will not be unreasonable of us to urge on him the justice of admitting to the benefits of foreign trade those Daimios who have already given us such convincing proofs of their liberal tendencies. Satsuma, Nagato, Hejo, Hazin, Etchizen, Awa, Shendir, Osha, and many other influential Daimios are anxiously awaiting an opportunity for declaring their desire for a free and unrestricted intercourse with foreigners. At present, with the single exception of Satsuma, who is allowed considerable license, no Prince can have any transaction with a foreign house without the intervention of the officers of the Tycoon. This is the grievance of which they so bitterly complain. If a Prince wishes to purchase a foreign vessel, enter into a contract for foreign machinery, or make arrangements for sending any of his subjects to Europe, nothing can be done until the Custom-house authorities are conciliated and bribed; even then there may be many difficulties. The Prince may be suspected of whiggish principles, and be told that steamers and machinery are not good for him, and that his principles would certainly not be improved by an infusion of European ideas. In a word, he is told to go back to his native mountains and be a respectable old Tory again—"the new state of things is not for such as him." Even the ordinary civilities and hospitalities cannot be exchanged between foreigners and the native Princes or their respresentatives except through the medium of a Government official—called by courtesy "interpreter," but in common parlance "a spy." Immediately a Prince's representative shows himself in a foreign settlement, he is fastened upon by one of these "poisonous parasites," and all his words are taken down in a note book, "learned and conn'd by rote," unless he pays for them to be forgotten. I must not here, however, make a sweeping accusation against *all* Government officials. I have had the good fortune to meet many agreeable and intelligent men—honest in purpose and speech—who, though compelled to obey orders, have no relish for the objectionable duty of espionage. The sum of the evil is simply this: in a liberal sense of the term, we cannot have free intercourse with the Japanese so long as this detestable system of espionage is exercised by the Tycoon's officials; and unless the Japanese Government adopt more liberal principles, they must not be surprised to learn some day that foreign Powers are disposed to meet those Princes who are willing to meet them in such a way as will secure both trade and social intercourse from Imperial obstructions and vexatious restrictions.

With regard to the benefits likely to be derived by foreign trade from the opening of Osaka, opinions here are much at variance. I think the bulk of the mercantile community are against it; but then it must be remembered the majority of the community have some stake in Yokohama, in the material shape of houses and ground, and, of course, they dread an exodus from this port. Those who are doing a fair business here are averse to the opening of Osaka, because they deem it essential that their firm must be represented, and this cannot be done without extra outlay. So long as they can sell so many thousand pieces of shirtings per month, and get their orders for silk, they are content with things as they are. This, however, is reasoning somewhat after the style of the well-to-do grocer who objects to new streets in the neighbourhood, because new streets will probably bring an enterprising vendor of tea and sugar into the field, and he must set up an opposition—at any expense. The subject deserves to be argued on a broader basis than that of individual interests; or even that of exclusively mercantile interests; for, without losing sight of the fact that commerce forms one of the foundation-stones on which the prosperity of our country has been raised, the high aim of foreign policy should be to weld into one common chain the interests and sympathies of all nations. This may be utopian in the view of some people, and a little in advance of the ideas of our Foreign-office, but it would not be productive of harm to adopt it a little. I do not think with many people, either, that our Yokohama trade will suffer much by the opening of Osaka; our imports may fall off a little at first, but after all, the two millions and a half of people in Yedo constitute our chief market. As regards silk, nearly the whole districts lie east and north of Yedo, and it is not likely that producers will send so valuable a commodity 250 miles away when they have a market close at hand. When the Dutch had the monopoly of foreign trade at Nagasaki, and sold their imports at 500 per cent. profit, we should certainly not have gone to them for advice as to the opening of other ports It was not till the foreign treaties came into operation that the Japanese as a nation had an opportunity of appreciating foreign manufactures. The few thousand pieces of camlets, broadcloth, and taffechelas that were annually doled out at enormous prices by the cautious old Dutch traders of Decima may have served to gratify the fancies of the "upper ten" of Japan, but conveyed no notion to the Japanese of the commercial value of foreign intercourse. Osaka, as a treaty port, while it opens to us the resources of the numerous territories bordering on the Inland Sea, will stimulate those Princes whose existence as yet is almost unknown to us to cultivate foreign intercourse, and will carry conviction home to the Japanese Government that their frail defences of obstructiveness and evasion will not prevail against our treaty being carried out in the comprehensive spirit in which it was conceived. Education has made it a second nature with the Japanese to accept the inevitable with resignation. They will wriggle, kick, or passively resist, as long as they see a chance of escaping from unpleasant obligations; but, once thoroughly convinced of the hopelessness of their endeavours, they resign themselves to what must be—not sulkily, and with malicious reservation, like the Celestials, but fully, freely, and with good grace, resolved to make the best of their fate.

You will have heard of the capture and execution of the reputed confederate of Shimidza Seji, one of the assassins of Baldwin and Bird. The whole affair was got up with such theatrical effect that one was almost inclined to doubt the genuineness of the story. The Japanese, perhaps, wanted to make a little "political capital" out of it, but I dont think they gained their point. At the same time it is a great concession to foreigners, and we musn't look a "gift horse in the mouth."

HAKODADI.

The Japanese authorities have placed a light vessel in the situation of the "spit-buoy" off this harbour. She has not yet received her light. She is a low dismasted schooner with black hull, and one short mast forward. Her paint will probably be changed to red. More information will be given hereafter. The "spit-buoy" is not yet removed.

CHINA.

PEKING.

Sir Rutherford Alcock has arrived at the capital.

In the *Peking Gazette*, dated the 1st day of the 9th moon, appears the following important announcement, which at once explains the object of Messrs. Caine and Forrest's late visit to to the city of Chaochow, by giving the results of their journey. The spirit of the edict appears highly satisfactory, and gives promise of a determination on the part of the Chinese authorities to conform to treaty rights, and also to enforce their conformance by the populace of the several treaty ports. We at once subjoin a translation of the edict:—

1st Day 9th Moon.

IMPERIAL EDICT.

Ley Suy Liu (the acting Governor-General of the Two-kuang) repair with all speed to Chao-Chao-Fu, that he may imperatively direct the local officials and plainly inform the gentry and people that, all matters relating to intercourse with foreigners must be conducted in accordance to, and exact agreement with the treaties, so that the harmony which prevails may be made manifest to all.—Respect this.

TIENTSIN.

This port was expected to be almost deserted during the winter, as Messrs. Jardine, Mathieson and Co., Dent and Co., Russell and Co., and some others intended closing their establishments during that season, and it was anticipated that some

Digitized by Google

firms would do so permanently if trade did not revive in the spring.

It is reported that two English gentlemen travelling on horseback from Tientsin to Peking had been waylaid and murdered by Chinese. The exact time and place are not yet known, nor has the report as yet been fully authenticated. It is only a rumour, but it is said to bear the appearance of an unpalatable truth. This is the first outrage of any description that has been recorded as occurring in the neighbourhood of Tientsin or Peking since the signature of the treaty, and it is strange that it should follow so closely the withdrawal of our forces from the Taku forts.

These forts, we are informed have already been garrisoned by the Chinese Government, and have been repaired and renovated to a considerable extent.

SHANGHAI.

Our files of Shanghai papers have not come to hand. There seems, however, to be little news of importance from this settlement. G. W. Bennett, master of the receiving ship *Wellington*, was summoned before the Police Court attached to the Supreme Court on the application of five Chinamen, labourers on board a cargo boat employed by the Tug and Lighter Company to carry opium from the P. & O. steamer *Aden* to the receiving ship *Wellington*, for having on the 9th instant been guilty of aggravated assaults upon them. The backs of the Chinamen were on the issuing of the summons examined by the Law Secretary, the presiding Magistrate, and showed clearly that they had been severely flogged with a rope's-end, presenting the appearance of a mass of weals. They complained that after unloading the cargo-boat they were summoned on deck and informed by the captain that opium was missing. They were then tied hand and foot upto the stanchions of the ship and the captain ordered a black man to flog them, telling them he would stop the flogging if they would confess and tell him what had become of the opium. At the hearing, Captain Bennet admitted having ordered the men to be flogged, but justified himself on the ground of his conviction that the Chinamen had stolen some of his opium, and that the only way to make them confess the truth was to flog them; that he on a previous occasion followed the same course successfully, and that it was the only way to treat Chinamen.

The Court, after hearing in long detal the alleged justification, took a different view of the case, declaring that it was not to be tolerated within the jurisdiction of competent courts of justice that any one, Chinaman or European, was to be so treated. Here the Captain took upon himself the character of complainant (on suspicion), of judge, and of executioner. The Police Magistrate further remarked that the so-called justification increased rather than mitigated the original offence; it was, in fact, its own condemnation. How could English authorities insist upon good and fair treatment of foreigners on the part of the Chinese, if Englishmen committed acts of this description and were allowed to go unpunished? It was monstrous to suppose that a series of aggravated assaults were to be committed simply because a similar series had been committed before, and because in the judgment of the party committing the assaults it was the only way to treat Chinese. Captain Bennett had chosen to make a law for himself, and he could not complain that the law which ruled the conduct of Englishmen punished him for it. The sentence upon him was that he suffer one month's imprisonment with hard labour. The prisoner was removed expressing great surprise and contrition. His application for a commutation of the sentence to a pecuniary penalty was refused by the Chief Judge.

A missionary gentleman has arrived at Shanghai who has penetrated into the Szechuen Province and to the frontiers of Thibet, some thousand miles further than Hankow, distributing bibles on his track. It is stated that he met at some places with bad treatment from the natives; but as yet full particulars of his adventures have not been made public.

At the monthly meeting of the Royal Asiatic Society, Mr. Jamieson read a very valuable paper upon the Hieroglyphics of the Chinese language: explaining fully the nature of the system adopted, and showing the signs used to be expressive directly of ideas, independently of any sound associated with them. The paper read by Mr. Jamieson was clear and concise, and of such a nature as to form a subject of interest to those who, though not acquainted with the Chinese language, might be desirous of obtaining some information with regard to the nature and structure of this most curious of tongues. An animated discussion took place subsequently to the reading of the paper.

A Naval Court was held at H.B.M.'s Consulate to enquire into the circumstances attending the loss of the British schooner *Qualee*, in the Gulph of Pecheli, on the 10th ult. The Court found that the loss was occasioned by the master's mistaking his position through his being unable to obtain accurate observations at noon on the day previous. The master was censured for continuing his course instead of heaving to, during such thick weather, while in close proximity to the land, when his position was uncertain.

Mansfield, the Englishman lately imprisoned at Kau-chow fu, and subsequently surrendered to H.B.M.'s Consul at Kiukiang, arrived in Shanghai in the steamer *Poyang*. He now lies in the Consular Jail, awaiting his trial.

Mr. C. M. Grant, who initiated the scheme of an express, with telegraphic messages between Tientsin and Kiatchta, was still endeavouring to get subscribers to carry out his proposal. A final meeting was held to determine what should be done in the matter, but we find no record of the result. If unfavourable, however, we believe it was Mr. Grant's intention to return to Europe *via* Siberia.

The judgment in the case of Cann v. Reid is as follows:—

This is a claim by a broker for commission upon a chop of tea sold by the defendants to Messrs. Olyphant and Co., through his intervention. The demand is disputed, on the ground that the defendant's tea-taster, in employing the plaintiff as a broker in the transaction, exceeded his authority, well knowing that he was not empowered to engage the services of a foreign broker in the sale of teas. There is no doubt, on the evidence, that Ringer, Messrs. Reid's tea-taster, represented himself to the plaintiff as having power to entertain his services, and that he did entertain them, and in consequence the plaintiff became the medium of communication with Messrs. Olyphant, and a sale of the tea was the result. There is no evidence that it is actually against the custom of the tea-trade here to employ foreign brokers, although regular tea-brokers may more commonly be employed, and Ringer's position of buyer and seller of teas for his principals is one which in the absence of public notification to the contrary or trade custom negativing the presumption, would naturally imply the power of doing that which they might possibly do themselves, that is, using the services of a broker. Did the case go no further than this I should be disposed to hold Messrs. Reid bound by the act of their agent Ringer, however much it may have been against their orders privately given to him. But Mr. Maitland, the tea-taster of Messrs. Olyphant, proves that previous to his concluding the bargain with Mr. Reid, upon the latter observing that he had an offer from Olyphant and Co., he (Maitland) replied that Mr. Cann's (the plaintiff's) offer was Messrs. Olyphant's. If Mr. Reid had then wished to repudiate the plaintiff's services altogether, his course under the circumstances was to have declined to go on with the business, but by concluding the bargain he must be held to have virtually overlooked Ringer's excess of his authority, and to have adopted his acts.—Judgment must be for the plaintiff, with costs.

HONG KONG.

We have received files of the *Daily Press* to the 27th November, from which we glean the following items of intelligence:—

The regatta of the 16th November was a most pitiably slow affair, the weather being far too boisterous for anything like racing. Only two races took place, the one for men-of-war's gigs and the other for home boats, in which Messrs. Lane and Crawford's gig was victor, Messrs. Cunningham and Co. taking the second prize. The attendance was poor, as might have been expected; and from the state of the weather the whole of the afternoon, the affair ought certainly to have been postponed. The breeze was capital for yachts and large sailing boats, but outriggers and racing boats had not the slightest chance to do anything. One boat containing two Europeans capsized, but its occupants only sustained a ducking. The following day the regatta recommenced, but the weather was still unfavourable, and the whole affair seems to have been a melancholy failure.

The following narrative is published, being the statement of George Baffey, a prisoner sent in by the Chinese authorities to H.B.M.'s Consulate at Canton:—I joined the rebels at Changchow about the 16th March. I went up from Amoy to join them. When the rebels evacuated Changchow, I came with them into the province, and stayed with them until the 14th July, when I deserted them in disgust. The name of the chief I joined at Changchow was the Tze Wang, and it was with his party, to the number of 20,000, that I left Changchow. There were twelve Europeans with them at that time. Eleven days after leaving Changchow the Tze Wang's division became disorganised near Yingting, on a branch of the Han river, and I joined the Kan Wang. It was with the latter that I entered this province. The Kan Wang numbers his force at 100,000, but he has not more than 15,000 fighting men, who, however, are well armed. I got disgusted with them at last; the slaughter was dreadful. At the city of Chenping they took 1,600 Imperial braves prisoners, who surrendered on the promise of their lives, but

Digitized by Google

the same night they beheaded the whole number, and I saw the creek run with blood for four hours. On the night of the 14th July I took advantage of my being with a party at a point some 60 li in advance of the city of Chenping to desert, by floating down the river on a plank, and the next day I took to the mountains. I wished to avoid the troops, as I knew I should be put to death if taken prisoner by them, so I made inquiries previously to my flight from the country people within the rebel lines respecting the direction of Kia-ying-chow, and at length I gave myself up to a village mandarin. Previously to this I was seized by some boatmen belonging to the village, who bound my hands and feet, and were about to behead me, when a respectable old man induced them to desist and led me to the mandarin. The latter sent me to Kia-ying-chow, where I was confined in an office belonging to the magistrate, and treated well by the officials, but very badly by the people. I only had rice and water. I was then sent down to Canton by boat in charge of a small mandarin, who treated me kindly. I arrived at Canton the night before last, and was taken in a chair into the city, here I was lodged in a yamun, and last night was examined before two magistrates. It was at a Chinese prison; a linguist interpreted, but so badly that I could understand nothing.

To go back. I was originally employed in Colonel Gordon's force as Captain of Artillery, and on its being broken up I served under the Futai Li for three months as drill instructor, and then, wages being reduced from $211 to $150 a month, I went to Foochow and took service under Baron de Meritens, who put me under the orders of a Frenchman at Amoy with whom I disagreed; and, in consequence of this, I went to Shanghai and endeavoured to get employed in the Customs. I had previously endeavoured to get employment at Amoy and Ningpo, but had been refused everywhere; and so at length, having been unemployed for seven months, and receiving offers from Rhode and others who had joined the rebels, I went to Amoy and joined them.

Rhode was one of the 13 who left Changchow with the rebels of these only three besides myself are now alive. They are Williams, an American; McAuliffe (who made the mortars and shells, &c., at Changchow), an Irishman; and Rhode. Williams was very ill with dysentery when I left. The remainder, I believe, were all murdered at different times.

While with the Tze Wang, after leaving Changchow, I was four days without food; but the Kan Wang had been well supplied by pillage. When left, the rebels were talking of retreating towards Kiangsi. The rebels have great confidence in the Kan Wang; the latter is an exceedingly clever man, very fond of European ideas, but very distrustful of foreigners. None of the Europeans were allowed to hold any authority, and none received the fulfilment of the promises by which we were enticed over. The Baron de Meritens sent Gerard and others into Changchow with letters and passes, endeavouring to get the Europeans over; but Gerard having previously cheated the Tze Wang out of $3,000, the latter seized and beheaded him.

The greatest number of Europeans ever at Changchow was sixteen. I attempted to escape out of Changchow, but was prevented by information given against me by a German. The cause of my wishing to desert was seeing two Chinese mandarins burnt alive by the rebels in the city of Changchow. For every tail of a mandarin soldier produced the Kan Wang gives $6 reward. The Kan Wang is about 35 years of age. He is the principal rebel chief at the present moment. I have never heard the rebels speak of coming near Canton, but they are very anxious to get to the coast so as to obtain arms. There is very little money among the rebels, and this province is not productive enough to support them. They threw up fourteen fine stockades around the city of Chenping, very different from the wretched ones erected by the Imperial troops.

The country people are very hostile. They had cut down the unripe paddy around Chenping to prevent its falling into the hands of the Kan Wang. The latter, unlike the Tze Wang, does not allow useless devastation among the villages.

(Signed) GEORGE BAFFEY.

Housebreaking is again beginning to attract attention and engage the energies of the thieving portion of the Chinese population. Two cases are reported; one upon a bungalow up the hill, and another on a house between Lascar-row and Queen's-road. In the former case, a Parsee gentleman was slightly hurt in the scrimmage, after having fired without apparent effect at the thieves.

The Danish schooner *Caroline* reports the loss of the Prussian barque *Vampyr*, in the Gulf of Pechili.

The Hamburg barque *Therese* reports having fallen in with the British barque *Parsee*, Captain Wishart, from Swatow, bound to Shanghai, in a sinking condition; took off the crew, comprising sixteen, along with thirty-four Chinese passengers, and brought them on to Hong Kong.

The following will serve to throw some further light upon the coolie trade as now practised in Macao:—

A mutiny, of which the newspapers have already more than once spoken, occurred amongst the coolies on board a ship which was about to leave Macao. The captain, wishing to restore order, and at the same time to avoid bloodshed, commanded some of his men to fire, but to fire over the heads of the rebellious coolies. Many, as has been already made known to the public, threw themselves into the sea and were drowned. The following fact, however, seems not to have been hitherto known. Notwithstanding the captain's precautions, one coolie was severely wounded. He was sent ashore in order to be put into hospital. The captain knew that Christianity and civilisation had reigned for hundreds of years in Macao, and doubted not but that the poor sufferer would be received there, as such persons are always received in Christian and civilised countries. Alas! He little knew how effectually this infamous traffic sears the conscience, and extinguishes every finer feeling of our nature in those who have been for some time engaged in it. The poor coolie is not allowed to enter the town of Macao. "We have fed this man for so many days"—thus probably did certain men in Macao reason—"we have lost so much money by him. He is now unfit for the market. Why not keep him on board? Why send him back to us? Why thus give publicity to an affair which had better be hushed up with the utmost care? No one has as yet seen this man, as he is concealed in the bottom of the boat; take him back to the ship, and let us hear no more of him." The boat returns, but the wounded man never reaches the ship; he dies in the harbour. Yes, in Macao, in the year 1865, are there found men capable of listening unmoved to the groans of a wounded fellow-creature begging admission into an hospital; capable of closing the door of that hospital in his face—of beholding his life's blood flow drop by drop, and of sending him while in that state back to a ship to die.

Of the 30 ships now lying at anchor in Macao, sixteen are chartered for Havana with slaves. All these vessels will, as is the custom, ship a certain number of coolies in excess of their contract, in order to have the means of supplying the places of those who may die on the voyage (of disease or by violence, what matters it!). It is curious that no one has, as yet, found out why so many of the coolies lose their sight on the voyage! Out of a cargo of 500, 40 will be completely blind before they arrive at their destination, and as, according to the terms of the charter party, the baracoon owner will only pay for and receive those that arrive in possession of their eyesight, the unfortunate blind are probably cast into the sea or landed on some desert island, for the Government will not permit any Chinaman to live in Havana unless he belongs to a master.

Among the obituary announcements we regret to observe the name of Mr. Kemp, editor and proprietor of the *China Mail*, who expired at his residence in Hong Kong on the 27th of November.

The two prisoners convicted of piracy on board the *Kum Kwong Wo*, on the 16th July last, have been sentenced to five years' penal servitude, and during the first six months thereof to be thrice publicly whipped each time receiving fifty strokes. On this absurdly lenient sentence the *Daily Press* has the following remarks:—

"The judgment rendered in the case of these pirates is one that must carry comfort to every one of the numerous horde that are now ravaging the coast. If from henceforth anyone of them gets hanged, it is purely his own fault, for the Chief Justice has plainly demonstrated the method to be followed, in order to avoid the disagreeable finale that is supposed to be awaiting every one of those ruffians at the hands of a retributive justice. We doubt not but the legal adviser and plenipotentiary of all the pirates will not fail to issue to his numerous clients along the coast, and in Macao in particular, a circular, conveying the glad tidings. The statute says, that whosoever shall commit an act of piracy upon the high seas, and shall immediately after endanger the life of anyone, shall be guilty of felony and shall suffer death. But Chief Justice Ball has decided that if the pirates made prisoners of those whom they find on their

Digitized by Google

prize, and confine them a month or so in the hold and then throw them into the sea, that alters the thing altogether, and they shall then not be hanged, but merely sent to penal servitude for five years with the addition of the same amount of flogging which is generally administered to ear-ring snatchers; superadded, we presume, just in order to show them that their past conduct is not upon the whole approved of by Government. Now any man who has had the misfortune in his youth to have entirely neglected the study of the law would conclude that imprisoning a man in the hold of a ship for four or five weeks before you throw him into the sea, is rather an aggravation than an extenuation of the offence; and perhaps if possessing a casuistical turn of mind, he might conclude that stowing a number of men away in a small cabin for an indefinite period is in itself an endangering of their lives; but all those conclusions are wrong; for here we have it laid down plainly and unmistakably, that if you commit an act of piracy and carefully abstain from hurting any one seriously at the time, you can throw them all into the sea at your leisure in a month or two afterwards, without risking your neck in the least. Just run your vessel ashore as near as is convenient, and then heave them overboard one after the other and let them have a swim for it."

The vessels of war in harbour are:—

The British steamers Cormorant, Coromandel, Hesper, and Leven; the gunboats Clown, Drake, Firm, Forester, Grasshopper, Haughty, Janus, Oppossum, Snap, Watchful, and Woodcock. At Amoy: the British steamer Scylla. At Ningpo: the British gunboat Cockchafer. At Shanghai: the British steamers Barrossa and Manilla, and the gunboats Hardy, Starling, and Staunch. At Yang-tze-Kiang: the British steamers Algerine, Osprey, and Slaney. On the North: the British steamer Swallow, and the gunboats Dove and Insolent. At Japan: the British steamers Adventure, Argus, Leopard, Pelorus, Perseus, Princess Royal, and Rattler, and the gunboats Bouncer, Bustard, Havoc, and Kestrel.

PHILIPPINES.

MANILA.

The French Opera Company is creating a great sensation in Manila. The following is extracted from a letter:—"The performances take place twice a week, and Mesdames Maugard and Vierdini sing uncommonly well. We had quite a sensation opera the other evening. Maugard, the manager, got into the bad books of a lot of rowdy frequenters of the theatre, and when he appeared they hissed and hooted so long that they closed the scene, and sent a person out to say in French, 'Your enmity is for Maugard the manager, not Maugard the actor. Monsr. M. is changing his dress and will be here to answer any question in a moment.' M. came running in, in evening costume, *pulling on a white kid glove;* now to the Dons this is an awful insult—they therefore hooted, and called out 'bruto,' 'feura,' &c., and threw opera glasses at him; till on rushed the head of the police with two constables and forced down the curtain. Maugard was sent to jail and fined next day $150. The justice of this you can imagine. The Captain-General was very wroth about it, as he is a backer of Maugard. We thought we were to lose the company, but the General won't let them go. Once here they are pretty much in the hands of the Philistines. We fancy the actors will have a more grateful recollection of the barbarous English, so far as music is concerned, than the natives of musical Spain, where nearly every don and donna can tinkle the guitar, and 'warble their native woodnotes wild.'"

SIAM.

BANGKOK.

The English Mail of 26th Sept. had arrived out. Dates are down to the 16th Nov. The following items are from the *Siam Times*:—

"Thursday, the 14th day of the waxing moon of the 12th month (Nov. 2nd), commences the Royal Festival for raising lanterns upon poles. Sunday, the first day of the waxing moon 1st month (Nov. 19th), the festival ceases. Let all the members of the Royal family, and all the nobles and officers with the common people who will keep this festival, know and follow according to these directions. Saturday, the 1st day of the waning moon 12th month (Nov. 4th), is the day in which the Brahmins celebrate the royal festival of *Krittekaya* in the temple of *Phra Tewastan*.

"The rains have been rather heavy during the past week for this season of the year. No damage, as far as we have heard, has been done to the rice crop. According to the Siamese mode of reckoning the rainy season, it closes this week, but frequent showers occur some seasons to the middle and even to the end of November. Rice and paddy are still falling a little, and there is much confidence in a good harvest. Prices will probably fluctuate somewhat until the grain is gathered and secured.

"The return of a part of the Siamese vessels from China and the arrival of a few foreign ships is giving some employment to the steam tug boats, and begins to break the dull monotony of the long state of stagnation which has hovered over our former busy port.

"The Chinese have commenced repairing and putting their old fashioned sugar mills in order for the coming season. So far as reports have reached us the prospect of the coming sugar crop is not very good. The long dry season affected the growth of the cane unfavourably in many places.

"The Steamer *Chow Phya* took rice as part of her cargo on her trip to Singapore on the 25th Oct. This we believe is the first shipment since the prohibition was removed."

MALACCA STRAITS.

SINGAPORE.

We have received files of the *Singapore Free Press* to the 4th December. The mails of the 26th October had arrived.

The following gives some interesting particulars of the new works for utilising the hitherto neglected husk of the cocoanut:—Hitherto the husk of the cocoanut has been cast out as refuse by our planters, and been burnt, or buried, or allowed to rot on the estates at great loss to the proprietors, although it has always been valuable for the manufacture of rope and a textile material, and for the stuffing of beddings, couches, and chairs; at length, however, our enterprising townsman, Dr. Little, has erected a coir manufactory at Arthur's Seat, and the husk is likely in future to be profitably used. The husk is first steeped in water for a few days, then it is passed between rough rollers which crush and soften it; then it is combed by two mills which are technically called devils, which clean the fibres; if the latter are not quite clean they are drawn over sharp spikes by hand labour. These rollers and mills are worked by a ten-horse power high pressure engine. All the short fibres that are thrown out by the mills are screened and cleaned. The fibre thus cleaned and combed is spread out in the sun till dry, and is then ready for exportation. The long fibre, which runs from twelve to fourteen inches in length, is fit for brooms and brushes, and the short is a splendid substitute for horsehair stuffing. The soft pithy substance cleared from the fibre will, when burnt, form excellent manure. The dried branches of the cocoa-palm, which has also been of little use hitherto, serve now to keep up the fire in the boiler furnaces. We have no doubt the coir will fetch a remunerative price, but we think it would sell better if converted into cordage, which might be easily done by adding a rope walk to the present buildings, as the engine is quite powerful enough to work half-a-dozen spinning machines. We fancy a sufficient quantity of coir could be obtained here to keep the manufactory supplied; if not, it is certain the inhabitants of the neighbouring islands would bring their husk to this if they were certain of finding sale for it. In connection with the manufacture of coir rope we believe the common plantain tree of this island would furnish nearly as good fibre as the *Abaca* of Manila, a species of banana. We have tried the fibre of two kinds of plantains, the *pisang batu* and *pisang Almeida*, and found them exceedingly tough and strong, and of great length. It would be possible, we think, in the manufacture of cordage, to mix the coir and plantain fibre together.

PENANG.

The *Penang Gazette* contains the following:—"One of those landslips which occasionally occur on the island took place on the 8th inst. On the left side of the road leading to the waterfall, and before reaching the Alexandra Baths, is a hill from the foot of which the Municipal Commissioners and others have for years past been in the habit of quarrying away earth and stones. The hill had been thus cut away in an almost perpendicular line, and as the soil is of a soft friable nature interspersed with large boulders, the unusually heavy rains which have marked this season of the year had so loosened the earth that a large portion of it, chiefly from the top, came down at about 10 o'clock on the night of the 8th with a loud report, which was heard in the suburbs of the town. It is estimated that from about 60,000 to 70,000 tons of earth and rocks came down from a height of about 400 feet, burying the road and a plantation of young cocoanuts, lying to the right of it, to the depth of about 20 feet, and to an extent of 200

Digitized by Google

square yards. The family of a stone mason living within a few yards from the hill narrowly escaped destruction, and fortunately no one was passing along the road at the time. This is the largest landslip within recollection. On the following day the spot was visited by almost every one, and the usual drive to the Jetty abandoned for a visit to the foot of the hill. There are at present about 60 men engaged in carting away the soil and blasting the rocks, so that in about 4 or 5 days more the road will be again passable for carriages."

On the 10th November the town was the scene of another disgraceful faction fight between rival Chinese Kongsis. The Hoh Seng and Hoh Hap Seea, Chinese, it appears, combined and attacked the Ghi Hins in Penang and China streets; one man was killed by a spear or knife wound, and another received five wounds, inflicted apparently by a charge of slugs, or No. 1 shot. The police were quickly on the spot, and the disturbance was soon quelled, three men being arrested. In connection with this disturbance, a number of Chinese, all armed with spears, landed from a junk and proceeded up China and Penang streets, attacking the shops and people. The police, who were headed by Inspector Magness, would probably have succeeded in arresting several more of the rioters had the men seconded their officer and pursued the Chinamen into the water; but they took the precaution to take off their shoes first, by which time was lost, and the Chinamen escaped.

Births, Marriages, and Deaths.

(Announcements for Subscribers are made free of charge.)

BIRTHS.

MELLISH—On the 16th Nov., at Hong Kong, the wife of Edward Mellish, of a daughter.

WIGNALL—On the 11th Nov., at Shanghai, the wife of J. H. Wignall, of a son.

MARRIAGE.

COOLEY—FOX.—On the 11th Nov., at Shanghai, at Trinity Church, by the Rev. C. H. Butcher, M.A., Cousular Chaplain, Charles John, third son of the late Lieutenant Cooley, R.N., of Cooley, in the County of Limerick, Ireland, to Henrietta Emma, eldest daughter of Henry Fox, of Liverpool.

DEATHS.

KEMP—On the 17th Nov., at Hong Kong, James Kemp, Editor and Proprietor of the *China Mail* and *Evening Mail*, aged 34 years.

SWAN—On the 12th Nov., at Shanghai, at the Commercial Bank-buildings, James Cumming Swan, aged 26 years.

EXPORT OF TEA AND SILK TO GREAT BRITAIN.

1865-66.

	From Kanagawa.	From Shanghai.	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales.
From June 1 to Oct. 31, 1865	1722939	34358515	33940800	747284	7769973	78539511	44458
Corresponding period last season	682976	40835871	33969626	453017	7098470	83039960	17419

SAILED SINCE.

	Ship.	From.		
Nov. 6 ...	Emue (mail str.) ...	Shanghai, &c.... ...	—	1,757
— — ...	Prince Alfred	Do.	923,630	
— — ...	Spanker	Canton	525,668	
— 1 ...	Esperanza	Foochow	960,000	
— 4 ...	Alexandrina	Do.	853,300	

TO UNITED STATES.

							Piculs.
From June 1 to Oct. 31, 1865	...	...	...	...	...	8401388	1913
Corresponding period last season	...	...	...	...	...	6185852	...

SINCE SAILED.

Nov. 8 ...	Mandarin	Foochow	268,400	
— 9 ...	Gazelle	Do. (not reported).		

TO THE CONTINENT.

							Bales
From June 1 to Oct. 31, 1865	...	...	...	...	...	1986640	...
Corresponding period last season	...	...	...	...	...	38800	...

SAILED SINCE.

None.

TO SAN FRANCISCO.

						Tea pkgs	Boxes.
From June 1 to Oct. 31, 1865	...	...	...	...	...	17595	405
Corresponding period last season	...	...	...	...	...	12656	61

SHIPMENTS SINCE.

None.

TO AUSTRALIA.

From June 1 to Oct. 31, 1865	4,650,935
Corresponding period last year	6,479,150

SAILED SINCE.

Nov. 1 ...	Ashburton	Foochow...	668,700	

EXCHANGES ON LONDON.

[For dates, see first page.]

		Bank.	Private.
At Yokohama . . .	6 months sight.	4s. 4d.	4s. 5d. to 4s. 5¼d.
At Shanghai (per Tael.) . .	6 ditto	6s. 1¼d.	6s. 2d. to 6s. 3d.
At Canton . .			
At Hong Kong . .	6 ditto	4s. 7d.	4s. 7¾d. to 4s. 8¼d.
At Macao . . .			
At Singapore . . .	6 ditto	4s. 6¾d. to 4s. 7d.	4s. 7d. to 4s. 8d.
At Manila	6 ditto		

At Shanghai, Bills on India, Rs. 298 to 299 per 100 taels. At Hong Kong, Rs. 217 per $100. Bar Silver at Shanghai, 111 taels; at Hong Kong, 10 per cent. prem. Mexican dollars at Shanghai, taels 72 per 100, and Exchange on Hong Kong, 27 to 27½ discount. Hong Kong and Shanghai Bank shares, 6 prem.; Gas Company, 30 prem.; Hong Kong and Whampoa Docks, 40 prem.

SHIPPING INTELLIGENCE.

ARRIVALS.

AT HONG KONG.—From London: Nov. 22, Sydney Eggers, Violet. From Sunderland: 20th, Prudhoe; 22nd, Moravia; 24th, Clara Morse. From Newcastle: 24th, Mary Frances. From New York: 24th, Nieman.

THE REV. DR. LEGGE ON JAPAN.

We find the following report of Dr. Legge's very interesting address on Japan in the *China Mail*:—

JAPAN AND THE JAPANESE.

The usual quarterly tea-meeting of the Union Church here was enlivened the other evening by a homely and extemporaneous, but nevertheless interesting address from the Rev. Dr. Legge, descriptive of his recent visit to Japan. The following is pretty nearly as taken down in the speaker's own words.

He began by saying that, although he went to Japan with the intention of keeping a journal, he was so puzzled with the difficulty of coming to conclusions, that he found himself unable to do so:—

We left Shanghai on the 25th of July, and about the end of the month (the 29th) we drew near to Japan, and caught the first sight of the outlying islands. I had been reading about the Japanese, and speculating in my own mind where they originally came from, and about the nature of their language; and now we should see them, hear them speak, and mix with them. I was all at sea about them when we drew near to their shores, and I must say I was all at sea when I left. The subject came up in conversation in every company which you entered; still one was unable to get to any conclusions of a more satisfactory kind other than those floating about regarding them.

My first impression was of the loveliness of the country; there were flowers in abundance—spots that seemed thick with daisies and buttercups, or gowans, as we call them in Scotland; spots where the soul seemed to find a repose, such as nowhere can be found in this country; and the atmosphere, too, was so clear and balmy. As we neared the harbour of Nagasaki our attention was attracted at the entrance by the island of Pappenberg, which possesses a peculiar interest. It was here that two centuries and a-half ago hundreds of Japanese Christians were precipitated over the steep and killed. Turning and advancing into the harbour I was forcibly reminded of that part of Lord Elgin's letters in which he makes a very happy allusion to this prospect. He says that the approach to Nagasaki is just a succession of Mount Edgecombes. Many of you will be familiar enough with the Edgecombe near Plymouth, famous as the loveliest spot in the South of England. Well, the entrance to Nagasaki harbour is quite equal to it in every respect.

Going in we dropped anchor: and if I was much impressed with the loveliness, I cannot but say I had an equally favourable impression of the people. They are, I think, originally descended from a colony of Chinese; but the Chinese element is here found better than in China, owing partly to the mixture of an older and better looking race of people, and partly to the better climate of Japan. The country very much resembles our own dear British land; it is hilly, full of metals, rocky, and surrounded by the sea. It is said by geologists that the formation of the soil of England is such as makes it the best place in the world for fully developing the human species; and I would say the same of the climate and soil of Japan. Even the Chinese who go there are better looking men than those we see here in Hong Kong. The features of the Japanese are well developed. I saw some who had noses as good as myself, with a full round eye, looking you full in the face. And then you would see the oxen coming from the country laden with the farm produce, and attended by the farmers' daughters, with their plump and ruddy faces—"sonsie lasses," such as I used to see some years ago in the north of Scotland—in Aberdeenshire. Now let me notice one little point more before we leave Nagasaki. Ascending to the top of a hill, where my family was, we found ourselves upon a beautiful flat of some acres' extent. I wish you could all of you go there for six weeks next summer, and see it for yourselves; it was so lovely a spot. Behind the house, overlooking the bay, upon a kind of platform, was a grove of fir trees, growing to about sixty—oh, a hundred feet overhead; and here the children of our friends and our own would be seen playing from morning to evening barefoot, as we used, some of us, contrary to our mothers' wishes, perhaps, to run about at home; no use for shoes—no use for anything but the branches of the trees. I had still the dregs of fever upon me, however, and did not enjoy the beauties as I should otherwise have done.

After about five days' stay, we left Nagasaki on our way to Yokohama. Entering the Inland Sea by the Straits of Simonoseki, we passed the place where the fighting occurred some time ago. Through the kindness of the captain, the vessel came to an anchor, and we were thereby able to enjoy ourselves all the better, and to walk on shore, and inspect closely the scene of the fight. The Inland Sea may be described as a mimic Mediterranean, and the Simonoseki Straits might be compared to those of Gibraltar; you pass from the one sea into a succession of immense lakes, as it were, and then out into the vast sea once more, on your way to Yedo Bay. It was on a fine evening, like those we have here now, that, having slipped anchor, we passed out of the Straits and into the Pacific of Japan, towards Yokohama, which lies in the Bay of Yedo. Approaching to the entrance there is an island called Breesa, or Ooshema, which is volcanic and continually active. We could see the smoke rising in columns, and resting over the island, by the light of the moon, and it brought to my mind the pillar of cloud mentioned as guiding the Israelites in the Wilderness. About a month afterwards we had even a better view of it, when there was no moonlight; then, looking through a glass, we could see as if the whole island were on fire, in the darkness of the night. Yokohama itself is a wonderful place. The growth of only a very few years, the town built by the merchants has a very compact and regular appearance; compared to Hong Kong, it is arranged with much more regularity. In Yokohama the impressions which I received at Nagasaki as to the loveliness of the country were confirmed. There the people were, in the month

Digitized by Google

of August—some may have had white trousers, but most with cloth; very few with alpaca coats, while many wore woollen ones; and all looked healthy. What a contrast there was when the *Adventure* arrived, bringing the skeletons of our soldiers and their wives and children from Hong Kong. The common remark was, "See, after being here for a while, how they will look!" and it was quite true. One friend whom I knew, and who looked miserable on his arrival, showing every appearance of consumption, was so changed after some short stay that I scarcely knew him to be the same person. This loveliness of country and salubrity of climate pervades all over the country. Walking for five or six miles into the country near Yokohama, you see this to great advantage. You can go along the Tokaido, the eastern road that is, extending along the eastern side of the island from Yedo; or you can go along another road—and a good road it is, some six miles long, which the Japanese have recently constructed for the use of Europeans, so as to keep them from frequenting the Tokaido. But we thought it much better to go into the fields; so we crossed the canal, and ascended a tall bluff of beautiful green. Then we wended our way through pathways, different from those in China, amongst fields of grain, turnips, cotton, potatoes, and cabbage, just as at home. By the paths also, and on either side of them, was a profusion of flowers—violets, pinks, clematis, camelias, and others, such as are not to be found in any other country. Even the children would soon gather a large bouquet. You could walk on for any distance through the fields, now hill and now vale, up and down into dells—or "dens" as we call them in Scotland—between hedges and among trees; in truth, the walks were endlessly diversified wherever we went.

We crossed the harbour from Yokohama to Kanagawa, and had a very pleasant walk to visit a temple there. The lawns are here very often prettily cultivated; the grass is soft and velvety; and before many of the merchants' houses in Yokohama you would see lawns equal to those so common in the family residences at home. Through the fields on this side, we noticed that they were equally well cultivated, every spot seemed to be availed of, either for grain or shrubs, or flowers. Any one staying a week or two about Yokohama and Kanagawa must be very reluctant to come back.

At Yokohama, my impression of the Japanese people received a little modification. Now, there is one thing which is not very pleasant in the Japanese, and that is the scantiness of their clothing. The expenditure of the mass of the people for clothing must be very small indeed in the course of a year. In this they bear a strong contrast with the Chinese. They are descended from a less cultivated race: and I was reminded of a line, which might read, "When wild in woods the naked savage ran." The women are equally pleasing with those in Nagasaki, but there is a freedom about their manners which is obtrusive and unpleasant. They are very cleanly, and their houses are kept wonderfully clean; which is another advantage they have over the Chinese, who we all know are very dirty and keep even their temples in a filthy condition. In Japan, the temples are not less clean than our own chapel, new as it is, and in the first blush of its beauty. Still, with all that, there was something in their social life I did not like. I asked our Chinese nurse, who was somewhat jealous for her people, what she thought of them; when she replied, "Perhaps they are clean and more comfortable; but what think you of their manners and their proprieties?" It was evident she was much less favourably impressed with their character and habits than I was myself.

Another habit in which I found the Japanese to indulge was intemperance. They are certainly more sociable than the Chinese; and it was not uncommon to see them fraternising with the soldiers, and walking together with their hands round the soldiers' necks, a thing not likely to be met with amongst the Chinese. The soldiers and the people, however, were fond of frequenting the grog-shops together, and the grog-shops there are even a greater nuisance than they are here. The Japanese are, in truth, an intemperate set, as compared with the Chinese; and on this fact being apparent, they seemed to go down in the scale. I was strongly reminded of an incident which I met with in London some years ago. When at the West End of the city one fine morning, and requiring a cab, I ascended the box beside the cabman in order to see about me and have a conversation with him. I told him that I had been in many parts of the world, in Malacca and China, when he asked inquiringly, "What sort of creatures are they in those countries? Are they at all civilised? Do they take their gin of a morning?" Such was cabby's idea of civilisation; and there is but little doubt but the Japanese are too much given to their saki in the morning as well as throughout the day.

Another point is of some interest regarding the Japanese customs. We are all very prone to form incorrect ideas about other nations and peoples; and are often amused to hear and read of the paper pocket-handkerchiefs which are used by the people of Japan, and which they sometimes throw away and sometimes put up their sleeves. It is a matter for us to smile at; but not so much either as we might think. The paper used for that purpose is quite different from our paper—is smooth and soft and even more comfortable than the grass-cloth of China, so often used in this manner by ourselves.

And now we may proceed to Hakodadi, the most northern of the ports open at present to foreign commerce. It is the capital of Yesso, the most northern of the larger islands which constitute the Japanese Empire. It is considerably colder than the southern ports, and its aspect is more akin to Scotland than anywhere, I think. I have ever been—of course a little more balmy and salubrious than Scotland is. We spent a fortnight at Hakodadi, and saw much of the Japanese. Near the establishments of Messrs. Dent and Co., where we resided, was the great area for burning the dead, which is a custom followed among the lower classes of the Japanese. I have seen sometimes as many as half-a-dozen bodies burning at once. Altogether there appears to be less regard for their dead amongst the Japanese than amongst almost any other nation. Burning seems repugnant to our natural feelings; and when they do not burn the bodies they bury them, and in a somewhat strange way; they are able somehow to double up the body of a large man into a box about three feet square.

Near this was situated a large Buddhist temple, where we saw the mechanical practice of wheel-praying, somewhat similar to the windmills used by the Kalmuk Tartars so ingeniously and effectively for the same purpose. The Japanese, however, have not attained to the windmill. They have a wheel in their temple doors, which, when in good preservation, well oiled, and in good condition, would run round on a tap for say thirty times; every bead which drops is a prayer ascended, and some may obtain fifty or even a hundred such. The wheels are common enough throughout Hakodadi. Another curious thing I noted here was this. Boxes of toothpicks were fixed up on the walls—about a foot square, and filled with bundles of toothpicks made of fragrant wood. These are put up by the owners, each bundle costing so many iron cash; and the people as they pass take their bundle and leave their money, which is, curiously, never taken away. I have often looked into the box and seen the cash accumulated; when empty, the money is taken by the owner and the box replenished. It brought to my recollection that part of the life of Confucius, in which it is said that his government was so effective, that every one got so honest that a purse found by any one was never kept by the finder. A European resident remarked, "What can you say against the Japanese? Would a box full of pence hang anywhere in England and not be touched?" Certainly the incident of the toothpick boxes took my fancy as a peculiarity of the Japanese people.

The Island of which Hakodadi is the capital is not one-tenth peopled, which is a proof that Japan is comparatively an infant nation—probably within our Christian era. Remains still exist in the extreme north of the aboriginal race, who have been driven up country before the Chinese immigrants; but this island is even yet not one-tenth inhabited. We started one morning for a ride, and rode about 22 miles before noon, halting on the shore of the Camona lakes, the banks of which were finely wooded; and which, with their wooded islets in the water and girdling mountains of beauteous fertility, make them one of the most attractive spots for travellers in Japan. Next day, after being a few miles on the road, we turned off to visit a very, or comparatively, high mountain, between 3,000 and 4,000 feet in height. In the side of it lies the crater of a volcano, which though not at present in eruption, may break out any day: to the top of this was a toilsome journey, but we were well repaid on reaching the top. All the way up was strewn with pumice stone and other rubbish, and the smell of sulphur was very strong as we drew near. The whole side of the mountain had been thrown out; and the depth of the crater was 70 feet, and probably a mile and a half in circumference. Walking down about a furlong, the smoke we could see issuing, as it were, from a hundred furnaces, and the noise seemed like that of a hundred steam engines. A little farther on still, and we reached the centre, where were three or four holes steaming like fire-engines. Stones and mud which we put in here were thrown up several feet; and I was never more impressed with the resistless energy and the power of God. The entire side of the mountain had been thrown out upon the woods below. It was in eruption the last time in 1855, when the earthquake destroyed Simoda and Yedo; and the woods for several miles round were altogether destroyed by the earth and lava which had been thrown down. New woods were now growing, but all through the forest were seen the tall dead trunks of the former growth. Descending from the volcano, we continued our ride to Suwara Bay, in all nearly fifty miles into the interior. The country was very thinly peopled, and few villages existed on the way. The trees we saw were the oak, horse-chestnut, beech, elm, and in fact every tree familiar in Scotland; and the people were always civil. There appeared to be no fear of the natives felt whatever; and no lady in Japan ever loses her sleep from fear of the people. Wherever you go, there are tea-houses, where you are supplied conveniently with refreshments, and are able to pass the night very comfortably.

I have not had time to say anything of the religions of Japan, nor was I able to satisfy myself as to their nature while I was there. I have referred to the destruction of Christians precipitated from the Island of Papenberg. In the sixteenth century Xavier and other missionaries entered Japan; but there was not then the same exclusiveness as now. They were received in a friendly way, and the truth made great progress, the converts being estimated at 1,800,000. Many of the feudal princes—for Japan is a feudal empire, as our own country was some hundred years ago—became adherents of the Catholic party. In its feudalism, I thought Japan was more like what England had been a few hundred years ago than any other country in the world; and many passages from Chaucer occurred to my mind, and seemed to apply most peculiarly to Japan as it now is. Many princes, as I have said, were adherents of the Catholic party; but suspicion was somehow awakened, and persecution broke out. The Christians formed a party of resistance, but they could not effectually defend themselves, and were consequently exterminated. The final blow was struck at the Fort of Simabara, in the island of Kiu-siu. At the reduction of this fort, even the Dutch were found fighting against the Christians; in fact, the entire history of that period is a strange tangled web. At all events, when the fort was reduced, and the Christians slain, thousands were buried in one large grave, and the following inscription put up by the Japanese:—"As long as the sun shall warm the earth, let no Christian be so bold as to come to Japan; and let all know that the King of Spain himself, or the Christians' god, or the great God of all, if he violate this command, shall pay for it with his head." By the Christians' god, I fancy they must have meant the Pope; but more blasphemous and bolder language was certainly never published on the face of the earth before. This policy has been continued much the same up to the present time. In travelling, you can see, on the gateways leading into many villages, the statutes against the Christians, offering rewards for the teachers or followers of the truth. Were missionaries to preach in public, not one of the people would dare to listen to them. After the Christians were exterminated, there used to be a particular day of the year set apart for trampling publicly upon the cross. This is now, however, abolished; and we are permitted to build churches, while Protestant and Roman Catholic missionaries are often asked to teach Japanese officers English, French, and different sciences, only they must not use the Scriptures. Many pupils privately read the Bible, and inquire of its meaning; some merchants have even applied to me, for copies to give to their retainers and some of the Daimios. A change is evidently coming over the people; and I felt I should bring before the English public the field now opened to Christianity there. Missionaries are learning the language and preparing for it; America has forestalled us there, and there is not a protestant European missionary there at all, although our commerce is ten times that of America.

Digitized by Google

NOTICES TO CORRESPONDENTS.

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be authenticated by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

A REGISTER is kept of the addresses of all persons connected with the FAR EAST and reference can be made to the same by personal application at the office or by letter.

Any information required by Subscribers, in reference to Commercial or General matters in CHINA, JAPAN, SINGAPORE, *and other parts of the* FAR EAST, *will be supplied on application at the Office, where files may be seen of the Journals published in those countries.*

THE LONDON AND CHINA EXPRESS.

PUBLISHED on the departure of the Mails *via* Marseilles on the 10th, 17th, and 26th, contains a Summary of European, American, and General News; Commercial and Shipping Reports, and Special notices of Trade with the FAR EAST.

Subscription 54s. per annum, including Postage. Export Supplement 12s. extra.

The London & China Telegraph.

LONDON, THURSDAY, JAN. 4, 1866.

OUR JAPANESE VISITORS.

HIS Excellency Shibata Hionga no Kami and suite leave London to-day for Paris, intending to make a short stay in France, and leave Marseilles for Japan by the Messageries Imperiales steamer on the 19th instant. During a stay of barely three weeks in this country they have visited under the able guidance of Major Brine, a great number of national institutions and other places of interest, as will be seen by the following outline of their itinerary. It is worthy of remark that they have wasted no time in pleasure-seeking, or mere sight-seeing; their investigations having been strictly confined to objects of a useful and thoroughly practical nature. On the 18th December they inspected Woolwich Dockyard, examined Her Majesty's ships *Prince Albert* and *Black Eagle*, and visited the Army and Navy Club. On the 19th *The Times'* office, the Bank of England, and the Mint were visited. On the 20th, the Blakely Ordnance Works, the Royal Exchange, the Tower, and the London Docks. On the 21st, Chelsea Hospital, the Naval and Military Asylum, and the Metropolitan Railway. On the 22nd they proceeded to Portsmouth by the South-Western Railway, and went on board the *Royal Alfred* the same day. On the 23rd Portsmouth Dockyard was inspected, as also the iron-clads *Minotaur* and *Scorpion*. On the 23rd Hilsea Barracks, Fort Southwick, and Gosport were visited. On the 26th they proceeded by railway to Plymouth, and the following day visited Devonport, the Raglan Barracks, Plymouth Breakwater, and the Albert Bridge at Saltash; also the dockyards at Devonport and Keyham. On the 28th the party returned by the Great Western Railway to Paddington terminus, and resumed their former quarters at the Langham Hotel. On the 29th they went to Westminster Abbey and the Houses of Parliament, and the following day to Millbank Penitentiary and Williamson's sword factory. On the 1st of January they started for Ipswich, and there visited Messrs. Ransome and Sims' manufactory of agricultural implements, and the works of the Patent Concrete Stone Company. On the 2nd they visited Mr. Herbert Watkins, photographer, of Regent-street, and afterwards went to the South Kensington Museum, and the Horticultural Society's grounds, also the London Fencing Club. And on the 3rd, the day preceding their departure, his Excellency the Commissioner had a farewell interview with Lord Clarendon at the Foreign-office.

On the evening of the 29th December his Excellency gave a banquet at the Langham Hotel to a large party of naval and military officers, and gentlemen connected with the various institutions visited by the party. The Commissioner, who possesses in an eminent degree that courtly bearing for which his countrymen are noted, received the guests in a most hospitable and kindly manner, in which he was aided by Colonel Brine. The dinner was unexceptionable, and when the party broke up at a late hour it was evident that the entertainers and their guests were mutually pleased with each other. Thirty-five persons sat down to dinner, among whom were the following:—General Sir J. Burgoyne, Bart, G.C.B., Constable of the Tower; Colonel Sir J. Wilson, C.B., Chelsea Hospital; General Hutt, C.B., Secretary, Chelsea Hospital; Commodore Dunlop, Superintendent of Woolwich Dockyard; the Master of the Mint; Colonel Whimper, (Tower of London); Colonel Adams, Secretary of the Naval and Military Asylum; Captain Burgoyne, C.B., H.M.S., *Wyvern;* Captain the Hon. G. Wrottesley, A.D.C.; Mr. Sydney Locock, Secretary of the Japan Legation; Mr. Briggs, Secretary to the Admiralty; Mr. Horley, Secretary, Bank of England; Mr. Myles Fenton, General Manager of the Metropolitan Railway; Mr. Wright, of the *London and China Telegraph;* Mr. Paice, Superintendent of the London Docks. Among those invited, whose engagements prevented their presence, were—Gen. Sir A. Woodford, G.C.B., the Governor and Deputy-Governor of the Bank of England; Mr. Simonds, of *The Times;* Lieut.-General Buller, Admiral Sir Michael Seymour, and Colonel Sir Wm. Gordon.

It is not generally known, we believe, that H. E. Shibata Hionga no Kami, and Midzousima, the chief secretary, were among the party who visited this country in 1862. They have a vivid recollection of the splendours of the International Exhibition of that year, but state that they have found so many novelties and evidences of progress as to render their present visit most interesting and instructive.

RAILWAYS FOR CHINA.

SIR RUTHERFORD ALCOCK'S arrival in China as Minister-Plenipotentiary at Peking has been availed of by the colonists at Hong Kong, and the English residents at Shanghai, to lay before his Excellency matters of public interest for the further development of British relations in that country. Among these, the important subject of introducing railways into China, was brought forward by a deputation from the Railway Committee at Hong Kong, which we noticed at length in our last issue. It would appear that the supporters of Sir MACDONALD STEPHENSON'S project for opening up the interior and bringing it into connection with the Indian lines of railway, are not hopeful of carrying out the preliminary section from Canton to Fatshan, and they asked the advice of Sir RUTHERFORD upon the question generally, hoping that he would aid the company in accomplishing the objects in view. His answer was so far favourable that he agreed with the proposed introduction of railways, and they might depend upon his support and influence with his colleagues at Peking. This is satisfactory, seeing that his predecessor, Sir FREDERICK BRUCE, was decidedly opposed to any such undertakings, and when STEPHENSON was intending to visit Peking on his mission, he wrote to Mr. LAY to "choke him off." However, the new Minister does not hold out much hope, at least of a speedy realization of their wishes; and recounts the opposition of the mandarins, and the people hostile to foreign innovations. On these questions few can speak with greater authority than Sir RUTHERFORD, whose experience in China is of such long standing. "It was clear," he replied to the deputation, "that every measure which tended to remove and "annihilate distance between the central seat of Government and "the provincial governors would be very unpopular with the "latter, as it must necessarily diminish their authority, and "create a close supervision of their proceedings. Great oppo-"sition must naturally be looked for from the local autho-"rities." We entirely agree with these remarks; and the great error committed by the representatives of the company was in applying to the Governor of the Quantung province at all, as his refusal would tend to damage their prospects, while his assent would have been of little or no use. Now that our new Minister at the Court of Peking entertains a favourable opinion of the project, all future applications for privileges should be made at head-quarters. But these applications must not be all one-sided—the direct pecuniary profit to go into the pockets of English or other foreign shareholders; while the boon to the Chinese takes no tangible shape. If the Government are asked to grant certain concessions of land and other benefits to the company, they are certainly entitled to a royalty for the concession. In view of some substantial income for allowing the innovation, there is no doubt that, with the prospect of replenishing the Treasury, there would be little difficulty in securing ample powers for the construction of railways in China. Under the Regency that exists the time is propitious, as it is well known that the Prince of KUNG and the Chief Minister, WEEN-SEANG, are both well-disposed towards foreigners, especially the English.

The next point for consideration is the general scheme proposed by Sir MACDONALD STEPHENSON. As we have formerly expressed our opinion, so we still hold that it is too gigantic for any practical mind to entertain. Hence it should be shorn of its exuberant proportions, and reduced to some more feasible

Digitized by Google

plan. On this point Sir RUTHERFORD ALCOCK gave good advice, as to where the preliminary line should be laid down. "He thought that a line as near as possible to the central seat "of Government would be preferable, as coming more under "the immediate notice of those whose attention should be "drawn to the desirability of railways." Not only is that an important consideration, but the northern provinces present many more advantages for the construction of short lines, both in a profitable and engineering point of view, than the south of China. The merchants of Hong Kong and adjacent ports cling to the fond hope of restoring the faded glories of Canton by laying down a line of railway from thence across the Meiling Mountains to the tea districts and Hankow. This is a futile conception, for the purpose, apparently, of benefiting the few individuals who have property in the Shameen Settlement. The days of southern monopoly of trade are gone, and since then the current of commerce has flowed in its natural channel down the Yang-tsze River, from the central tea districts. It would be a waste of capital to commerce laying down a line in that direction, which might never be completed. If the company are in earnest let them take Sir RUTHERFORD'S advice, and look for some locality in the north for laying down a short preliminary line. Had Sir MACDONALD STEPHENSON gone to Shanghai instead of Hong Kong to enlist the co-operation of the mercantile community, he might have seen a line of country more favourable for railways, but the residents less inclined to assist his views. At that time the merchants of Shanghai were of the BRUCE stamp, and inclined to "choke him off." Since then, however, things have changed in the "model settlement," and the infusion of new blood, together with the transfer of the central legal institutions from Hong Kong, make it now a less prejudiced community at local improvements than formerly. Under these circumstances it just possible that the first line of railway in China may be from Shanghai to Woosung.

In our remarks upon this subject we are only anxious not to underrate the difficulties which, from the causes referred to, attend it. We feel assured that, taken up as the question o railways in China has been by the leading houses connected with the country, and by others whose previous exertions in the same direction have been so signally successful, there can be no doubt of their introduction into China, and, once introduced, of their rapid extension throughout the empire. "*Ce n'est que le premier pas que coute*" is nowhere more applicable than to the undertaking before us. It is a question of time, but probably of a much shorter period than may be supposed. Events are occurring, with previously unknown rapidity, which are changing all our preconceived ideas and habits. The China of the present day is not the China of the past, and the party of progress at Peking is at least as powerful as the anti-foreign party. Whatever motives may hereafter induce the Chinese Government to adopt railways, we may be sure of one thing, that, once convinced of their remunerative character, the Chinese are sufficiently alive to their own interests to find the means to remove all minor obstacles in the way of their adoption.

SILK IN FRANCE AND ITALY.

THE silk markets of the Continent begin to exhibit some slight changes in their condition. The returns of silk registered at Lyons during the two past weeks showed an increase of nearly nine thousand pounds, in weight, in the former, and more than double that amount in the latter case. Comparing these weeks with the corresponding ones of last year, we find an increase, for the two taken together, of more than thirty thousand kilogrammes, or thirty tons! The silk which arrived lately from the East was purchased eagerly enough, but it is said that there is now an inclination in favour of French and Italian silk, although their price is still higher than the Chinese and Japanese. The *bulletins* of the Lyons *Conditioners* certainly exhibit a slight increase in that direction, and some accounts from Marseilles said that the late large arrivals of silk and cocoons have rendered the holders a little less firm as respects terms, but later advices say that the market at the last named place has only become calm since the late public sales, that the position is still good, and that cocoons are in demand at very good figures. At Aubenas the silk winders, who had closed their factories for want of French silk, are now re-opening them, in order to wind Chinese and Japanese silk. Accounts from Genoa and Milan show that the trade is waking up in these quarters. In fact, the scarcity of the fabricated article will practically compel the winders and weavers to work; the only question is, whether there is any danger of the European market being overstocked with silk from the East, and there is no evidence of such a tendency yet, although the danger may exist nevertheless.

The complaints of the unfortunate French silkworm breeders and the discussions thereon have brought out an interesting fact respecting the cultivation of silk in France. HENRY the FOURTH determined, with the aid of the great horticulturist, OLIVER DE SERRES, to relieve his subjects from the annual tax which they paid to foreigners for silk stuffs, and had fifteen thousand mulberry trees planted in the gardens of the Tuileries; France now possesses twenty millions of these trees, produces on an average two millions of pounds weight of silk annually, and yet to keep her hundred thousand looms going is obliged to buy twice as much of the raw material as she produces at home. The progress of the silk trade has been far more rapid of late years than ever, so that even should the silkworm, or mulberry tree disease suddenly disappear, and the French crop resume its average importance, there is likely to be still a large demand for raw silk from the East, for the produce of other countries in Europe is no more likely to become super-abundant than that of France, especially now that Italy has commenced, as to all appearance she has, a new era of commercial activity. Silk dresses are not likely to fall out of fashion, and no sumptuary laws or tendency towards economy is likely to diminish the amount of the dressmaker's bills.

PRINCE NAPOLEON GOING EASTWARD.

IT is said at Havre that orders have been received to prepare the vessel in which Prince NAPOLEON visited the north a few years since for a long voyage, and rumour declares that the next excursion of his IMPERIAL HIGHNESS will be a voyage of exploration, for scientific and artistic purposes, to the Far East, and that he will depart, with several companions, in the month of April next. If we remember rightly, the vessel alluded to was much too small for a trip to the Chinese or Indian seas, and therefore either the excursion will be confined within narrower limits than those suggested, or it will be made in a vessel of larger capacity. Moreover, it has been expected in Paris that the PRINCE would resume the presidency of the Commission of the Universal Exhibition of 1867; and a voyage to China commencing in April would not leave much time for the president to take part in the preliminary arrangements connected with that important undertaking. On the whole, we are inclined to conclude that Prince NAPOLEON will not visit China, just at present at any rate.

PIRACY IN THE CHINESE SEAS.

(MITCHELL'S MARITIME REGISTER.)

The French Government has taken up the question of the increase of piracy in the Chinese waters, and the Minister of Marine has, it is stated, addressed a circular to the Chambers of Commerce at the French ports, strongly recommending shipowners who send vessels to those seas to furnish them with arms and ammunition. More than twelve months since we made a similar suggestiou to our shipowners, and this defensive movement has been facilitated by the shipment of men belonging to the Royal Naval Reserve, who are trained to the use of guns. It is very well that merchant ships in the China trade should be provided with the means of meeting any of those sudden attacks to which they may be exposed in the Chinese waters, but piracy there has assumed dimensions which can only be successfully dealt with by a properly organised and sufficiently numerous naval force; and it is quite time that such a force was placed at the disposal of the commanding officer on the station. Since the *Netherby* was attacked and nearly captured by a horde of Chinese pirates in the April of last year, in the Formosa Channel, these miscreants have greatly increased in numbers and audacity, and their depredations have combined massacre with pillage. The squadron on the China station is confessedly unequal to the task of checking, much less of suppressing, this state of things. Many of the gunboats are said to be unseaworthy, and those vessels that are fit for service are not of the requisite speed and draught of water for hunting up and catching the piratical junks and lorchas which now abound on the Chinese coast, taking advantage of its configuration to elude, if not to defy, pursuit. It is under these circumstances that we find it announced that Sir Rutherford Alcock has been despatched to Peking, and that the French Government has taken up the subject, and have communicated their views to the French shipowners in the China trade. The latter cannot, any more than our shipowners, meet the occasion—which, if it be effectually met at all, must be by the co-operation of the two Governments. It has been suggested, and with much apparent propriety, that a share of the cost of maintaining a sufficient force on the coast of China should be borne by the Imperial Treasury. The suppression of piracy is quite as much the concern of the Chinese themselves as of the States trading with them. Many of these pirates are, no doubt, the remains of that rebel horde which we were instrumental in subjugating to the Imperialists, and who now take to the calling of sea robbers, being without occupation on land. It is stated, indeed, that many of the pirate captains are Europeans, and not a few Americans, and that in some districts the pirates are protected by the Chinese local authorities,

Digitized by Google

who may, possibly, participate in their gains. The trade with China since the Treaty of Tien-tsin has been gradually and steadily on the increase, and the revenue derived from it by the Chinese Government is said to be not less than three million sterling per annum. The Government of Peking can, therefore, well afford to pay the few thousands which may be required to put down an organisation which, if it be not taken in hand resolutely, will shortly render the navigation of the Chinese waters a simple impossibility. We have no reason to suppose that the Government of Peking will refuse to co-operate in the necessary work, and to contribute their quota towards the expenses it may involve. A combined fleet of French, English, and American gunboats, of the requisite speed and draught of water, and commanded by smart, energetic officers, would very soon clear the Chinese coasts, bays, and islands of the pest which now infests them. Nothing short of an adequate force will do this. The Chinese Government are powerless to abate the nuisance; but seeing that they have profited, and are profiting, so largely by the commercial enterprise of the foreigners trading in the waters of China, they cannot, in common fairness, object to contribute towards the protection of the trade from which those profits are derived. We are at a considerable cost in maintaining a military establishment at Hong Kong, where the troops are not required, and where the climate is most unhealthy. The expenses of that establishment might be reduced considerably, and the money thus saved appropriated as our share of the cost of exterminating piracy. The French Government, beyond suggesting measures of self-defence to the French shipowners engaged in the China trade, do not appear to have determined on any course of action. But France is so deeply interested in clearing away all difficulties in the way of the expansion of that trade, that we shall be much surprised if, in our efforts to put down piracy in the Chinese waters, we have not the hearty co-operation of the French Government. The pirates of Borneo and of the adjacent islands were some years since scattered by the display of a little resolution, and the seas they infested have since been comparatively safe. It is time the example set by the Rajah Brooke and "Nemesis" Hall should be followed by our commanders on the coast of China.

MORTALITY AMONG THE TROOPS AT HONG KONG.

The following letter appeared in the *Standard*:—

Sir,—As the mortality and sickness amongst the troops, women and children, stationed at Hong Kong, has brought forth various letters, permit me to suggest, through your influential paper, that the Government could not perform a wiser or a cheaper act than to send half-a-dozen of our useless wooden men-of-war, now anchored (I suppose to rot away) in the Medway, to Hong Kong as floating barracks for the troops during the hot months of the year. Those who have resided in Hong Kong, and ever slept off the island on the Kowloong side of the harbour, on shipboard, can appreciate the value of the pure sea air, and a night's sleep during the hot months. Medically, I can vouch for the value of the proposition. Ships should not be crowded, but actually a double space allowed for free ventilation. Men, women, and children could go on shore by day, or when necessary for light duty or private wants; but sleep, by all means, off the land; especially in such poison-holes as, chosen and built on, "the Murray Barracks and Hospital." I would suggest another matter through your journal. It is a larger allowance of fresh provisions for troops in such a climate, and a liberal allowance of proper stimulants. Major-General Jervois, in 1851 to 1854, under whose command I served at Hong Kong, gave me really a *carte blanche* to give my poor soldiers, women and children, of various regiments then under my direction, anything I thought would restore health or support the feeble or sickly. Immediately I dealt, "not in physic," but drew largely on the commissariat department "for all things good," and from nature and sea-air ventilation the results were satisfactory to all; and the thanks of Sidney Herbert, Secretary at War, through the Commander-in-Chief in China, were given me afterwards.—Yours obediently,

J. M'GRIGOR CROFT, M.D., Member of the Royal College of Physicians, London, formerly Medical Officer of Her Majesty's Ceylon Rifles, China and Ceylon; and Staff-Surgeon to Her Majesty's Forces.

Mandarin Villa, St. John's Wood, Dec. 27.

CAPTAIN RICHARD BOROUGH CRAWFORD, R N.—The above gallant officer, who died at 12, Belgrave-road, St. John's Wood, on the 24th of December, aged 62, entered the navy Aug. 1, 1814, and when midshipman of the *Esk*, and in charge of a prize slaver with one gun and five men, beat off, after an action of two hours, in which he was wounded, the Spanish pirate *Caroline*, of 10 guns and 97 men, for which he was officially mentioned in the *Gazette* and promoted. He was frequently engaged in the capture of slavers while serving in the *Esk*. When subsequently mate of the *Etna* he was severely wounded at Algiers. He was a volunteer on the coast of China, and served in the *Phlegethon*, at Amoy, where he planted the British colours for the first time, and led a party of 50 men at the destruction of barrack, &c., at Kittom Point; also at Canton, Chusan, and Shanghai, in 1842. He commanded the *Mutine* in the Mozambique, where he was actively employed in suppressing the slave trade in 1845 and 1846. He commanded the *Goryon* from 1854 to 1856, May 10 of which year he obtained post rank. He commanded the *Sidon*, 22, at Cape of Good Hope, from 1859 to 1862, and was placed on the retired list July 1, 1864.

PATTERN POST TO THE COLONIES.—On the 1st of January, and thenceforward, the prohibition which now exists to the transmission, as patterns, of articles of intrinsic value by the post, between the United Kingdom and the colonies, will be withdrawn. Further, the rule which forbids the transmission through the post of any article which might injure the contents of the mail bags or the officers of the Post-office, is so far relaxed as to permit the transmission of scissors, knives, razors, forks, steel pens, nails, keys, watch machinery, metal tubing, pieces of metal or ore, and such like, as samples, provided that they be packed and guarded in so secure a manner as to afford complete protection to the contents of the mail bags and the officers of the Post-office, while at the same time the samples may be easily examined. If any packet containing such articles as these be posted which is found not to be sufficiently guarded it will be stopped. Samples of seeds and similar articles may also be sent in bags entirely closed, if transparent, so that the officers of the Post-office may satisfy themselves of the nature of the contents. In exception to the rule permitting articles of intrinsic value to be forwarded, it must be understood that such articles cannot be forwarded to the colony in the mails *viâ* Marseilles.

PACKETS POSTED FOR TRANSMISSION ABROAD.—On the 1st of January, and thenceforward, any letter or packet whatever, with the following exceptions, posted for transmission to any British colony or foreign country, which may be found to exceed two feet in length, or one foot in breadth or depth, will be stopped and sent to the returned letter branch. The exceptions are as follows, viz.:—1. Packets to or from any of the Government offices or departments, or public officers. 2. Petitions or addresses to the Queen, whether direct to Her Majesty or forwarded to any member of either House of Parliament. 3. Petitions to either House of Parliament, forwarded to any member of either House. In the case of packets of books and samples addressed to France or Algeria, the dimensions must not exceed 18 inches in length, breadth, or depth.

BOARD OF TRADE RETURNS.

The Board of Trade returns for the month and eleven months ended the 30th November show that commerce generally is in a satisfactory and improving state. The total value of exports for the November of the present year was £15,567,742 against £12,065,213 in the corresponding month of 1864, and £12,758,323 in that of 1863, showing an increase of £3,502,529 over the former period, and of £2,809,419 over the latter. For the eleven months of the present year the total was £150,832,344, against £148,340,865 in 1864, and £132,135,368 in 1863, being an increase over 1864 of £2,491,479, and of £18,696,976 over 1863. These returns exhibit the important fact that, with the aid of the large increase which has taken place during the month of November, the exports of the present year have now exceeded in amount those of the busiest years in our commercial history. In the fact that we are now doing a larger export business than we have ever done before, and that a great portion of this business is conducted upon credit, we have an explanation of the increased demand for money lately experienced. The simultaneous increase in the imports points in the same direction. Under this head there was a decided augmentation in the month of October, the import figures, as regards the chief articles, being £23,606,789 for October, 1865, against £20,309,746 in October, 1864, and £20,394,503 in October, 1863. So far as distinctively classified, the trade with the Far East is represented in these returns by the figures following:—

EXPORTS TO CHINA AND HONG KONG.

	1863.	1864.	1865.
	For the Month ended 30th November.		
Cotton yarn	379,474 ..	72,800 ..	3,000 lbs.
Cotton manufactures ..	3,158,419 ..	8,279,580 ..	18,945,839 yds.
Worsted stuffs	874,883 ..	1,261,850 ..	2,143,111 ,,
Woollen and worsted cloths	89,867 ..	111,053 ..	148,566 ,,
Lead	1,450 ..	680 ..	354 tons.
	For the Eleven Months ended 30th November.		
Cotton yarn	2,004,184 ..	1,835,693 ..	924,178 lbs.
Cotton manufactures ..	43,007,461 ..	65,906,083 ..	117,300,067 yds.
Worsted stuffs	8,276,044 ..	13,145,096 ..	15,665,443 ,,
Woollen and worsted cloths	1,518,192 ..	1,616,541 ..	1,531,368 ,,
Lead	13,457 ..	7,319 ..	2,056 tons.
	Value for the Eleven Months ended 30th November.		
Cotton yarn	£215,084 ..	£226,090 ..	£88,566
Cotton manufactures ..	1,063,212 ..	1,832,465 ..	2,572,640
Worsted stuffs	581,017 ..	874,363 ..	1,156,922
Woollen and worsted cloths	279,639 ..	280,569 ..	248,515
Lead	287,112 ..	159,915 ..	43,562

The Cotton Manufactures exported to other ports and countries in the Far East were, in quantity for the month, and in value for the eleven months, as follows:—

	1863.	1864	1865.
	Quantity for the Month ended 30th November.		
Ceylon	3,229,567 ..	653,638 ..	2,372,303 yds.
Singapore	3,596,694 ..	3,693,817 ..	824,028 ,,
Java	1,742,706 ..	— ..	1,547,149 ,,
Philippine Islands ..	180,019 ..	— ..	2,190,798 ,,
	Value for the Eleven Months ended 30th November.		
Ceylon	£430,607 ..	£391,024 ..	£342,315
Singapore	595,829 ..	644,016 ..	790,208
Java	347,334 ..	484,882 ..	588,339
Philippine Islands ..	324,391 ..	546,257 ..	676,606

Of Cotton Yarn the quantity forwarded to Singapore in the month of November in the present year was 18,200 lbs., and in the eleven months 1,092,600 lbs.; the value for the latter period being £103,494, against £126,790 in 1864, and £203,045 in 1863. To Ceylon 45,700 lbs. of cotton yarn was sent forward in the month, and 312,900 lbs. in the eleven months; the value for that period being £30,541, against £26,707 in 1864, and £58,413 in 1863.

IMPORTS.

The import of Raw Cotton from the East presents the figures following:—

Digitized by Google

Quantity for the Month ended 30th November.

	1863.	1864.	1865.
British India.. ..	352.293 ..	428,815 ..	296,925 cwts.
China	23.682 ..	82.458 ..	6,805 „
All parts	494,726 ..	621,100 ..	630,588 „

Quantity for the Eleven Months ended 30th November.

British India.. ..	2,964.278 ..	3.784,562 ..	3,422,830 cwts.
China	235.244 ..	691.594 ..	315,836 „
All parts	4,720,853 ..	6,767,896 ..	6,946,153 „

Value for the Ten Months ended 31st October.

British India.. ..	£22,051,712 ..	£29,183,930 ..	£18,555,442
China	1,545,833 ..	5,174,553 ..	1,509,235
All parts	37,675,165 ..	62,098,915 ..	43,899,564

Of Unrefined Sugar the quantity imported from Java and the Philippine Islands during the month of November was 1,550 cwts. of the 3rd quality, and 24,448 of the 4th. The comparative importation for the three years is stated as follows:—

Quantity for the Eleven Months ended 30th November.

	1863.	1864.	1865.
Of all qualities (cwts.)	730,358 ..	408,114 ..	554,365

Value for the Ten Months ended 31st October.

Of all qualities	.. £649,178	.. £258,670	.. £521,793

Of Hemp the import from the Philippine Islands in the month of November was 15,158 cwt., and the business for the year is given thus:—

	1863.	1864.	1865.
Quantity to 30th Nov. (cwts.)	254,507 ..	160,246 ..	194,846
Value to 31st Oct.	£319,772 ..	£235.085 ..	£275,411

Of Raw Coffee the quantity delivered from Ceylon in November was 9,991,036 lbs., and the trade of the three years is represented by the figures following:—

	1863.	1864.	1865.
Quantity to 30th Nov. (cwts.)	66,108,754 ..	64,254,355 ..	77,947,653
Value to 31st Oct.	£2,252,999 ..	£2,041,456 ..	£2,334,907

The Declared Value of British and Irish Produce and Manufactures exported to the Far East for the ten months of the three years is returned thus:—

Exports for the Ten Months ended 31st Oct.

To	1863.	1864.	1865.
China (exclusive of Hong Kong).	£2,036,926 ..	£2,456,578 ..	£2,778,556
Hong Kong	1,165.889 ..	1,431,491 ..	1,351,949
Singapore and Eastern Straits	1,134,692 ..	999.823 ..	1,193,626
Ceylon	762,629 ..	711,222 ..	528,180
Netherlands India (Java, &c.)	489.695 ..	687,421 ..	741,156
Philippine Islands	500,835 ..	764.647 ..	831,165
Japan	73,526 ..	486,352 ..	1,085,432
Siam	11,958 ..	15,129 ..	36,942

Shipping Intelligence.

ARRIVALS.

Date.	At	From	Ship.	Captain.
Dec. 22	London	Penang	Shantung	Webster.
—	Queenstown	Moulmein	City of Quebec	
— 26	London	Colombo	Acacia	Keates.
—	Deal	China	Seawell	Thomson.
— 24	Do.	Batavia	Cornelia Mathilde	Wulp.
— 23	Off Portland	Sourabaya	Brandon	
— 23	Liverpool	Singapore	Vigil	Thompson.
— 23	Off Dungeness	Java	Baltimore	Braake.
— 23	Off the Wight	Batavia	J. C. Schotel	
— 23	Off Plymouth	Do.	Neptunus	Lodewyks.
— 22	Off the Eddystone	Do.	Francina Wilhemina	v. Winkel.
— 23	Queenstown	Bassein	Star of the Teign	Edwards.
— 9	New York	Shanghai	Caprera	Anderson.
— 9	Do.	Canton	Thorkeld	Anderson.
— 12	Do.	Shanghai	Ocean Gem	Selby.
— 26	London	Hankow	Fychow	Mathers.
— 26	Do.	Penang	Edinburgh Castle	Inglis.
— 26	Do.	Colombo	Alchymist	Archer.
— 26	Deal	Singapore	Ernst Merck	Muller.
— 25	Off Dungeness	Batavia	Kroonprinsen	Bothen.
— 25	Do.	Do.	Anna Maria Wilhelmine	Turenout.
— 24	Waterford	Moulmein	Transit	Moore.
— 22	Texel	Samarang	Cornelia & Geertruida	Wielema.
— 23	Do.	Do.	Herzog Ernst	Plas.
— 22	Brouwershaven	Batavia	Graafstroom	de Boer.
—	New York	Manila	Memnon	
— 26	Deal	Batavia	Harvest Home	Harvey.
— 28	London	Foo-chow-Foo	William Mitchell	
— 26	Off Dungeness	Batavia	Schoonderloo	
— 26	Do.	Do.	Kosmopoliet	
— 26	Do.	Padang	Caduceus	
— 25	Cuxhaven	Macao	Boy Bendixen	Matthiessen.
— 24	Texel	Batavia	Arrow	Hartley.
— 25	Do.	Sourabaya	Agra..	Evans.
— 25	Zierikzee	Batavia	Heemstede	Marsch.
— 28	London	Singapore	Hastings	Vincent.
— 28	Falmouth	Rangoon	Huntress	Barrow.
— 26	Brouwershaven	Batavia	Marie Lou. Antionette	Muysson.
— 28	London	Foo-chow-Foo	Bella	Turner.
— 28	Do.	Colombo	Dreadnought	Henry.
— 29	Deal	Do.	Caldera	Johns.
— 29	Do.	Singapore	Unicorn	Horn.
— 30	Liverpool	Rangoon	Berjapore	Drenning.
— 16	New York	Manila	Apollo	
Nov 12	Callao	Macao	Madge Wildfire	Moore.
Dec. 25	Do.	Canton	Claire	Ribert.
— 25	Do.	Hong Kong	Golden Dream	Brown.
— 27	Do.	Do.	Crusader	Cuming.
— 22	Buenos Ayres	Do.	Heroes of Alma	Lass.
—	New York	Do.	Western Continent	
— 29	Texel	Macassar	Mainlust	Lohse.
— 29	Do.	Batavia	Ferdinand and Louis	Nolhng.
— 28	Brouwershaven	Padang	Susanna	Vonck.
— 29	Do.	Samarang	Edward and Marie	Koiff.
— 28	Zierikzee	Ijilatjap	Dorothea Henriette	Ort.
— 28	Do.	Batavia	Elise Ruger	Schweers.
— 16	New York	Colombo	Shallett	Willis.
— 16	Do.	Manila	Apollo	Warnkes.
Jan. 2	Falmouth	Singapore	Ernte	Bradhermy.

DEPARTURES.

Date.	From	For	Ship.	Captain.
Dec.	Liverpool	Yokohama	Vanda	
Nov. 11	Teneriffe	Manila	Reina de los Angelos	Vildosola.
Dec.	Rotterdam	Padang	Heimath	Lange.
— 27	Liverpool	Singapore	Singapore	Holjes.
— 26	Shields	Hong Kong	Heather Bell	
— 26	Sunderland	Galle	W. E. Gladstone	Jones.
— 22	Broomielaw	Batavia	County of Argyle	Ross.
— 29	London	Singapore & Penang	Oribe	Walker.
— 29	Do.	Cardiff & Shanghai	Europa	Simpson.
— 30	Do.	Yokohama & Nagasaki	Broadwater	Young.
Nov. 15	Callao	China	Frey Ventos	Castagnolo.
— 15	Do.	Do.	Lima	
— 15	Do.	Do.	Peruvian	Flett.
— 16	Do.	Do.	Chimborazo	Dean.
— 20	Do.	Do.	Flore	Lafontaine.
— 20	Do.	Do.	Cesar	Nissen.
— 13	Buenos Ayres	Batavia	Almonde	Byl.
— 24	Monte Video	Do.	Nornen	Helgesen.
Jan. 1	Sunderland	Singapore	Castilian	

LOADING.

At LONDON.—For Yokohama: James Longton, Isles of the South. For Yokohama and Nagasaki: Chaa-sze. For Shanghai: Westminster, Hoang Ho, Gossamer, Star of China. For Hong Kong: Devana. For Hong Kong and Canton: Punjaub, Valdivia, Dunmail, Fychow. For Singapore: Christian Rankin. For Batavia and Sourabaya, Petronella, Johanna, Zephyros. For Colombo: John Bright, Boldon Lawn.

At LIVERPOOL.—For Yokohama: Recife. For Shanghai: Chalgrove, Prudhoe. For Hong Kong: Everest. For Singapore and Penang: Singapore. For Singapore: Falcon, Egmond v. Hoom. For Batavia and Pekalongan: Edith Haviland. For Batavia and Sourabaya: Dagmar. For Manila: Eulalia, Espana. For Galle: Scott, Gabrielle Alice, Duc de Malakoff.

At GLASGOW.—For Manila: Union. For Singapore: River Eden. For Singapore and Penang; Huntly Castle.

SPOKEN.

CAMBRIAN, for Shanghai, Nov. 11, 16 S., 33 W.
HENRIETTE, Batavia to Amsterdam, Nov. 7, near Cape of Good Hope.
THEODORE DILL, Batavia to Amsterdam, Dec. 7, lat. 11, long. 29.
CHESTER, Manila to New York, Dec. 4, lat. 31, long. 68.
ZEENIMPH, Amsterdam to Batavia, Nov. 21, 6 N., 23 W.
BRITANNIA, for Galle, Nov. 24, 10 N., 24 W.
PRESTO, Amsterdam to Batavia, Dec. 2, 5 N., 25 W.
FRANCES, London to Colombo, Nov. 24, 11 N., 29 W.
VERSON, Marseilles to Galle, Nov. 11, 20 S., 28 W (?).
EXCELSIOR, Amsterdam to Padang, Nov. 6.
KAAP HOORN, London to Batavia, Nov. 15, 11 N., 23 W.
ARAB, Macassar to Amsterdam, Nov. 1, 22 S., 4 E.
BRAGANZA, Liverpool to Batavia, Oct. 27, 20 S., 36 W.
PALESTINE, London to Colombo, 27 N., 19 W.
WILHELMINA JOHANNA, Rotterdam to Batavia, Nov. 18, 6 N., 27 W.
MAARTEN V. ROSSEM, Rotterdam to Batavia, Nov. 12, 15 S., 35 W.
BAR SLOET V. DE BEELE, Clyde to Batavia, Nov. 11, 6 S., 19 W.

FREIGHTS AND CHARTERS.

Since our last impression, the Christmas holidays having intervened, no change of any note has taken place in outward freights, but up to the present time no difficulty is experienced in placing ships for the outward voyage.

Current Rates of Freight for Vessels on the Berth:—To Yokohama: 50s. weight, 40s. to 50s. meast. To Nagasaki: The same. To Shanghai: 40s. weight, 30s. to 35s. meast. To Hong Kong: 40s. weight, 30s. meast. To Singapore: 30s. weight or measurement. To Penang: 40s. weight or measurement. To Ceylon: 40s. weight, 20s. measurement.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per Keel. For Batavia: £30. For Hong Kong: £44. For Galle: £35. For Singapore: £32. For Shanghai: £53.—From Newport, Cardiff or Swansea, per ton. For Batavia: £1. 7s. For Hong Kong: £2. For Manila: £1. 11s. For Galle: £1. 7s. 0d. For Singapore: £1. 12s. 6d. For Shanghai: £2. 10s.

CASUALTIES.

The Dovercourt, Heigho, from London, for Singapore, put back into the Downs Dec. 30, and was supplied with an anchor and part of chain to replace other lost.

MISCELLANEOUS.

The Kew Kee, Fuller, from Liverpool, for Shanghai, which put into Rio Janeiro Oct. 6, has been surveyed, and has been recommended to restow part of her cargo, after which she will be fit to proceed for her destination.

LAUNCH.—On the 1st instant there was launched at Aberdeen, from the building-yard of Messrs. John Duthie, Sons, and Co., the fine clipper ship *Sir William Wallace*. The vessel was named by Mrs. Tulloch (wife of James Tulloch, Esq., junior, the owner), and entered her native element amidst the cheers of a large party of friends and spectators. The *Sir William Wallace* measures 1,091 tons, and is certainly one of the noblest and finest finished vessels ever launched at Aberdeen. She is to be commanded by Captain A. H. Taylor, late of the China clipper *City of Aberdeen*, and will leave London for China, *via* Sydney, the end of February.

Digitized by Google

EXPORTERS and SHIPPERS of Books, Plain and Fancy Stationery, Bibles, Prayer Books, Church Services, and Fancy and Miscellaneous Articles generally, should apply for one of Dean's Trade Reference Catalogues of over 300 pages and 400 Engravings.

LONDON: DEAN & SON, 65, LUDGATE-HILL, E.C.,

VALENTINE, CHRISTMAS, & POETRY CARD MANUFACTURERS,

IMPORTERS OF, AND DEALERS IN, FRENCH, GERMAN, AND AMERICAN GOODS.

Lithographers and Printers to the Trade, and Publishers of Children's Books of Wide-World Reputation.

Office of the "STATIONER AND FANCY TRADES' REGISTER;" A medium of Trade Communication. Published Monthly, Price 6d.

Office of "DEBRETT'S ILLUSTRATED PEERAGE AND BARONETAGE."

ANGLO-GERMAN. ENGLISH PATENT

L. LACHENAL,

20 YEARS MAKER OF WHEATSTONE & Co.'s

£1. 11s. 6d. to £4. 10s. £2. 2s. to £31.

PATENT CONCERTINAS,

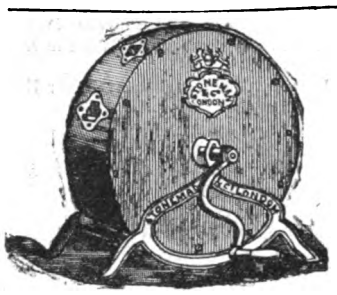
ADOPTED BY ALL THE LEADING PROFESSORS.

All Warranted, with Iron Screwed Brass Notes, &c.

Shippers and the Trade supplied on the most Liberal Terms.

DESCRIPTIVE PRICE LISTS POST FREE.

8, LITTLE JAMES STREET, BEDFORD ROW, LONDON, W.C.



THE CHEAPEST AND BEST

ROTARY KNIFE CLEANING AND POLISHING MACHINE

EVER INTRODUCED TO THE PUBLIC.

MANUFACTURED BY

MESSRS. STONEMAN & CO.,

(FROM KENT'S),

No. 3, POSTERN-ROW, TOWER-HILL, LONDON.

1st Size, to Clean	9	Knives &	1	Carver—High Stands	£9	9	6th Size, to Clean	4	Knives &	1	Carver—High Stands	£4	4
2nd "	8	"		"	8	8	7th "	4	"		Low Stands	3	3
3rd "	7	"		"	7	7	8th "	3	"		"	2	2
4th "	6	"		"	6	6	9th "	2	"		"	1	10
5th "	5	"		"	5	5							

BASS AND CO.'S INDIA PALE ALE.

BARCLAY, PERKINS, AND CO.'S STOUT,

STRONG BURTON AND EDINBORO' ALES AND GUINNESS'S STOUT

In Cask and Bottle, in the best condition for Exportation.

AGENTS:

M. F. WHITE AND CO.,

Export Wine and Spirit Merchants,

16, JOHN STREET, MINORIES, LONDON.

EXPORT BOTTLING STORES—3, JOINER-STREET, TOOLEY-STREET.

WEST-END BRANCH—71, SLOANE-STREET, BELGRAVIA.

TO RESIDENTS IN CHINA, INDIA, AND THE CAPE.

CHINA AND GLASS FOR EXPORTATION,

Nos. 49 and 50, OXFORD STREET, LONDON, W.

JOHN W. SHARPUS

BEGS to call the attention of Residents abroad to his IMMENSE STOCK, which is now replete with all the most Modern and Classic Designs in China, Glass, Earthenware, Parian Statuary, and Bohemian Glass, suitable for Exportation.

PARIAN STATUARY AND BOHEMIAN GLASS.

Dinner Services, to dine twelve persons ... from £2 2 0
Ditto richly gilt ... ... " 3 13 6
Handsomely painted and gilt ... ... " 5 15 6
Rich coloured Bands, handsomely gilt ... " 7 7 0
Porcelain Service, in rich coloured bands, handsomely gilt ... ... from 25 guineas.
A variety of patterns, expressly for China, India, and the Colonies.

Dessert Services.

For twelve persons, in neat coloured borders, from £1 1 0
Ditto antique borders and coloured wreath " 1 8 0
A variety, coloured borders, with gold and, flowers on the finest Porcelain ... ... " 0 15 0
Ditto ditto from 5 to 10 guineas and upwards.
China Breakfast Set, gold edge, viz., 6 breakfast cups and saucers, 2 plates, 1 slop, 1 sugar basin, 1 milk jug ... ... from 0 12 6

Tea Services.

White china, gold edge ... ... from £0 17 0
Neat painted band and flowers ... ... " 1 8 0
Elegant pattern, handsomely painted and gilt " 2 2 0
Splendid Services, of the most elaborate workmanship & design, rich painted & gilt, £8 8s. to 14 14 0

Glass Department.

Particularly neat cut Wine Glasses ... £0 5 6 per doz
Handsome cut ditto from ... 12s. 6d. to 1 1 0 "
Neat good strong Tumblers ... ... 0 4 6 "
A large variety of patterns ... 10s. 6d. to 1 4 0 "
Pale Ale Tumblers for India ... 12s. 6d. to 2 2 0 "
Modern shape Decanters ... ... 0 8 6 per pair.
Cut glass and engraved ... ... 21s. to 2 2 0 "
Custard and Jelly Glasses ... 4s. 6d. to 0 10 6 per doz.
Cut glass Water Jugs ... ... 5s. to 1 1 0 each.
Best glass Salt (modern shape) ... 9d. to 0 2 9 each.

Price Catalogue may be had on application, containing full description of Kitchen Requisites, Toilet Ware, Cutlery Plated Cruet Frames, Hot Water Plates and Dishes, at extremely reduced Cash Prices.

Dinner Service, to Dine 12 persons, Turquoise and Gold, 15 Guineas.

PORT OF AMOY.

SHIPOWNERS, AGENTS and COMMANDERS are informed that the Dock Company's Establishments at the above Port afford every facility for REPAIRING and SPARRING VESSELS, and for CLEANING and PAINTING Iron and Steam Ships.

Their large Granite Dock, 286 feet long on the blocks, is in complete working order, and at average spring tides can take vessels drawing 16 to 17 feet water. The Dock is fitted with a Caisson Gate and with a Centrifugal Steam Pump of great power ensuring despatch in all states o the tide. An ample stock is kept on hand of Timber, Oregon Spars, Sheathing Copper and Yellow Metal, and of every description of material for Dockyard use.

The premises comprise an Engineer's Workshop, Brass Foundry, a large Smithy and Carpenter's Workshops, and the works are superintended by Resident Europeans, viz., a Shipwright, an Engineer, and a Blacksmith. Dry Godowns for the reception of vessel's stores, &c., when requiring to discharge them.

Amoy, March, 1865.

THE MONEY MARKET REVIEW

A WEEKLY JOURNAL OF THE HIGHEST CLASS,

EXCLUSIVELY DEVOTED TO THE DISCUSSION OF COMMERCIAL AND FINANCIAL TOPICS.

PUBLISHED EVERY SATURDAY

TERMS OF SUBSCRIPTION.

PAYABLE IN ADVANCE.
Single Paper ... ... 6d. Yearly £1 6

BY POST.
Single Paper ... ... 7d. Yearly £1 10s

*** Post-office orders to be made payable to FRANCIS FISHER, 23, Birchin-lane, Cornhill, London, E.C.

"CHINA MAIL" OFFICE.

PUBLISHED at this Office, No. 2, WYNDHAM-STREET (back of the Club):—

1.—THE EVENING MAIL,

EVERY DAY.

PRICE,—3 dols. per month.

TERMS OF ADVERTISING.—First insertion, Ten lines and under, 1 dol.; each additional line, 10 cents. Subsequent insertions, per week, 50 cents and 5 cents—("Auction" Notices excepted, for which only One Charge per week is made).

2.—THE CHINA MAIL,

ONCE A WEEK.

(On Thursday Night.)

PRICE—15 dols. per annum; Single Copies, 44 cents.

ADVERTISING.—First insertion, Five lines, 1 dol.; each additional line, 20 cents. Subsequent insertions, 50 cent. and 10 cents.

3.—THE OVERLAND MAIL.

ONCE A FORTNIGHT.

(The Morning of the Mail's despatch.)

PRICE—To Subscribers to the Weekly issue, 8 dols. to Non-subscribers, 12 dols. Single copies, 50 cents.

ADVERTISING.—The same as in the Weekly. All "Notices of Firms" appearing in the Weekly will be inserted in the *Overland*, and charged for, unless otherwise ordered. A. SHORTREDE & CO.

Hong Kong, Jan. 1, 1864.

IMPORTANT ANNOUNCEMENT

JOSEPH GILLOTT,

METALLIC PEN MAKER TO THE QUEEN

BEGS to inform the Commercial World Scholastic Institutions, and the Public generally that by a novel application of his unrivalled Machinery for making Steel Pens, he has introduced a NEW SERIES of his useful productions which, for EXCELLENCE OF TEMPER, QUALITY OF MATERIAL, and above all, CHEAPNESS IN PRICE, must ensure universal approbation, and defy competition.

Each Pen bears the impress of his name as a guarantee of quality; they are put up in boxes containing one gross each, with label outside, and the fac-simile of his signature.

At the request of numerous persons engaged in tuition J. G. has introduced his WARRANTED SCHOOL and PUBLIC PENS, which are especially adapted to their use, being of different degrees of flexibility, and with fine medium, and broad points, suitable for the various kinds of Writing taught in Schools.

Sold Retail by all Stationers and Booksellers. Merchants and Wholesale Dealers can be supplied at the Works, Graham-street, Birmingham; at 91, John-street, New York, and at 37, Gracechurch-street London

Keating's Cough Lozenges.

JUDGED BY THE IMMENSE DEMAND this Universal Remedy now stands the first in public favour and confidence: this result has been acquired by the test of fifty years' experience. These Lozenges may be found on sale in every British colony, and throughout India and China. They have been esteemed wherever introduced. For COUGHS, ASTHMA, and all affections of the Throat and Chest, they are the most agreeable and efficacious remedy.

Prepared and sold in boxes and tins of various sizes, by THOMAS KEATING, Chemist, &c., 79, St. Paul's Churchyard, London. Sold retail by all druggists and patent medicine vendors in the world.

N.B.—To prevent spurious imitations, please to observe that the words "KEATING'S COUGH LOZENGES" are engraven on the Government Stamp of each Box, without which none are genuine.

Digitized by Google

WALKER'S CRYSTAL CASE WATCHES.

PRIZE MEDAL, 1862.

JOHN WALKER,

CHRONOMETER, WATCH AND CLOCK MAKER

(BY APPOINTMENT), TO THE

English, Indian, Foreign, and Colonial Railways,

68, CORNHILL, AND 230, REGENT STREET, LONDON.

J. W. SOLICITS the attention of Military and Naval Officers and the Public of China to his CRYSTAL CASE WATCHES, as they are especially adapted for foreign use.

The CRYSTAL CASE WATCH is so constructed that it entirely obviates the necessity of a Hunting Case Watch, as it is much stronger and cannot so easily get out of repair. Description Pamphlets with List of Prices on application.

TUPPER AND COMPANY.

MANUFACTURERS OF PATENT GALVANISED IRON, in Sheets, Tiles, Iron Roofs Sheds, Cisterns, Pails, Gutters, Wire for Fencing, &c.
WORKS AT BIRMINGHAM AND LONDON.
OFFICES: 61A, MOORGATE STREET, LONDON.
Merchants' orders executed with despatch.

THE CHINESE COMMERCIAL GUIDE.

CONTAINING Treaties, Tariffs Regulations, Tables, &c., useful in the trade of China and Eastern Asia, with an Appendix of Sailing Directions for those Seas and Coasts, by S. WELLS WILLIAMS, LL.D Fifth Edition.

Hong Kong, SHORTREDE and Co.; London Agent, F ALGAR, 11, Clement's-lane, E.C. Price Two Guineas.

THE CAPE, INDIA, AND CHINA AGENCY.

ORDERS for GOODS of all descriptions executed, and Shipped by the Overland Route or by Clipper Sailing Vessels. Consignments of Produce realised. The Goods are selected by parties who have had personal experience of the requirements of the markets at the

CAPE COLONIES, INDIA, CHINA, AND JAPAN.

TERMS:—One-half the estimated cost to be remitted with the order, and the balance on receipt of Bill of Lading and Invoice.

Commission, 2½ per cent. on Orders over £50, and 5 per cent. on amounts under £50

Orders and remittances should be addressed to the MANAGER.

Office. 12, George-yard, Lombard-street, London, E.C.

HUGHES AND KIMBER,

WEST HARDING-STREET, FETTER-LANE, E.C.

MANUFACTURERS OF

MACHINES AND MATERIALS FOR LITHOGRAPHERS, PRINTERS, ENGRAVERS, BOOKBINDERS, AND STATIONERS;

LITHOGRAPHIC AND COPPERPLATE PRESSES,

PAPER-CUTTING MACHINES (DIAGONAL CUT),

AS SUPPLIED TO HER MAJESTY'S PRINTERS, THE "TIMES" OFFICE, "DAILY TELEGRAH," &c.

CYLINDER PRINTING MACHINES,

FOR COLOUR AND BOOKWORK,

Perforating Machines (Round Hole), Paging Machines, Albion and Columbian Presses, Bookbinders' Arming Presses, &c.; Engravers' Plates, Lithographic Stones, and all Materials.

AN ILLUSTRATED LIST POST FREE ON APPLICATION.

IMPORTANT

TO PERSONS RESIDING IN HOT CLIMATES.

ASH'S PATENT "PISTON" FREEZING MACHINE AND WINE COOLER is the FIRST REALLY EFFECTIVE APPARATUS for TROPICAL CLIMATES.

It will produce PURE BLOCK ICE, FREEZE and MOULD DESSERT ICES, and ICE WINES in any temperature. It is remarkably simple, will not corode or get out of order, and can be worked (with or without Ice) by the most ignorant servant. The Freezing Salts employed are indigenous to most hot climates, easily and cheaply obtained. A *bona fide* Receipt for preparing them given with each Machine. It is not too much to say that the "Piston" Freezing Machine is rapidly becoming indispensable to all European residents in India and China.

PRICES:—For 1 Bottle, 1 Block of Ice, 1 Dessert Ice... ... ... £4 0 0
For 2 Bottles, 2 Blocks of Ice, 2 Dessert Ices 6 10 0
For 4 Bottles, 4 Blocks of Ice, 4 Dessert Ices 11 5 0
If without fittings (merely as Wine Cooler

For 1 Bottle £2 0 0
For 2 Bottles 3 0 0
For 4 Bottles 4 5 0

When Dessert Ices are never required, these Wines Coolers can be fitted with BLOCK ICE MOULD at 30s. for each Mould so fitted.

SOLE MANUFACTURER:

GEORGE SIMPSON, 315, OXFORD-STREET, LONDON.

Orders enclosing remittance can be sent direct, or through Messrs. H. FOGG & Co., Shanghai.

DYSENTERY, CHOLERA, FEVER, AGUE, ETC.

CHLORODYNE.

CAUTION.—*Vice-Chancellor Wood affirmed in Court that Dr. J. COLLIS BROWNE was undoubtedly the Discoverer of Chlorodyne; that the statements of the Defendant Freeman were deliberately untrue, and he regretted to say they had been sworn to (see "The Times" of July 13, 1864); all others must be spurious.*

Earl Russell has graciously favoured J. T. Davenport with the following extract of a despatch from Mr. Webb, H.B.M.'s Consul at Manila, dated Sept. 17, 1864:—"The remedy most efficacious in its effects (in Epidemic Cholera) has been found to be CHLORODYNE, and with a small quantity given to me by Dr. Burke I have saved several lives." Earl Russell communicated to the College of Physicians that he had received a despatch from Her Majesty's Consul at Manila, to the effect that Cholera had been raging fearfully, and that the ONLY remedy of any service was CHLORODYNE.—See *Lancet*, December 31, 1864. No home should be without it.

Eminent Hospital Physicians of London stated on oath that they prescribe CHLORODYNE largely, and mean no other than Dr. Browne's.

The General Board of Health, London, state as to its efficacy in Cholera and Dysentery:—"So strongly are we convinced of the efficacy of this remedy, that we cannot too forcibly urge the necessity of adopting it in all cases."

From A. Montgomery, Esq., late Inspector of Hospitals, Bombay:—"Chlorodyne is a most valuable remedy in Neuralgia, Asthma, and Dysentery. To it I fairly owe my restoration to health, after eighteen months' severe suffering, and when all other medicine had failed."

From W. Vesalius Pettigrew, M.D.:—"I have no hesitation in stating that I have never met with any medicine so efficacious as an anti spasmodic and sedative. I have used it in Consumption, Asthma, Diarrhœa, and other diseases, and am most perfectly satisfied with the results."

Dr. M'Grigor Croft, late Army Staff, says:—"It is a most valuable medicine."

Dr. Gibson, Army Medical Staff, Calcutta:—"Two doses completely cured me of Diarrhœa"

Government supply both the Army and Navy with it. A Sheet of Medical Testimonials accompanies each Bottle.

Sold in Bottles, 2s. 9d. and 4s. 6d., by all Chemists. None genuine without the words

"DR. J. COLLIS BROWNE'S CHLORODYNE" on the stamp.

SOLE MANUFACTURER:—

J. T. DAVENPORT, 33, GREAT RUSSELL-STREET, LONDON, W.C.

Be not misled by the statements of unscrupulous persons, as the Defendant was termed by the Vice-Chancellor

Digitized by Google

INVALUABLE FOR SHIPMENT TO CHINA AND JAPAN.

BRYANT AND MAY'S PATENT SAFETY MATCHES

Light only on the Box!

BRYANT AND MAY'S PATENT SAFETY MATCHES

Are not Poisonous!

BRYANT AND MAY'S PATENT SAFETY MATCHES

Are not Liable to Spontaneous Combustion!

BRYANT AND MAY'S PATENT SAFETY MATCHES

Are Warranted suitable for all Climates!

BRYANT AND MAY'S PATENT SAFETY MATCHES

Are specially prepared for Exportation!

For Samples, Terms, and other information, apply to BRYANT and MAY, Fairfield Works, Bow, London, E., Patentees and Sole Manufacturers of the Patent Safety Matches, Wax Vestas and Vesuvians, which contain no Phosphorus, and Light only on the Box!

WORKS: FAIRFIELD, BOW, LONDON, E.

WAREHOUSES: WHITECHAPEL-ROAD, LONDON, E.

N.B.—Purchasers are requested to observe that every Box and every Package bears our Trade Mark

and that without it none can be genuine.

Digitized by Google

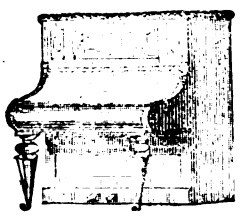
RADLEY'S HOTEL,
SOUTHAMPTON,

IMMEDIATELY OPPOSITE THE RAILWAY TERMINUS AND DOCKS

THIS FIRST-CLASS HOTEL, so well-known to most Travellers from the East and West Indies, China, the United States, Brazils, &c., is admirably situated for their convenience, Mr. RADLEY having, by careful organisation, made those arrangements that have tended so much to establish its reputation.

Mr. R. employs no touters or paid agents, but his Porters are always in attendance to meet passengers on arrival, with carriages, &c., as usual. Rooms may be engaged by letter from Malta.

TO RESIDENTS IN CHINA AND INDIA.



JACKSON & PAINE
(FOURTEEN YEARS WITH COLLARD AND COLLARD)
PATENT PIANOFORTE MAKERS,
PIANOFORTES, WITH ALL THE LATEST IMPROVEMENTS EXPRESSLY FOR EXPORTATION.
13, STORE-STREET, TOTTENHAM-COURT-ROAD, W.
FACTORY, LITTLE STORE-STREET.
ILLUSTRATED LISTS FORWARDED FREE ON APPLICATION

PRIZE MEDAL INTERNATIONAL EXHIBITION, 1862.

BENBOW AND SON'S
PURE GLYCERINE SOAP.

ELDERFLOWER, HONEY, ALMOND, BROWN WINDSOR, &c.; also their celebrated ESS BOUQUET, JOCKEY-CLUB BOUQUET, EXTRACT of VIOLET, and other perfumes for the Handkerchief. Manufacturers of HAIR, TOOTH, and NAIL BRUSHES.

PERFUMERY and POMATUMS of every description made expressly for Foreign Climates.

12, LITTLE BRITAIN, LONDON, E.C.

BOYVEAU LAFFECTEUR'S ROB.

The only one authorised and adopted in France, Belgium, Austria and Russia.

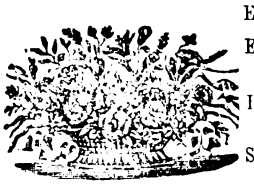
THIS Vegetable Syrup, prepared and guaranteed genuine by the signature of Dr. GIRAUDEAU DE ST. GERVAIS, is very superior to the purifying syrups. It effects a radical cure, without mercury, in all affections of the skin, scurf, scrofula, &c., and symptoms arising from the acrid state of the humours. The Rob is especially valuable in diseases which have resisted the effect of mercury or iodide of potash. The general entrepot of 12, RUE RICHER, PARIS.

Sold Retail.—London: Jozeau, Hannay. New York: Fougera, Gaudelet, Milhau. Gibraltar: Patron and Danilowich Malta: Dr. Pirotti, Bugeja, Magri, and Rolando, Esperanza. Alexandria: Bellamore, Gulette, Perinie, Bombay: Framjee Nesserwanjee and Co. Singapore: Martin and Little Batavia: L. Platon and Co. Macao J. D. Freath.

RENOWNED
FOR HIS SPECIAL PREPARATIONS FROM THE FAMOUS
VIOLETS OF PARMA.

ESSENCE OF VIOLETS FOR THE HANDKERCHIEF.
VIOLET POMADE LIQUEFIED.
EMOLLIENT VIOLE SOAP.
SUPERFINE VIOLET POWDER.
EAU DE TOILETTE, STRAWBERRY AND VIOLET, COLD CREAM EAU DE LAVANDE AMBREE PERFUMED OILS, &c.

A LA CORBEILLE DE FLEURS.



TRADE MARK.

ARTICLES
SPECIALLY RECOMMENDED.

EXTRACT OF VERBINA FOR THE TOILET.
EAU DE COLOGNE, EXTRA STRONG.
EXQUISITE SCENTS FOR THE HANDKERCHIEF.
HYGIENIC ELIXIR FOR THE MOUTH.
SUPERFINE MILK OF LETTUCE SOAP.
EMOLLIENT POMADE FOR PRESERVING AND BEAUTIFYING THE HAIR.

SUPERFINE PERFUMERY & TOILET SOAPS.
ED. PINAUD, CHEMIST-PERFUMER, PARIS.
Rue St. Martin, No. 298.

ED. PINAUD, whose House we specially recommend, is distinguished by the strictly hygienic and tonic quality of his productions, and for this reason his articles are in high favour with the *beau monde*.

HIS Establishment is the only one of its kind in which the recent Discoveries in Chemistry and the Arts have been put into practice. The proof is that ED. PINAUD obtained the Medal at the last London Exhibition.

The Productions of this House may be obtained at the Chief Perfumers in France and Abroad.

NOTHING IS MORE REFRESHING THAN
RIMMEL'S

EXTRACT OF LIME JUICE AND GLYCERINE,
Which cleanses and cools the head, and gives the hair a beautiful gloss without greasing it. Price 1s. 6d., 2s. 6d., 5s.

RIMMEL'S TOILET VINEGAR
Will also be found a perfect luxury as an adjunct to the Toilet and Bath and a reviving Perfume. Price 1s., 2s. 6d., 5s.

RIMMEL'S NEW PERFUMES,
The Titiens, Indian, and Chinese Bouquet, all of delightful fragrance from 2s. 6d.

RIMMEL'S RAFRAICHISSEUR,
For producing an Ambrosial dew. Reduced to 6d.

RIMMEL'S PERFUME FOUNTAIN,
An elegant ornament for the Drawing-Room, Ball-Room, Dining Table, &c Price from £1. 10s.

EUGENE RIMMEL, Perfumer by Appointment to H.R.H. the Princess of Wales,
96, STRAND, 128, REGENT-STREET, and 24, CORNHILL, LONDON.

R. L. SOUTHERN AND Co.
MERCHANTS AND AGENTS,
6, MINCING-LANE, LONDON, E.C.

Bottled Ales and Wines, &c.

"NO BUYERS for the BEST BRANDS, unless RE-PACKED," in consequence of repeated BREAKAGE.—Melbourne Journal of Commerce, Nov. 16. Heating and Breakage entirely prevented, and 15 per cent. saved in Freight of Cases by using SEYMER'S BOTTLE PACKINGS AND COOLERS.

Price 7½d. per doz. Bottlers contracting for large quantities effect so great a saving in labour, &c., that they can supply them at one-fourth less in price to Shippers, who will find it most profitable to order their goods to be so packed in future. In use by all the leading London houses.—T. WHITEHEAD, 37, EASTCHEAP, E.C Sole Manufacturer.

COWASJEE DINSHAW,
Close to the Landing Place. Depot of
EUROPEAN, CHINA, AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality. Bombay-made Soda Water and Lemonade. Perfumery, Confectionery, Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.

STEAMER POINT, ADEN.

Drawing and Reading-room free to Passengers.

THE "LONDON AND CHINA EXPRESS" ON SALE

UMBRELLAS and SUNSHADES suitable for all Foreign Markets and the Colonies are supplied to Shippers on the most favourable terms by JOHN MORLAND and SONS, Wholesale Manufacturers 50, Eastcheap, London-bridge, City. Silk, Alpaca, Gingham Steel Frames, Canes, Fittings and all kinds of Material for the Trade. Oiled and japanned silks and cambrics.

CAUTION.

THE GROSS FRAUDS which continue to be practised by obscure manufacturers, more particularly in Germany, by imitating the Labels attached to JOHN GOSNELL and Co.'s PERFUMERY, render it imperative upon the Proprietors to Caution the public against such nefarious proceedings, and to request their friends and patrons to purchase only of respectable dealers, who import direct from JOHN GOSNELL and Co., and invite special attention to the address, 12, THREE KING-COURT, LOMBARD-STREET, LONDON, E.C.

JOHN GOSNELL and Co.'s SELECT PERFUMES.—Ess Bouquet, Royal Yacht Club Bouquet, Jockey Club Perfume, Essence of Wood Violet, Victoria Bouquet, Garibaldi Bouquet, Frangipanni, Military Bouquet, The Bride's Bouquet, Tea Rose, Russian Leather Perfume.

JOHN GOSNELL and Co.'s Toilet Vinegar, Inexhaustible Salts, Aromatic Vinegar, Aromatic Eau de Cologne.

JOHN GOSNELL and Co.'s Prince of Wales Perfumes

JOHN GOSNELL and Co.'s Princess Alexandra Perfume.

JOHN GOSNELL and Co.'s La Noblesse Perfume.
JOHN GOSNELL and Co.'s La Noblesse Pomade.
JOHN GOSNELL and Co.'s La Noblesse Soap.
JOHN GOSNELL and Co.'s Real Old Brown Windsor Soap.

JOHN GOSNELL and Co.'s Golden Oil—Moelline—Macassar Oil, Bear's Grease, &c., for the Hair.

JOHN GOSNELL and Co.'s Extra Highly Scented Toilet and Nursery Powder.

JOHN GOSNELL and Co.'s Stereodesmic or Dentists Tooth Brushes and Trichosaron Hair Brushes, warranted to purchasers.

JOHN GOSNELL and Co.'s Instantaneous Hair Dye.

JOHN GOSNELL and Co.'s Cherry Tooth Paste is greatly superior to any tooth powder, gives the teeth a pearl-like whiteness, protects the enamel from decay, and imparts a pleasing fragrance to the breath.

NOTHING IMPOSSIBLE.—The Greatest and most Useful Invention of the day, AGUA AMARELLA.—Messrs. JOHN GOSNELL and CO., 12, Three King-court, Lombard-street, London, Perfumers to Her Majesty, respectfully offer to the public this truly marvellous fluid, which gradually restores the human hair to its pristine hue—no matter at what age. The Agua Amarella has none of the properties of dyes; it, on the contrary, is beneficial to the system, and when the hair is once restored one application per month will keep it in perfect colour. Price One Guinea per bottle; half bottles, 10s. 6d.

JOHN GOSNELL and Co., Perfumers to Her Majesty and by Special Appointment to H.R.H. the Princess of Wales, London.

HOLLOWAY'S OINTMENT AND PILLS.—DANGEROUS DISEASES.—How many life-long maladies spring from neglected trifling symptoms. The pimple readily curable in the nursery becomes, through carelessness, the irremediable torment of after-life. With a knowledge of the curative power of Holloway's Ointment and Pills, those who fail to use them for extirpating the first seeds of hereditary ailments will have to bear the punishment resulting from their folly. Holloway's remedies will remove eruptions of the skin, scorbutical diseases and scrofula, and heal every description of ulcer, sore, wound, or abrasion. By the employment of Holloway's excellent, speedy, and safe medicaments much pain and immense expense will be saved, and a great benefit conferred on the present and succeeding generation.

Digitized by Google

OVERLAND ROUTE.

COMMUNICATION by STEAM to INDIA, AUSTRALIA, &c., *via* EGYPT.—The PENINSULAR and ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels at their London Offices for Gibraltar, Malta, Egypt, Aden, Ceylon, Madras, Calcutta, the Straits, and China, by their steamers leaving Southampton on the 4th and 20th of every month. For Gibraltar Malta, Egypt, Aden, and Bombay by those of the 12th and 27th of each month; and for Mauritius, King George's Sound, Melbourne, and Sydney, by the steamers leaving Southampton on the 10th of every month.

For further particulars apply at the Company's Offices 122, Leadenhall-street, London, E.C., or Oriental-place Southampton.

OVERLAND ROUTE VIA MARSEILLES.

SERVICES MARITIMES DES MESSAGERIES IMPERIALES.

FRENCH MAIL STEAM PACKETS.

The 19th of every Month, at 2 P.M. for—

MESSINA, ALEXANDRIA, ADEN, POINT DE GALLE (Ceylon), PONDICHERRY MADRAS, CALCUTTA, SINGAPORE, BATAVIA, SAIGON, HONG KONG, SHANGHAI, and JAPAN.

The 9th of every Month for—

MESSINA, ALEXANDRIA, ADEN, SEYCHELLES REUNION, MAURITIUS.

For passage, freight, and information apply to B. W. and H. HORNE, 4, Moorgate-street, London; G. H. FLETCHER and Co., Liverpool; at the offices of the Services Maritimes des Messageries Imperiales in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

*** Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.

ORIENTAL, AUSTRALIAN, AND GENERAL STEAM AGENCY, AND GLOBE PARCEL EXPRESS.

PARCELS, PACKAGES, and MERCHANDISE forwarded, and PASSAGES engaged to all parts of the world. Baggage collected and shipped, insurances effected, &c.

CALCUTTA, MADRAS, CEYLON, and ADEN—Overland, 4th and 20th of every month.

BOMBAY and ADEN—Overland, 12th and 27th.

CHINA, SINGAPORE, and EASTERN SEAS—Overland, 4th and 20th.

AUSTRALIA and MAURITIUS—Overland, 20th.

INDIA, CHINA, and AUSTRALIA—Via Cape of Good Hope, Clipper Ships, weekly.

Prospectuses, with through rate to 500 places, free on application.

G. W. WHEATLEY and Co. (late Wagnern), 150, Leadenhall-street, E.C.; CHAPLIN'S Regent-circus W. and 23, Regent-street, S.W.

STEAM COMMUNICATION between SINGAPORE and MANILA.—The steamer REYNA, under the Spanish flag, now runs regularly between the above Ports, taking Freight and Passengers

AGENTS IN SINGAPORE.
Messrs. PATERSON, SIMONS, and CO.
AGENTS IN MANILA.
PHILLIPS, MOORE, and CO.

INDIA AND CHINA.

ROBERTSON and CO. will despatch the following first-class VESSELS to their respective destinations. They are well adapted for their several trades, and are confidently recommended to their friends:—

Destination.	Ships.	Docks.	To Sail.
Shanghai	Star of China	W.I.D.	With des.
Hong Kong	Devana ...	W.I.D.	Jan. 4.
Kanagawa & Nagasaki	Chan-sze ...	W.I.D.	With des.
Kanagawa	Ellen Rodger	W.I.D.	With des.

Apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.

CHINA and JAPAN.—The following splendid first-class clipper SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	Last Ship. Day.
Shanghai ...	Hoang Ho ...	A1 15 yr.	E.I.D.	Jan. 5.
Hong Kong & Whampoa ...	Valdivia ...	A1 13 yr.	E.I.D.	With des.
Kanagawa, and Yokohama ...	Isles of the South ...	A1 13 yr.	E.I.D.	With des.

For Freight or Passage apply to KILLICK, MARTIN and Co., 28, Nicholas-lane, Lombard-street, E.C.

FROM LIVERPOOL.

Destination.	Ships.	Tons	Class.	To Sail.
Shanghai ...	Chalgrove ...	509	A 1 13 yrs.	Imm.
Hong Kong & Whampoa ...	Everest ...	571	—	"
Hong Kong & Whampoa ...	Veronica ...	332	A 1 14 yrs.	"
Batavia & Sourabaya ...	Dagmar ...	700	2-3rds	"
Madras... ...	Cestrian ...	1215	2-3rds	"

For terms of Freight or Passage apply to McDIARMID, GREENSHIELDS, and Co., Liverpool.

INDIA, CHINA, AND AUSTRALIA.

SHAW, LOWTHER, & MAXTON will despatch the following high-classed VESSELS to their respective destinations:—

Ships.	Class.	Destination.	Docks.	Date of sailing
Bucentaur ..	AA 1 ...	Calcutta ...	E.I.D.	Jan. 4
Westminster .	A 1 13 yrs.	Shanghai ...	Ditto	Jan. 20
Dunmail ...	A 1 14 yrs.	Hong Kong & Whampoa ...	L.D.	Jan. 25
Holmsdale ...	A 1 13 yrs.	Melbourne ...	E.I.D.	Jan. 5
Reigate ...	A 1 12 yrs.	Ditto ...	Ditto	Feb. 1
William Cole .	A 1 12 yrs.	Sydney ...	Ditto	Feb. 5

For Freight or Passage apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings, E.C.

With Immediate Despatch.

DIRECT for HONG KONG and WHAMPOA, the magnificent Aberdeen-built clipper ship FYCHOW, A 1 fourteen years, 710 tons register, loading in the East India Docks. This splendid high-classed ship, built in 1863, by Messrs. A. Hall and Co., is strongly recommended to shippers of fine goods.

For Freight or Passage apply to GELLATLY, HANKEY, and SEWELL, 27, Leadenhall-street, E.C.

SHANGHAI, Direct.—From Greenock (guaranteed to sail on the 15th inst., full or not, the JOHN R. WORCESTER, 850 tons register, A 1 twelve years at Lloyd's, twenty years A 1 in Liverpool register. Built this year specially for the China trade. She will be loaded to an easy draught of water, and can be confidently recommended to shippers in every respect.

Apply to THOS. SKINNER and Co., Glasgow; or to ESCOMBE BROTHERS and Co., Cross Street-chambers, Manchester, and 22, Eastcheap, London.

HONG KONG and WHAMPOA.—The celebrated clipper PUNJAUB, A 1 twelve years. 883 tons register, will receive cargo in the West India Docks till Saturday, 30th inst.

HOLMES, KNEVITT, and HOLMES, Sun-court, Cornhill.

THE BANGKOK DOCK COMPANY'S NEW DOCK.

This magnificent Dock is now ready to receive Vessels of any burthen, and the attention of Shipowners, Agents, and Masters is respectfully solicited to the advantages for REPAIRING and SPARRING VESSELS, which no other Dock in the East can offer.

The following description of the Premises is submitted for the information of the public. The dimensions and depth of water being:—

Length ... ... 300 feet.
(To be extended.)
Breadth ... ... 100 „
Depth of water ... ... 15 „

The Dock is fitted with a Caisson, has a splendid entrance of 120 feet from the River, with a spacious Jetty on each side, where vessels of any size may lay at any state of the tides, to lift Masts, Boilers, &c., with powerful Lifting Shears, which are now in the course of construction.

The Dock is fitted with Steam Pumps of great power, insuring despatch in all states of the tides.

WORKSHOPS.

The Workshops comprise the different departments of Shipwrights, Mast and Block Makers, Blacksmiths, Engineers, Foundry, &c.

The whole being superintended by Europeans, who have had many years' experience in the different branches.

The workmen are the best pitked men from Hong Kong and Whampoa.

The Company draws particular attention to the great advantages this Dock offers, being in a Port where the best Teak and other Timber can be had at the cheapest cost.

A Steam Saw Mill is also in connection with the Dock, to insure despatch in work.

The Keel Blocks are four feet in height, and can be taken out or shifted without cutting or causing any expense to ships having to get them removed.

The Company is also prepared to give estimates or enter into Contracts for the Repairs of Wooden or Iron Ships, the Building of New Ships, Steamboats, &c., or any kind of work connected with shipping.

All Material supplied at Market price. Vessels for Docking may lay at the Company's Buoys or Wharf free of charge, until ordered to remove by the Superintendent.

Captains of vessels before leaving the Dock must approve and sign their Dockage Bills.

All communications respecting the docking to be addressed, until further notice, to the undersigned, by whom all Bills will be signed and collected.

JOHN BUSH, Managing Director.

Bangkok, 18th Sept., 1865.
Hong Kong, 20th Oct., 1865.

CHARTERED MERCANTILE BANK of INDIA, LONDON, and CHINA.

Incorporated by Royal Charter.
Paid-up capital, £750,000. Reserve Fund, £250,000.

BRANCHES AND AGENCIES.

Bombay.	Colombo.	Penang.	Hong Kong.	Yokohama
Calcutta.	Kandy.		Shanghai.	
Madras.	Galle.	Singapore.	Hankow.	Mauritius

The Bank negotiates and collects bills and grants draft payable at the places above mentioned, issues letters of credit and circular notes for the use of travellers by the Overland Route, terms for which can be ascertained at the Head Office in London.

The Bank will effect the purchase or sale of Indian securities, undertakes the safe custody of same, and the receipt of interest, dividends, pay, pensions, and other moneys, for remittance through the Bank or otherwise.

The Bank receives money on deposit, on which interest will be allowed according to the length of time deposited. Particulars as to rates can be ascertained at the Head Office, 52, Threadneedle-street, London.

Office hours from 10 a.m. to 3 p.m.; Saturdays, from 10 a.m. to 2 p.m.

No. 52, Threadneedle-street, London, E.C.

THE CHINA TRADERS' MARINE INSURANCE SOCIETY OF HONG KONG (Limited).

CAPITAL, 1,000,000 dols.
In 200 Shares of 5,000 dols. each. 1,000 dols. per Share Paid up.

CONSULTING COMMITTEE.

William Neilson, Esq. (Messrs. Olyphant and Co.)
J. W. Maclellan, Esq. (Manager Commercial Bank Corporation.
Richard Deacon, Esq. (Messrs. John Burd and Co.)

GENERAL AGENTS.
Messrs. Augustine Heard and Co.

The Allotment of Shares will take place on the 3rd day of October next, and further Applications for Shares will be received until the 3rd of October next.

Application to be made in the form given below, and addressed to the General Agents, from whom any information can be obtained.

FORM OF APPLICATION FOR SHARES.

To the General Agents of the China Traders' Marine Insurance Society of Hong Kong (Limited).

Gentlemen,—I hereby request that the Committee will allot to me shares in the above Company, and I agree to accept such shares, or any less number which may be allotted to me, and to pay the first call of One thousand Dollars per Share, and further calls to such amount and at such times and in such manner as may be authorised by the Articles of Association of the said Company, and to subscribe the Articles of Association when called on to do so.

I am, Gentlemen,
Your obdient Servant.

Hong Kong, Sept. 7, 1865.

ASIATIC BANKING CORPORATION.—

Incorporated by Royal Charter. Authorised Capital, £2,000,000. Paid-up Capital, £500,000.

Head Office—No. 4, Lombard-street.

Agencies and Branches are established at Bombay Calcutta, Singapore, Ceylon, Hong Kong, Shanghai, and Melbourne.

The Corporation grant drafts and negotiate bills of exchange payable at the above places, issue letters of credit, and conduct every description of banking business connected with the East. They effect the purchase and sale of Indian securities, the receipt of dividends, &c., and undertake the safe custody of securities. They also receive deposits, bearing interest, for fixed periods Rates of interest and exchange may be ascertained at the Head Office.

THE BANK OF HINDUSTAN, CHINA and JAPAN (Limited).

1, Bank-buildings, Lothbury, London.
Capital, £4,000,000.
Paid and to be called up, £1,000,000.

BANKERS.

The Bank of England.
The National Bank | The Alliance Bank (Limited)

Branches and Agencies at Bombay, Calcutta, Colombo Kandy, Hong Kong, Shanghai, Yokohama, Singapore, Point de Galle, Manila, Foochow, Ningpo, Hankow, Nagasaki, and Kiu-kiang.

Deposits received at ten days' notice, on the usual terms and for fixed period, at rates subject to special agreement.

Drafts issued and Bills negotiated payable in India China, &c.

Circular Notes and Letters of Credit, payable throughout Europe, are also issued for the convenience of travellers per overland route.

The purchase and sale of Indian and other securities, and the safe custody of the same undertaken. Dividends, pay, pensions, interest, or other moneys realised, and the registry of Indian Government loan notes effected so that the interest may be paid in England. Every other description of Banking and Agency business in connection with India, China, &c., conducted on the most favourable terms.

J. OUSELEY, General Manager.

THE LONDON AND CHINA TELEGRAPH.

THE EIGHTH Volume of this JOURNAL commenced on the 4th of January, 1866. The Subscription for the three numbers per month is 30s. per annum, including Postage, and to the Export Supplement 12s. Terms for advertising, 2s. 6d. per five lines; and 6d. for each additional line.

Subscriptions and Advertisements received abroad by the following Agents:—

Paris	G. W. YAPP, Rue de la Michodiere No. 13.
Amsterdam	LOMAN AND VERSTER.
Rotterdam.....	P. C. HOOG.
New York	WILMER AND ROGERS.
Gibraltar.....	W. SPEED.
Malta	G. MUIR.
Alexandria...	F. HAY
Aden	COWASJEE DINSHAW.
Suez.....	
Bombay	CHESSON AND WOODHALL.
Calcutta.....	SANDERS, CONES, AND CO.
Point de Galle	G. D. ANTHANISZ.
Colombo.....	MR. VANDORT.
Kandy.....	W. A. ARCHBALD.
Labuan, Sarawak, and Singapore ...	JOHN LITTLE & Co., Singapore.
Penang	SANDILANDS, BUTTERY AND CO
Bangkok.....	SCOTT AND CO.
Batavia	HUNTER, HOUGHTON, AND CO.
Anjer—Straits of Sunda	G. SCHUIT, Anjer Hotel.
Manila	PHILLIPS, MOORE, AND CO.
Hong Kong, Canton, Macao, & Swatow,	JAMES GARDINER, Hong Kong.
Amoy	BELLAMY AND CO.
Foo-Chow-Foo	HEDGE AND CO.
Shanghai.....	H. FOGG AND CO.
Tien-Tsin	JAMES HENDERSON.
Nagasaki—Japan ...	PIGNATEL AND CO.
Yokohoma	HANSARD AND BLACK.

OFFICE, 12, GEORGE-YARD, LOMBARD-STREET, LONDON, E.C.

Printed for the Proprietors by WOODFALL and KINDER Milford-lane, Strand, W.C., and published by JOHN ELLISON, at the Office of the "LONDON AND CHINA TELEGRAPH," 12, George-yard, Lombard-street, E.C., in the parish of St. Edmund the King—Thursday, Jan. 4, 1866.

Digitized by Google

The London and China 新聞紙 Telegraph.

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON ARRIVAL OF THE MAILS, about the 4th, 14th, and 28th, in connection with the "LONDON AND CHINA EXPRESS,"
A SUMMARY OF NEWS FOR THE OUTWARD MAILS OF 10th, 17th, and 26th.

VOL. VIII.—No. 197.] LONDON, SATURDAY, JAN. 13, 1866. [Price 9d., with Sup., 1s. 3d.—Sub. 30s. per ann., postage included, Sup. 12s. extra.

Latest Advices.

	From London.	Arrived out.	HOMEWARD. Arrived in London this day.
JAPAN—			
Yokohama	Sept. 17	Nov. 11	Nov 17
Nagasaki			,, 11
Hakodadi			
CHINA—Peking			,, 14
Tien-tsin			,, 17
Chefoo			,, 20
New-chwang			,, 14
Hankow			,, 19
Kiu-kiang			,, 20
Chin-kiang			
Shanghai	Sept. 26	Nov. 21	,, 25
Ningpo			,, 23
Foo-Chow			,, 26
Formosa—Tamsuy			
Amoy			,, 27
Swatow			
Hong Kong	Sept. 26	Nov. 15	Dec. 1
Canton			
Macao			
PHILIPPINES—			
Manila	Sept. 26	Nov. 21	Nov. 24
COCHIN-CHINA—			
Saigon			
SIAM— Bangkok			
BORNEO—			
Labuan			
Sarawak			
JAVA—			
Batavia			Nov. 16
MALACCA STRAITS—			
Singapore	Oct. 10	Dec. 2	Dec. 9
Penang	,,	Nov. 29	,, 11

Telegrams in advance of the mail from Hong Kong of Dec. 15 were received on the 4th instant.

List of Passengers.

PASSENGERS INWARD.

By this mail, per P. and O. steamer Nyanza arrived at Marseilles, Jan. 11.—From Yokohama: Mr. Hooper. From Shanghai: Messrs. Latham and Bradwell. From Hong Kong: Messrs. Coase, Collins, and Eastwood, Captain Roskell, two second-class passengers and one child. From Singapore: Messrs. McLachlan and H. S. Meertens. From Penang:—Lieut. Hill.

PASSENGERS OUTWARD.

Per P. and O. steamer Massilia, from Southampton, Jan. 4.—To Singapore: Rev. C. Kock, Mr. H. C. Prinsep and one second-class passenger. To Ceylon: Surgeon W. S. Roche, R.N., and seven second-class passengers. To Hong Kong: Dr. A. Cochrane and two second-class passengers. To Shanghai: Mr. E. McKean; Mr. A. Harvey, Mr. F. R. Porter, Mr. Steel, Mr. Jerdein, Dr. Bell and one second-class passenger. To Calcutta: Major W. C. Green, Capt. W. H. Smith, Mr. G. Fox, Mrs. Bell and European servant, Mrs. Hill and two infants, Mr. A. E. Harriss, Mr. J. Gilbert, Mrs. Bamfield, Mr. Reid, Ensign Ford, Mr. C. Lloyd, Ensign Farwell, Capt. A. Orr, Mr. H. Ball, Miss C. Macnamara, Miss D. McIver, Mr. D. M. Yeats, Assistant Surgeon Ironside, Mr. Forbes, twelve second-class passengers and three children. To Madras: Capt. J. Crawford, Mr. and Mrs. H. E. Stokes, Mrs. Gordon and child, Mr. C. B. Gaskell, Capt. and Mrs. Hooper, Mr. Duke, Mr. P. Melville, Mr. A. W. Shedden, Mr. R. Keith and two second-class passengers. To Alexandria: Mr. and Mrs. Hughes, Miss Hughes, governess, and female servant, Mr. Wigram, Capt. R. E. Pinkey, Mr. W. H. Walford, Mr. W. B. Squance and eight second-class passengers.

From Gibraltar.—To Hong Kong: Three naval officers.

From Marseilles, Jan. 12.—To Hong Kong: Rev. F. S. Turner, Mr. A. W. Glenie, Mr. F. J. Greene, Mr. J. A. Sitwell, Lieut. Stewart, A.D.C. Governor of Hong Kong, and one second-class passenger. To Shanghai: Mr. and Mrs. Grant Gordon, Mr. R. S. Gundry, Mr. E. Pickwood, Mr. Brunat, Mr. Cunningham. To Singapore: Mr. W. H. Walker, Mr. G. J. Buchanan. To Ceylon: Mr. D. W. Skrine, Mr. Malcolm, Mr. A. N. Scott, Mr. J. R. Fulton, Mr. J. T. Molison, Mr. McLachlan, Mr. A. Sinclair, Mr. J. Stevens and four second-class passengers. To Calcutta: Mr. and Mrs. A. Stuart and European servant, Capt. and Mrs. Birch, Mr. W. Blundell, Major and Mrs. J. H. Jenkins, three Misses Swinley, Mrs. Williams and two daughters, two Misses Atkinson and European servant, Miss Langdale, Mr. and Mrs. E. J. Boldero, Mr. A. H. Brooks, Mr. M. Fox, Miss Fox, Messrs. Mylne, J. and A. Carnegie, Marillier, Stormer, and E. W. Logan, Mr. and Mrs. Gavin, Mrs. G. Copley, Capt. E. L. Hawkins, Moonshee Bugloor Rukeem and two native servants, Major A. Blackwood, Messrs. Heckle and E. C. Maclean, Capt. Manderson, Miss Parry, Dr. A. Lethbridge, Mr. J. L. Mackuzie, Capt. Wyatt, Mr. A. Sprenger, Mr. and Mrs. Flinders, Mr. F. du Vernet, Messrs. Perry, Phillips, and A. Porter, Capt. Thackeray, Major Warner and two second-class passengers. To Madras: Mr. G. D. Mitchell, Mr. and Mrs. Scharlieb and one second-class passenger. To Alexandria: Rev. and W. E. and Mrs. and Miss Appleton.

From Suez, Jan. 19.—To Hong Kong: Sir Richard and Lady MacDonnell. To Madras: Lieut. and Mrs. Scharlieb.

Per P. and O. steamer Ripon, from Southampton, Jan. 20.—To Singapore: Dr. J Rowell. To Penang: Mr. J. Macfarlane. To Ceylon: Mr. and Mrs. Shipton, Mr. R G. Burne, Mr. G. F. Walker, Mr. J. Brodie, Mr. J. Mouat, Mr. Harper and six children To Shanghai: Mr. R. J. Schwabe, Mrs. Hargreaves and two children. To Hong Kong Miss Arnot, Mr. W. E. Jowitt, Mr. Melhuish, Mr. W. H. Seaton.

From Marseilles, Jan. 28.—To Hong Kong: Mr. J. A. Maitland, Mrs. J. B. Endicott. and child, Baron Von Carlotvitz, Mr. and Mrs. F. B. Johnson, Miss Kate Newton, Mr. D. M. Forbes. To Shanghai: Mr. F. E. Wright, Mr. and Mrs. Digby Smith. To Singapore: Mr. V. T. Van Dolder, Mr. A. Bavier and friend, Mr. Wright. To Ceylon: Mr. C. Rose.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

The *Dupleix* and *Granada* had arrived at Shanghai, from this port, bringing dates to the 16th November. The only item of intelligence is a disgraceful affair which has led to a trial in the British Consulate. The details fill many columns in the Yokohama papers, but are summarised as follows in the *Hong Kong Daily Press*:—Gustave Glackmeyer, a United States citizen, was clerk at a linen and woollen drapery store, kept by Messrs. McKechnie and Co., who are British subjects. Mr. McKechnie suspected Gustave of embezzlement, and having him carefully watched, his suspicions were fully realised and confirmed. Gustave had a homestead of his own which, like his nationality, was rather a peculiar one, for it was presided over and guarded by a Chinese female, and his habit was to send her goods out of his master's shop wherewith to decorate her celestial person. Mr. McKechnie, obtaining most incontestible proofs of this pernicious habit, unwittingly evoked the services of the Municipal police, who took Glackmeyer into custody and conveyed him to the gaol at the British Consulate, which it appears is also the Municipal gaol The gaoler, however, had his doubts about the legality of the step, and immediately consulted the Vice-Consul, who at once set the adopted American citizen free. Gustave instantly repaired to the United States Consul, and so wrought upon his national feelings as to induce Colonel Fisher to take up his case with the utmost warmth and zeal. The Colonel took it all upon himself—he made himself not only sponsor for his *protege*, but both plaintiff and advocate, commencing an action in the British Consular Court *in propria personæ* for defamation and false imprisonment, laying the damages at five hundred dollars. The British Consul suggested that, as Mr. McKechnie had made a mistake in applying to the Municipal police, and had subsequently commenced proceedings against Glackmeyer in the United States Consular Court, it would be better to wait until the issue had been there decided, because on the guilt or innocence of Gustave would the measures of damages depend. This suggestion Colonel Fisher strongly objected to—he said that he had laid his plaint first by one hour and a half, and that therefore his case should be tried first. The British Consul waived the point and tried the case. Mr. McKechnie distinctly proved numerous cases of embezzlement against Gustave, and declared that he applied to the Municipal police entirely through ignorance. The Consul consequently dismissed the case, and ordered the plaintiff to pay the costs. This most righteous decision greatly disturbed the equanimity of the colonel, who, game to the last, instituted an appeal to Sir Edmund Hornby on behalf of his client. What has become of the case in the U. S. Consulate against Gustave does not appear, but of course, in the frame of mind in which Colonel Fisher has worked himself into on the subject, it would be

Digitized by Google

mere folly to proceed. Gustave, finding himself under such potent protection, took a strange mode to vindicate his character. The *Japan Times* had given him deep offence by reporting the above case, and that journal was selected for his vengeance. On Monday afternoon, at about three o'clock, as Mr. Rickerby was passing through the street at the back of the club, towards his office, he was overtaken by an individual who immediately attacked him from behind, striking him a heavy blow across the ear and side of the face with a stiff riding whip. On turning round to see the source of attack, he was met by another cut across the eyes, and would have been most seriously injured but for the yielding of his spectacles, which, however, cut the bridge of his nose severely. Mr. Rickerby had only a small umbrella in his hand, with which, being an excellent master of fence, he warded off many more blows that were aimed at him. He was taken entirely by surprise, but had the good sense, when once he found he could defend himself, not to return the blows of his assailant. It turned out that the attack was made by Mr. Glackmeyer, whose indignation at being mentioned unfavourably in the columns of the *Japan Times* thus found vent. A plaint has, of course, been laid before the American Consul, but—why we cannot possibly imagine—this young ruffian is still permitted to be at large without bail, until the trial, which has been fixed for a day, five days after the offence was committed. This presents a sad reflection on U.S. Consular justice. It is explosive and dangerous, for once ruffle its nationality and it becomes like a porcupine or a hedge-hog.

CHINA.

PEKING.

By the present mail we have some particulars of Sir Rutherford Alcock's arrival at the capital. On the arrival of H.M.S. *Barrossa* at the mouth of the Peiho, his Excellency and suite were transferred outside the bar to H.M. despatch steamer *Manila*, and encountered some adventures on their way to Tientsin which could have afforded anything but pleasure. In the first place, the boat in which the treasure for the Legation was being transhipped, capsized alongside the *Barrossa*, and the whole, amounting to some $19,000, was lost. In the next place, the *Manila*, on her passage up the Peiho, grounded on a mud bank about 18 miles from Tientsin, and stuck hard and fast. The gunboat *Hardy* was fortunately in attendance, and took Sir Rutherford and suite on to Tientsin.

Both the pro-foreign and anti-foreign parties appear to be represented in the Peking Cabinet, the latter being led by Tseng-kwo-fan, who was appointed to the command of Sanko-lin-sin's army on the death of that general. Tseng is said to be showing his anti-foreign teeth pretty plainly. He is determined to sever all celestial connexions with foreigners, and to be entirely independent of them. At his instance it has been decided to do away with the foreign element in the maritime customs at the end of the current Chinese year.

HANKOW.

A correspondent informs us that on the night of the 15th November a severe gale occurred at that port which did considerable damage. On the night of the 18th, Stevens, one of the men implicated in the murder of Macdonald, escaped from prison, and had not been heard of up to the 19th. A reward of 100 tls. was offered for his apprehension.

The First Annual Report of the Hankow Medical Mission Hospital, under the charge of Mr. F. Porter Smith, M.B., has been issued. The society under which Dr. Smith works is the Wesleyan Mission, and the hospital has now been open for about eighteen months. The report gives the result of one year's practice amongst the natives, viz., from July 1st 1864 to June 30th 1865. The number attended amounted to 11,764, of whom 16,032 were male out-patients, 2,700 female out patients, 30 male in-patients, and 2 female in-patients, besides a large number of children. The hospital is open on three days in each week, and therefore on each day there must have been an average attendance of at least one hundred and twenty. Every grade of Chinese society has been represented amongst the patients, even the Hsiaotai of the province having requested Dr. Smith's aid on behalf of his daughter.

SHANGHAI.

From this port we have advices to the 25th November. We find the following items of news in the *Overland Herald and the Commercial Record*:—

"Mr. Grant's Trans-Mongolian Telegraph scheme was said to be so far advanced as to give reason to believe that telegrams would be received by the first steamer from Tientsin after the breaking up of the ice. Mr. Grant left per *Corea*, steamer, for Taku, whence he will proceed to Kiatcha, with the purpose of forming the line of couriers between that place and Tientsin.

Two significant despatches had been addressed to the foreign Consuls by the Chinese authorities. The first was from Ying Taotai, requesting that for the future all criminals who under the present system are sentenced by the Mixed Court to work in the chain-gang, be sent into the city for punishment in accordance with Chinese custom. We are glad to find that the foreign authorities held out, and insisted on continuing a mode of punishment which, from the disgust wherewith the natives regard it, will in all probability prove more effective in diminishing crime in the settlement. The other dispatch was addressed by the Hsien to the Consuls, under orders from Governor-General and Fantai. It is to the effect that, inasmuch as the Imperial Government is about to construct a map of the provinces of Kiangsu, Kiangsi, and Anhuei, exact measurements of the foreign settlement will be necessary, and the Consuls are, therefore, requested to give the officers appointed for the purpose every facility for the completion of their task. The Consuls have, of course, complied with this request; but, as the proposed map is to be drawn on a scale of two inches to 50 *li*, it is difficult to imagine the use of accurate measurements of the English settlement which would not, on such a map as is proposed, take up a space of more than one-seventieth of a square inch.

Li-Futai had been appointed to take the post of commander-in-chief against the Nienfei rebels in Honan, where they seem to have gained strength again.

Great sensation has been caused by the sentence of imprisonment and hard labour passed on Capt. Bennet of the *Wellington*, for flogging Chinese. Two petitions have been presented to the Chief Judge asking him to reverse the sentence. To the first a courteous but firm reply was given in the negative, in which his lordship explained that he would be exceeding his powers in reversing the sentence, and that he scarcely thought the request was one which should have been made to him. No reply had been received to the second petition.

A more serious charge had been brought against the chief officer of the *Wellington*, resulting in an inquest being held at the Municipal Police Station upon the body of a Chinaman, whose death was alleged to have been caused by ill-treatment and kicking. Mr. Lewis, of the American Consulate, was in attendance; and, as no evidence of violence was to be found upon the body, he pointed out that a post-mortem examination would be necessary, but the Chinese magistrate objecting to such a proceeding the investigation had to be abandoned.

The Municipal Council held their monthly meeting on the 10th November, and the report which they published was one of the most valuable which has been made by that body. It opens several very important questions with reference to the local government of Shanghai. Among them we have to notice the system of making Chinese criminals perform hard labour in the settlement; a plan which will have the double advantage of turning this work to some account, and will secure that the Chinese prisoners so employed undergo the sentence passed upon them. The Chinese authorities raised some objection to this plan; but by judicious management this has been overruled.

Mr. Hart, the Inspector-General of Customs, had just returned to Shanghai from Peking. A well-authenticated rumour was current to the effect that he had received instructions to withdraw all the foreign element from the Customs' service by the end of the current Chinese year.

HONG KONG.

The present mail brings intelligence from Hong Kong to 1st December. The English mail of the 10th October was much overdue, and its non-arrival occasioned great anxiety and inconvenience. The French mail of 19th October was also quite due, as also the Calcutta tenth sale steamers. The monsoon was very boisterous and severe. The latest postal dates from England were 26th September, being no less than sixty-five days old.

The *Overland Trade Report* has the following, with regard to designs on Formosa said to be entertained by the Prussian Government:—"We are afraid that we shall startle the community by conveying to them the fact that we have received positive information to the effect that the Prussian Government had determined, before the breaking out of the war in the

Digitized by Google

Duchies, to take and occupy the island of Formosa. A certain frigate was deputed to land a strong party at a defined point of the island, and on intelligence reaching Berlin of the event, reinforcements would be instantly dispatched. The pretext for this act of appropriation was an alleged insult offered to the Prussian store ship *Elbe*, which vessel, in her cruise in these waters, called at Formosa. Some of our readers may remember that it was the commander of this very vessel who behaved so discourteously to the civil authorities both here and at Singapore. Our authority for this statement has no doubt that the intention of appropriating Formosa will still be carried out. We believe it, because we think the aspirations of Prussia are to make herself a maritime Power."

The following is said by the *Overland Trade Report* to be an authentic account or the affair with pirates at Amoy. The *Grasshopper* (the only gunboat present) engagd four large well-armed junks for three hours and a-half. A shell from her gun blew up the largest, which was a fine vessel. The *Grasshopper* then captured the other three, which with sixteen prisoners were carried to Amoy. It appears this fleet was manned with desperate ruffians, who had murdered several of their captives in cold blood, and had ripped open the bowels of two sons of the master of one of the junks they had taken shortly before their own time came. There is no doubt the mandarins will make short work of them.

The criminal sessions of the Supreme Court, which lasted for six days (being the first sessions after vacation), came to a close on the 25th November. The gaol delivery comprised sixty-nine persons who were tried on twenty-two indictments, and upon the whole (with the exception of one case) both the crimes and the punishments were of a mild character. The only European convicted was one charged with embezzlement, who was sentenced to nine months' imprisonment. The most severe sentence was one of five years penal servitude and one hundred and fifty lashes each, passed upon two natives convicted of piracy, and which may in itself be considered a commutation of sentence of death, as the Chief Justice declared that their guilt was so evident as to preclude any hope of mercy; but at the eleventh hour they were saved by a legal juggle over the meaning of a word.

Mr. Henry Charles Caldwell has been admitted as an attorney, solicitor, and proctor of the Supreme Court, having passed the necessary examination, and been presented by the Hon. the Acting Attorney-General.

The detention of the last French mail steamer at Hong Kong arose from the inability of the coast boat to make the trip to Shanghai, Japan, and back between the time of the arrival and the fixed day for the departure of the European mails. The system of the Messageries Imperiales, says the *Daily Press*, appears disjointed—first, one of the company's large ships has to arrive at Hong Kong, then the boat to Shanghai is despatched, and on that boat reaching Shanghai the Japan boat is despatched. Then the Shanghai boat waits until the Japan boat returns, when the former proceeds to Hong Kong to meet the same steamer with whose mails she was despatched. The consequence is, should the large boat with the European mails be late in arriving, the time to do all this transhipping and changing is insufficient, and the northern mails cannot be got back in time.

Piracy on the coast continues unabated; the energy of the British naval officer commanding on the spot is severely taxed, and it is understood he has at last obtained authority to place more gunboats in commission. The *desideratum* is to obtain the co-operation of the Mandarins to eradicate the evil after it shall be suppressed. The singular *dicta* of the Supreme Court of the colony in piracy cases is a great stumbling-block to this consummation.

Bribery and corruption on the part of the Hong Kong police force had been brought to light to a vast extent during the fortnight.

(FROM A CORRESPONDENT.)

Much indignation is loudly expressed here at this moment in regard to late movements of the P. and O. Company's steamers. The last mail was brought by the *Salsette*, and was fully a week overdue, the steamer having been obliged to make constant stoppages in consequence of the rotten state of her boilers. A protest was signed by her passengers, and published in the local papers here, and will doubtless be reproduced in England. It was stated at the time that the *Salsette* was sent to China in so dangerous a condition only because she was coming here to be thoroughly repaired; but even this very lame excuse has been disproved by the fact of her being advertised to take the out-going mail, so there may reasonably be doubts of this letter ever reaching you. Nor is this all. The mail of Oct. 10, due here on the 25th inst. by the time-table, and expected in, as usual, some days earlier than that date, has not yet arrived. It is being conveyed, we learn, by the *Orissa*, another of the many lame ducks with which the P. and O. Company earn their dividends, and entirely incapable of making headway against the monsoon at this season. The P. and O. Company, in their royal magnificence, appear to have forgotten that companies, like kings, are mortal, and to look with equal disdain on public complaints and the warnings of competition. Will not, however, the point one day be reached when the authority of the Post-office, long-suffering as it is, may well be exerted to compel something like an approach to the fulfilment of the terms of a heavily-paid contract?

Apropos of steamers, the first month of existence of the new Canton River Steam Company (Limited) has passed, and both directors and shareholders appear to be well satisfied with the results of the undertaking. The company has a daily steamer to both Canton and Macao, the only opposition being that of the *Plymouth Rock*, the unwieldy steamer under Messrs. Russell and Co.'s flag, and, owing to the adroitness with which nearly the entire trading community was induced to invest in its shares, an overwhelming proportion of the traffic falls to the share of the company's boats. The permission of the Chinese authorities at Canton has just been obtained for the erection of a wharf for the company's vessels in front of the Old Factory site, that melancholy expanse of ruin which remains as a striking memento of days gone by. In my next letter I will endeavour to give you a picture of this desolate site of former prosperity, and of its younger sister, the Shameen Settlement.

The last of this year's crop of silk has now been gathered in, and business at Canton has almost ceased. Owing to the protracted season of dry weather, the production of silk in the adjacent districts has been extended for a fortnight longer than usual, with a proportionate increase in the amount available for export. You will receive the statistical tables in the usual way.

There is positively no local news to chronicle. Intelligence has just been received of the loss and foundering at sea of the British barque *Geelong*, of Singapore, bound from Swatow to Chefoo, the only survivors from which, a party of Lascar seamen, were brought into Macao the other day by some fishing junks. A more disastrous season, in respect of wrecks, is scarcely on record.

Apropos of Macao, fresh scandals have occurred there with respect to the coolie kidnapping trade, and the Governor, a most energetic but apparently far from scrupulous individual, has been brought into collision with the native clergy. In a previous letter I have touched upon the villany of the coolie traffic, as carried on by French and Portuguese at Macao, whence kidnapped wretches to the number of from 10,000 to 20,000 annually are shipped off to the guano-island, of Peru, or the sugar plantations of Cuba. The largest proportion of the so-called emigrants are villagers of the interior who are lured to Macao by professional crimps with promises of high wages and pleasant employment, and who, once in the clutches of the barracoon-keeper, are threatened, and, if need be, tortured, until they sign the contract which consigns them to "voluntary" servitude. On a recent occasion a coolie, escaping from one of those barracoons, laid the history of his wrongs before a priest whom he encountered, and the latter boldly denounced the abominable traffic before his congregation on the following Sunday. For this he was called to account by the Governor, who, however, failed in intimidating the priest into retracting his denunciation. Can it be wondered at that China still fears and hates the foreigners, when such abominations are carried on defiantly at her doors?

The following is the protest alluded to in the above letter. It is signed by sixteen first-class passengers on board the *Salsette*:—

"We, the undersigned passengers by the Peninsular and Oriental Company's steamer *Salsette*, which left Galle on the 26th October for Hong Kong, deem it our duty to place on record the strong conviction we entertain that this steamer was not in an efficient condition to undertake the said voyage with reasonable hope of accomplishing it with safety.

Digitized by Google

"It is not our intention to enter upon the question of the cause of unfitness—it may, however, be well to state the very general impression that the disasters and the delays experienced may be entirely attributed to the dangerous and leaky condition of the boilers. From Galle to Singapore with fair wind and favourable weather the steamer made tolerable progress; and from Singapore, which was left at 7 A.M. on the 3rd November, to latitude 15.30 N., moderate speed was attained. As soon, however, as a contrary wind was encountered, the speed of the steamer rapidly diminished, and dwindled down to about three to four knots per hour.

"On the morning of the 10th November the engines were stopped, the leakage from the boilers washing a quantity of coal into the limbers, checking the drain of water from the stoke hole to the engine room, and flooding the former with scalding water, in which no one could work. After a delay of thirteen hours a start was made, and the engines worked until 4 P.M. of the 11th, when a second stoppage occurred from the same cause, involving a delay of nearly twenty-one hours; at about 12.30 P.M. on Sunday, the 12th, the engines were again started and worked until 2.15 P.M. of the 13th, when again, from the same cause, a third stoppage was necessary, and a further delay of seventeen hours experienced. The steamer, again under way, made between five and six knots until 1 P.M. of the 15th, when the condition of one of the pumps required another stoppage, and a delay of five hours. The steamer arrived at Hong Kong at 4 P.M. on the 15th November.

"It will be seen from the foregoing that seven days have been occupied in making about 500 miles, and that the steamer has been in a most disgracefully helpless condition for days at a very dangerous season of the year, and in the teeth of the N.E. monsoon.

"Remonstrance is the more loudly called for because, notwithstanding the deplorable condition of the boilers, a certificate, dated Bombay, 5th September, 1865, and signed by J. Mackinlay, hangs at the companion, and states the engines and boilers to be in good order, and all equipments sufficient for six months ending 11th March, 1865.

"Of the undersigned those marked thus * were passengers on board the *Rangoon* from Suez to Bombay, and would also here record their conviction that that steamer was in a most dangerous condition, and that the safety of their arrival was owing entirely to the fine weather experienced throughout that voyage. In conclusion we wish to express our strong sympathy with the captain, officers, and others engaged in the management of the steamer under the trying and annoying situation in which they were placed by the unfit condition of the vessel."

MALACCA STRAITS.

SINGAPORE.

The *Overland Straits Times* of the 9th December contains the following items:—

We hear from Galle what we trust will prove to be true, namely, that new arrangements are about to be made regarding the P. and O. Company's steamers on the China route from the beginning of 1866; it is said the China steamer will proceed to Suez, after receiving the Calcutta passengers and cargo on board, and the steamer from Calcutta proceeds, we suppose, to Bombay. The advantage is doubtless in the saving of time required to tranship the large cargoes of silk from the China boats to the Calcutta steamers at present. The largest steamers will of course now be placed on the Suez, Galle and China line, a much smaller class meeting the requirements of the Calcutta and Bombay line.

We have been given to understand that Mr. Tan Seng Poh, the opium farmer, has succeeded in raising a sum of $500 from his fellow-countrymen, which will be added to the $500 given by Mr. W. W. Shaw a year or two ago for the foundation of a Chinese scholarship, to be competed for yearly by the European and Eurasian scholars of the Raffles Institution.

Births, Marriages, and Deaths.

(Announcements for subscribers are made free of charge.)

BIRTHS.

BARTON—On the morning of the 15th November, at Hong Kong, the wife of Mr Zeph. Barton, of a son.

DE VOS—On the 20th Nov., at his residence, Beach-road, the wife of Mr. D. de Vos, of a son.

HERRING—On the 29th Nov., in Stewart-lane, the wife of Captain Charles John Herring Webb, of a son.

LESSLER—On the 4th Dec., at Bangkok, the wife of Paul Lessler, Esq., of a son.

REHDER—On the 3rd Jan., at Lubeck Villa, Brixton-rise, the wife of Adolf Rehder, Esq., of a son.

TURNER—On the 1st Nov., at Yokohama, Japan, the wife of Henry Turner, Esq., Manager Bank of Hindustan, of a daughter.

WATERHOUSE.—On the 31st Dec., at Egham, Surrey, the wife of the Rev. C. J. Waterhouse, Chaplain at Singapore, of a son.

WITHERS—On the 9th Nov., at Nagasaki, the wife of Lieut. W. Withers, R.N.A. Commander British barque Dolphin, of a daughter.

MARRIAGES.

OWENS—PHILLIPS.—On the 10th Jan., at St. Mary's, Southwark, by the Rev. T. R. White, rector of Finchley, assisted by the Rev. A. W. Snape, incumbent of St. Mary's, Mr. Luke Owens, late of Manila, Philippine Islands, to Francis, elder daughter of the late Henry Phillips, Esq., of Finchley, Middlesex.

DEATHS.

ATKINSON—On the 6th Dec., at Rochore Cottage, Albert-street, Mrs. A. Atkinson, the beloved sister of Mrs. J. C. Smith.

BREITHAUPT—On the 13th Nov., at Shanghai, at the General Hospital, H. B. Breithaupt, a native of Bremen, master of the Bremen barque Brema.

GRAY—On the 27th Nov., suddenly at Samarang, James Crawford Gray, aged 30, deeply regretted.

HARDING—On the 9th Nov., at Singapore, on board the Amy Warwick, Captain Samuel Harding.

JOSEPHS—On the 20th Nov., at Shanghai, Levin Josephs, Esq., aged 56.

MURRAY—On the 24th Dec., at 54, Brompton-crescent, London, Colonel Murray, of the 87th (Royal Irish Fusiliers), second son of the late Lord Cringletie.

MCCUNN—On the 3rd of January, at Ardhallow House, Dunoon, Argyleshire, John McCunn, Esq.

MCILDOWIE—On the 19th Nov., at Hong Kong, W. McIldowie, of Messrs. Logan and Co., Engineers and Shipbuilders, West Point.

READ—On the 1st inst., at Clyde Villa, Surbiton, Christopher Rideout Read, Esq., late of Singapore, aged 79.

WOOLCOCK—On the 21st Nov., at Shanghai, at the General Hospital, Henry Clatworthy Woolcock, of Penzance, Cornwall, aged 45 years.

EXPORT OF TEA AND SILK TO GREAT BRITAIN.

1865-66.

	From Kanagawa.	From Shanghai.	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales.
From June 1 to Oct. 31, 1865	1722939	34358515	33940800	747284	7769973	78539511	44458
Corresponding period last season	682976	40835671	33969626	453017	7098470	83039960	1741

SAILED SINCE.

		Ship.	From.		
Nov.	1	Esperanza	Foochow	960,200	
—	4	Alexandrina	Do.	853,300	
—	5	Spanker	Canton	525,368	
—	6	Emeu (mail str.)	Shanghai, &c.	—	1,757
—	8	Prince Alfred	Do.	1,231,507	
—	—	Emperor	Kiukiang, &c.	608,513	
—	9	Annie Archbell	Canton	857,860	
—	15	Benares (mail str.)	Shanghai, &c.	—	2,718
—	16	Robin Hood	Do.	1,278,263	
—	18	Whitehall	Do.	1,058,896	
—	19	Santon	Canton	193,945	
—	20	Invincible	Shanghai	860,813	
—	20	Beemah	Foochow	1,152,000	
—	23	Horsa	Shanghai	944,391	
—	—	Corea	Foochow	773,400	
—	24	Stirlingshire*	Canton	578,979	
—	28	Imperatrice (Fr. mail str.)	Shanghai, &c.	—	632

* The Stirlingshire also took 67,981 lbs. tea dust not included in Table.

TO UNITED STATES.

		Piculs.
From June 1 to Oct. 31, 1865	8401383	1913
Corresponding period last season	6185852	...

SINCE SAILED.

Nov. 1	Samuel Russell	Yokohama	621,162	9
— 8	Mandarin	Foochow	268,400	
— 9	Wild Gazelle	Do.	415,604	
— 10	Raphael	Yokohama	298,738	9
— 13	Sea Snake	Shanghai	463,654	
— 16	George Becker	Do.	344,848	
— 16	Anita	Yokohama	299,933	
— 18	Queen of the North	Shanghai	900,903	
— —	Henry Harbeck	Foochow	804,100	
— 20	Tynedale	Do.	630,600	
— 22	Lucy L. Ashby	Shanghai	332,167	
— 25	Esmeralda	Amoy	287,552	
— —	Benefactress	Do.	444,641	

TO THE CONTINENT.

		Bales.
From June 1 to Oct. 31, 1865	1986640	...
Corresponding period last season	38800	...

SAILED SINCE.

No Report.

TO SAN FRANCISCO.

	Tea pkgs	Boxes.
From June 1 to Oct. 31, 1865	17595	405
Corresponding period last season	12636	61

SHIPMENTS SINCE.

Nov. 28	Erato	Hong Kong	862

TO AUSTRALIA.

From June 1 to Oct. 31, 1865	4,650,935
Corresponding period last year	6,479,450

SAILED SINCE.

Nov. 1	Ashburton	Foochow	668,700	
— 24	Restless	Do.	297,100	

TO GREAT BRITAIN.

		Boxes.
From 1843 to 1844	51,022,600	...
„ 1845 to 1846	57,384,200	18,604
„ 1850 to 1851	63,972,000	22,143
„ 1853 to 1854	77,327,800	61,280
„ 1855 to 1856	92,240,300	50,480
„ 1857 to 1858	76,990,255	68,311
„ 1858 to 1859	65,759,792	83,136
„ 1859 to 1860	85,560,452	64,163
„ 1860 to 1861	90,066,160	70,044
„ 1861 to 1862	109,854,040	79,199
„ 1862 to 1863	121,273,580	72,848
„ 1863 to 1864	117,463,586	46,605
„ 1864 to 1865	121,236,870	32317

Digitized by Google

EXPORT OF SUNDRIES TO GREAT BRITAIN.

	Cotton Piculs.	Wool Piculs.	Camphor Piculs.	Cassia Piculs.	Aniseed Oil Boxes.	Japan Wax Piculs.
From June 1 to Oct. 31, 1865...	...	...	1187	2769	133	...

TO THE CONTINENT.

	Cassia Piculs.	Aniseed Oil Boxes.	Camphor Piculs.	Preserves Boxes.	Galangal Piculs.	Crackers Boxes.
From June 1 to Oct. 31, 1865..	18260	30	...	19	...	530

TO THE UNITED STATES.

	Crackers Boxes.	Matting Rolls.	Faus Boxes.	Cassia Piculs.	Silk Pongees Pieces.	Wool Piculs.
From June 1 to Oct. 31, 1865...	...	...	...	...	...	...

SAILED SINCE.

Samuel Russell ... 7,000 400

TO SAN FRANCISCO.

	Emigrants Number.	Sugar Piculs.	Rice Piculs.	Crackers Boxes.	Matting Rolls.	Opium Prepared Taels.
From June 1 to Oct. 31, 1865..	43	5383	107424	1700	640	176300

SHIPMENTS SINCE.

Nov. 27 ... W. A. Farnesworth ... 6,688 ... 200 ... 14,000
— 28 ... Erato ... ... 4 ... 19,400 ... 2,000 ... 20,000

TO AUSTRALIA.

	Emigrants Number.	Sugar Piculs.	Oil Piculs.	Matting Rolls.	Prepared Opium Taels.	Crackers Boxes.
From June 1 to Oct. 31, 1865..	...	...	415	1302	...	...

The picul is 133⅓ lbs. weight; the tael at Shanghai is equal to 1 dollar and 40 cents. and is divided into decimal parts of ten.

EXCHANGES ON LONDON.

[For dates, see first page.]

		Bank.	Private.
At Yokohama	6 months sight.	4s. 4d.	4s. 5d. to 4s. 5¼d.
At Shanghai (per Tael.)	6 ditto	6s. 1¾d.	6s. 2¼d. to 6s. 2½d.
At Canton, At Hong Kong, At Macao	6 ditto	4s. 7d.	4s. 7d. to 4s. 7⅛d.
At Singapore	6 ditto	4s. 6¾d. to 4s. 7d.	4s. 7d. to 4s. 8d.
At Manila	6 ditto		

At Shanghai, Bills on India, Rs. 296 to 297 per 100 taels. At Hong Kong, Rs. 217 to 218 per $100. Bar Silver at Shanghai, 111 taels; at Hong Kong, 10¾ per cent. prem. Mexican dollars at Shanghai, taels 72.7 per 100, and Exchange on Hong Kong, 27 discount Hong Kong and Shanghai Bank shares, 6 prem.; Gas Company, 30 prem; Hong Kong and Whampoa Docks, 40 prem.

COMMERCIAL REPORT.

CHINA EXPORTS.

TEA.—A good business has again been transacted during the fortnight, at fully previous rates for Black and at an advance for Green. Stocks still hold out at all the ports of export, though at Canton and Hankow they do appear to be getting low. The total export to Great Britain will probably be a little smaller this season than it was last, but to the United States it will be far larger, and there can be small doubt that the profits derived this season by the teamen will induce a large culture and manipulation for the ensuing season.

CANTON.—Our market has continued quiet throughout the fortnight, and but few transactions have taken place. No inquiry seems to have been made for the remaining Country Congous (2 chops common Oonahm), for which the teamen are asking extreme prices. Country Greens: 850 half-chests have been settled at 2 taels advance on last prices, which nominally closes the season. Canton Greens: Some 4,000 boxes have found buyers; they consist principally of very common description, and are bought for the English market. Canton-made Teas: A very limited quantity of Scented Teas have been settled at fully previous prices, and the quality is deteriorating from the want of sufficient scent. 1,000 boxes Congou were taken at 26 to 72 taels. Sales, prices, and stocks we quote as follows:—Scented Orange Pekoe, 5,000 boxes, 18 to 37 taels; Scented Caper, 6,500 do., 17 to 31; Canton packed Congou, 1,000 do., 26 to 27; Gunpowder (Canton), 4,000 do., 11 to 23; Pouchong, 2,500½-chest, 21 to 23; Country Greens, 850 do. The stock consists of 2 chops Country Congou, 1,000 half-chests old Oolongs, and a quantity of Canton Teas in various stages of preparation.

FOOCHOW—Congou: We have to report an animated market since the departure of the last mail; large settlements having been made for both England and the colonies. Prices are about on a par with last quotations, except for the better flavoury kinds, which are half a tael worse value. Comparing rates at present ruling with those of last season at same date, we quote:—Last year, with exchange at 4s. 10d., and freight £3, tls. 17.5 to 18.5=1s. 3½d. to 1s. 4¼d. per pound; and the same qualities as this, with exchange at 4s. 7⅛d., and freight £2 10s., tls. 22 to 23=1s. 5⅝d. to 1s. 6¼d. per pound. The quantity to arrive is now estimated at 30,000 chests, which will make our total receipts 67,000 chests in excess of 1864-65. The market closes firm with an upward tendency. Flowery Pekoes: Have been taken for England at very irregular rates, 2 tls. more being paid, in some instances, than was asked two weeks ago. Oolong: Our stock now consists of very undesirable qualities, for which extravagant prices are asked. Scented: Large purchases have been made at advanced rates. Settlements reported are—Congou: 32,450 chests, 29,380 half-chests, and 2,702 boxes, at tls., 7 to 14 for dust and broken leaf, 14 to 17½ tls. for common to good common, and 18 to 26 tls. for flavoury to good flavoury. Souchong: Fair, 239 chests at tls. 20 to 23. Pekoe: Fair mixed leaf, 405 chests at tls. 23 to 28. Common to fine even leaf, 607 chests at tls. at 19.5 to 37. Oolong: Inferior to common cargo, 2,770 half-chests at tls. 11 to 18. Fair cargo to fine, 10,234 half-chests at tls. 20.5 to 29. Scented: Dust and dusty leaf, 2,360 boxes at tls. 6 to 16. Common to medium, 11,140 boxes at tls. 18 to 27.5.

SHANGHAI.—The market for Congous has continued firm, and a good business has been done at a further advance of one tael per picul. The demand has been chiefly for medium grades, of which but few now remain in stock, the bulk being inferior and common Oonams. Arrivals during the fortnight have been larger than was expected, but future supplies will only come in small quantities to the end of the season. Settlements amount to 13,800 chests at 19½ to 25tls. for common to good Oonams, and 26 to 31 tls. or fair to good Oopacks and Ningchow kinds. Re-shipments have been 2,200 chests, and the stock comprises about 50 chops or 17,800 chests. Total shipments from 1st June to date (inclu-Hankow re-shipments)—234,100 chests, against 330,200 chests at the same date last year. This deficiency is partly due to the increase in the direct export from Hankow as compared with last year. Quotations:—Hohow, common to good, 18 to 22 tls per pcl.; Oonam, common to fair, 19 to 24; Oonam, good, 26 to 27; Ningchow, fair to good, 26 to 30; Oopack, fair to good, 26 to 30.—Green teas have been in brisk demand for America, and prices have advanced fully two taels on our last quotations for Fychow and Moyunes, and one tael for Pingsueys. Arrivals of good and fine teas have been limited, and our stock consists chiefly of common qualities. Several chops of Moyunes have found buyers as high as 46 tls. proportion. Settlements have been 44 chops, or 24,600 half-chests Fychow and Moyune at tls. 27 to 46, and 5 chops, or 3,300 half-chests Pingsueys at tls. 33 to 36 proportion. Re-shipments have been 11,800 half-chests, and the stock is estimated at 16,000 half-chests Fychow and Moyunes, 5,900 half-chests Pingsuey, and 5,200 half-chests local packed Fychows. Total shipments from 1st June to date—124,400 half-chests, against 117,700 half-chests at same date last year.

HANKOW.—Our latest date is the 18th instant. Nearly all the teas brought to market had been readily taken, and prices remained very firm. The total settlements reached 12,200 chests, and only 3,000 chests remained on offer. Arrivals had begun to be scanty, the season quickly drawing to a close. Quotations were—Oopacks and Oonams, common to fair, 15 to 21 tls. Total shipments to date:—654 chops or 316,200 chests or 31,839,000 lbs., against 680 chops or 342,200 chests or 34,637,900 lbs. to same date last year.

KIUKIANG.—We have advices from this port to the 20th inst. Black Teas: Only one chop had arrived during the fortnight, which, with the 2,000 packages previously on offer, had been taken at the quotations below, and the market was left quite bare. Quotations were: Ningchows, common to fair, 16 to 19½ taels; Hohows, common, 14 taels. Total shipments to date, 108,600 chests, or 8,447,600 lbs., against 112,600 chests, or 9,182,700 lbs. to same date last year. Green Teas: The arrivals for the fortnight with the previous stock amounted to 14,000 packages, of which nearly the whole had been taken at prices showing in some cases an advance of four taels within the month. A large quantity of fine teas was close at hand, but the supply of that class for the season would be certainly below that of last year. Only 1,200 packages were left on the market. Quotations were—Fychows and Moyunes, common to fair, tls. 26 to 32. Fine to finest, tls. 33 to 39. Total shipment to date.—45,200 half-chests or 2,715,600 lbs., against 19,000 half-chests or 1,132,600 lbs. at same date last year.

YOKOHAMA.—During the first fortnight of the past month a deficiency of supply coupled with numerous and anxious buyers, caused a rapid rise in nearly all descriptions, since then receipts have been more plentiful, but still far short of the wants of purchasers who have eagerly bought up almost every class on offer, and the finer grades show an advance of $3 to $4 per picul. Settlements, irrespective of several reported contracts for America, are estimated at about 7,100 piculs. Unsold stock, composed almost entirely of the lower kinds, about 500 piculs.

RAW SILK.—The French mail, despatched on the 28th ult., took 632 bales silk and 58 cases silkworms' eggs. The Salsette, despatched herewith, takes 692 bales and 100 cases silk to Southampton, 105 bales do. to Marseilles, 300 cases do. to Bombay, and about 80 cases silkworms' eggs to Suez.

CANTON.—Has been steadily inquired for throughout the fortnight, and prices for the finer sorts have been again advanced $10 to 15, the transactions having exceeded 500 piculs. The season is now getting to an end, and as the native manufacturers are coming in the market, very little more good silk will come forward. Our export to date for England has been about 4,000 bales, against 414 bales to December last year.

SHANGHAI.—The slight fall quoted in our last has been recovered in the better classes, and good Tsatlees and Taysaams are a little higher than a month ago. The settlements, in all 900 bales, have about kept pace with the arrivals, and the stock remains at about 2,500 bales, and is composed chiefly of medium and inferior Tsatlees. About 200 bales of Szechuen silk have come forward from Hankow and been placed at our quotations. The French and English mail steamers from Japan bring a total of 628 bales silk and 500 boxes silkworms' eggs. About 1,000 bales had been settled at full prices, and best Mybash closed at $810,

Digitized by Google

Only 800 bales remained in stock, and the total crop would probably not exceed 12,000 bales. The Dupleix takes 951 bales, and the Aden 489 bales of *silk* to Europe. The current quotations are :—Tsatlees: Chops No. *615* to 620 tls.; do. 2, 595 to 600 tls. Taysaams: Chops No. 1, 590 to 540 tls.; do. 2, 500 to 510 tls.

YOKOHAMA.—There was no activity of demand or change of prices for this staple in the early part of the month, but the European advices received on the 23rd ultimo, produced more inquiry especially for the finest grades of Hank silk, and owing to their great scarcity prices have been daily advancing, closing from $40 to $60 above last rates. The settlements for the month do not exceed 900 bales, and have no doubt been much curtailed by the large proportion rejected on inspection, in consequence of the great mixture in each bundle in colour, quality, and size. Arrivals from the interior continue on a fair scale, but with the exception of a few small parcels of Coshio, Ida and Sodi, consist entirely of medium grades of Dyepots. Unsold stock about 500 piculs. This steamer has engaged 363 bales and the English mail 80 bales. In silkworms' eggs little or nothing doing, the season for shipping have all but closed. Qnotations are :—1da, medium, 830 to 850; Mybash, best, 860 to 880; medium, 830 to 850.

DRUGS, &c.—CANTON.—Cassia Lignea: $18 to 18.20, at which rates the remaining stock of 1,500 piculs has been taken. Cassia Buds: $49 to 50, sales 15 piculs, stock 20 piculs, which may be soon augmented, the new crop being favourably reported on. China Galls quite out of stock, and quoted nominally $15½ to 16. Galangal remains entirely neglected at $2 to 2.40. Rhubarb: The market remains without supplies. Vermilion: $38½ to 39½ per box of 50 catties.

CAMPHOR.—HONG KONG.—800 piculs Formosa has been sold during the fortnight at $24 per picul unpacked, leaving but a small stock on hand; quotations are $24 unpacked, and $25 packed.

CHINA IMPORTS.

The tenor of the advices from the North is very satisfactory. The Hong Kong market has been slightly depressed. The native cotton crop having failed, and the price of the staple having advanced in consequence, the standard of rates current for cotton goods is likely to be maintained. Stocks of woollens are rather low, and metals fully support last quotations.

HONG KONG.—The imports of cotton goods have been pretty large, and consisting as they did principally of goods sold to arrive at rates much below those now current, they have been placed on the market too freely, and prices have consequently declined. Yarn is in very small stock, and low numbers are wanted. Grey Shirtings: The cause above-named has operated principally on these goods, and a decline has taken place. White Shirtings: The higher reeds have advanced 20 cents. T-Cloths: The stock is too low to admit of quotations. Of Fancy Goods, Velvets, Brocades and Red Turkey Shirtings are saleable, whilst Damasks and Brocades are scarce and wanted. Woollens: Long Ells are very scarce and are much wanted. Spanish Stripes are in reduced stock and tend up. Camlets: The demand is confined to fine qualities and is slack. Lastings are in steady though moderate demand, and fully maintain late quotations. Metals.—Iron: Hoop saleable. Nail rod, no sales. Lead is held for an advance. Tin Plates are saleable in moderate quantity. Quicksilver tends up.

CANTON.—A very small amount of business has been done in cotton and woollen goods during the fortnight, and for the first prices remain nearly the same as those last quoted. Yarns are quoted $7, Grey and White Shirtings, 20 cents and 10 cents higher. In metals, also, only moderate transactions have taken place, holders expecting a further advance in lead and quicksilver, which have risen since our last. The following are the sales of the fortnight. Metals, nail rod iron, 840 piculs at $3 to $3.35, per picul. Lead, W. B., 700 piculs at $6.95 to $7.10 per picul, common, 300 piculs at $6.55 to $6.60 per picul. Stock 7,000 piculs. Quicksilver, 300 flasks at $69 to $70 per picul. Stock 400 flasks.

SHANGHAI.—During the past fortnight there has been an active demand for piece goods. The stocks of all kinds upon the market are much reduced, and the bulk of the sales effected have been for arrival; 6½ catty Shirtings have steadily advanced from 3.6.5 to 4.0.5 tls. on the spot, and from 3.5 to 3.9 tls. for arrival. T-Cloths have been much inquired for, but there are scarcely any in stock. There has been some inquiry for Woollens for Japan. Metals: Lead has been largely purchased on English speculative account, and the price has been forced up to 4.7 to 5.2.5 tls. Stocks are very heavy, and as yet there is no inquiry for consumption. Iron, Nail Rod, 2.5 to 2.8 tls.; square and round bars, 2.3 to 2.4 tls.

YOKOHAMA.—Demand has continued moderately active throughout the month, and transactions in Camlets to a fair extent have taken place; for the moment however there is less inquiry for Woollen Goods, native dealers apparently holding off until former purchases are cleared, in which they seem to experience great difficulty; still holders are firm, and the tone of the market may be considered healthy and a return of animation fairly expected when present sales have been taken. Delivery of Cotton Goods continues in active request, and a large business has been done in Grey Shirtings at the reduction quoted. Velvets more inquired for and fairly saleable at quotations. Yarns still in favour and readily placed at previous rates.

SHIPPING INTELLIGENCE.

ARRIVALS.

At YOKOHAMA.—None.

At SHANGHAI.—None.

At HONG KONG.—From London: 20 Nov., Sydney Eggers; 22, Violet; from Sunderland, 20, Prudhoe; 22, Moravia; 24, Clara Morse; from Shields, 24, Mary Frances; from New York, 24, Nieman.

At MANILA.—None.

At SINGAPORE.—None.

At PENANG.—From Liverpool, 26 Nov., Avery.

DEPARTURES.

From YOKOHAMA.—For New York, 2 Nov., Samuel Russell; 11, Raphael.

From SHANGHAI.—For London, 18 Nov., Robin Robin Hood; 19, Whitehall; 20, Invincible; 23, Horsa; for Amsterdam, 11, Maalstroom; for New York, 14, Sea Snake; 18, George Becker; 21, Queen of the Forth; 23, Lucy E. Ashby.

From FOO-CHOW.—For London: Nov. 20, Teemah; 23, Corea; for New York: 18. Henry Harbeck; 20, Tynedale: for Falmouth: 18, Johanna Christoff.

From AMOY.—For New York: 25 Nov., Esmeralda. Benefactress.

From HONG KONG and CANTON.—For London: 25 Nov., Stirlingshire: for New York: 23 Nov., Tanjore.

From MANILA.—For Liverpool: Oct. 1, Ciroco; for Cork: 31, Nordcar; for Boston: 15, Cutwater.

From SINGAPORE.—None.

From PENANG.—None.

VESSELS LOADING.

At YOKOHAMA.—For London: Cleveland.

At NAGASAKI.—For London: Chanticleer.

At SHANGHAI.—For London: Glencoe, City of Quebec, Indus, Patrician, Rajah of Cochin, Earl Dalhousie.

At FOO-CHOW.—For London: Portland (full), Lammermuir (full), Gleucune (full) Peterborough.

At HONG KONG and CANTON.—For London: James Ruasell, Arab Steed, Layard.

At MANILA.—For London: Lottie Warren, Monsoon; for Liverpool: Labrador.

At SINGAPORE.—For London: Roselle, County of Ayr; for Liverpool: Excelsior, Arab Steed; for Falmouth: Hermelin; for New York: Caroline Elizabeth, Attila; for Boston: Alexander.

At PENANG.—For London: Maraquita; for Boston: Monitor.

FREIGHTS AND CHARTERS.

SHANGHAI.—There is no improvement to note in home rates, and but little cargo is offering. A slight demand exists for large vessels for coasting, and some inquiry for smaller craft for Formoso. To London the Anolalion is £1 5s. to £1 10s. per ton, and New York £2.

FOOCHOW.—To London: £2 10s. per ton of 50 cubic feet. To New York: $9½ (gold) per ton of 40 cubic feet.

HONG KONG.—The Circular of G. Holmes gives the following settlements:—James Russell (768), on the berth at Whampoa and Macao for London, at £1 15s. per ton; Jane Woodburn (299), Iloilo to London or Liverpool, at £2 per ton; Redbreast (315), Iloilo, to London or Liverpool, at £2 per ton; Antelope (261), Iloilo to United Kingdom or Continent, at £2 per ton; Violet (406), Rice Ports to United Kingdom, at £2 12s. 6d. per ton, if Continent £2 15s. per ton. There are several other charters to load at Rice Ports at the same rates. From the Rice Ports to Hong Kong the rate is 45c. per picul, if to Shanghai 70c. The estimated number of disengaged vessels in harbour is 123, representing 50,417 tons.

SINGAPORE.—To London: Dead weight, 20s; light freight, 20s. to 30s. per ton. Tonnage in harbour much in excess of the requirement.

PENANG.—To Great Britain: Light freight, £1 to £1 10s: dead weight £1 to £1 2s. 6d. per ton.

VESSELS PASSED STRAITS OF SUNDA.

From ENGLAND and CONTINENT to CHINA, &c.—15 Nov., H.M.S. Serpent, from England to Hong Kong; 20, Mathilda, Hamburg to Shanghai.

From CHINA, &c., to ENGLAND and CONTINENT.—12 Nov., Friedrich, Batavia to Amsterdam; 14, Areta, Foo-Chow to London; Hampton Court Bangkok to London; Pathfinder, Macao to Hamburg; Manfred, Foo, Chow to London; Nelson, Manila to London; 15, Zanthippe, Singapore to London; 17, Yaratilda, Macao to London; 18, Lord Clyde, Shanghai to Glasgow; Merse, Foo-Chow to London; 19, Overmann, Macao to Hamburg; 19, Florentius, Foo-Chow to Falmouth; 20, Lady Ann, Batavia to Amsterdam; 21, Helen Nicholson, Shanghai to London; 22, John Lidgett, Hong Kong to London; Thurse, Foo-Chow to London.

From CHINA, &c., to UNITED STATES.—17 Nov., Jeanie, Foo-Chow to New York; Azelia do.; 19, Podesta, Shanghai to New York; 19, Japan, Amoy to New York; 18, Cutwater, Manila to Boston.

COMMERCIAL POSTSCRIPT.

The annexed is from the bullion circular issued by Mr. F. M. Page :—"The market is now very flat, with a considerable decline in price, some transactions having lately taken place at 61⅜d. The settlements during the fortnight probably exceed a million sterling, almost entirely for Bombay, the bulk *via* Marseilles by the steamer of the 5th inst., with a good amount of business in advance for the Marseilles steamer of the 20th inst. The price has ranged from 61½d. to 61⅜d., latterly declining to 61⅜d. The aggregate shipments recorded since the 24th of December amount to £957,826, and, in addition, about £300,000 is engaged for the Bombay steamer from Southampton on the 12th inst."

The screw-steamer *Agamemnon*, over 2,000 tons, one of three built for Messrs. Holt, of Liverpool, is announced for Singapore and China.

MANCHESTER MARKETS—JAN. 9.—Very little doing either in yarns or goods; prices show weakness, but no very material decline can be quoted; without actual pressure to sell, there is some anxiety to obtain orders, Grey shirtings, 7 lbs., 14s. 9d. to 15s. 3d.; 8 lbs. 4 oz., 18s. Water twist, Nos. 16-24, 2s. 2d. to 2s. 3d.

ARRIVALS NOT INCLUDED IN THE TABLES.—Jan. 5, off Plymouth from Batavia, Maria Diederika; at Gironde, from Singapore, Giscours; 8, at Texel, from Batavia, Aletta Augusta; Dec. 28, at New York from Manila, Shirley; 27, at Boston from Singapore, Rainbow; Jan. 9, off Dungeness from Batavia, Jodad (?), Theodore Dill; at London from Shanghai, Ti Wan.

DEPARTURES.—Jan. 5, from Yarmouth for Batavia, Hendrina; 6, from Liverpool for Shanghai, Prudhoe; for Batavia, Edith Haviland; 4, from Broomielaw for Manila, Union; 9. From London for Hong Kong, Devana; 10, from Clyde for Galle, Kurrachee; 11, for Batavia, County of Argyle.

CASUALTIES.—The Singapore, from Liverpool for Singapore, ran

Digitized by Google

ashore off Formby, near the boathouse, and lost two of her crew, and it is feared will become a wreck.

The Hollandia, De Jonge, from Newcastle for Singapore, which put into Falmouth, January 4, leaky, has been surveyed, and is ordered to discharge.

The Singapore, from Liverpool for Singapore, which was driven ashore near Formby, is full of water, and part of her cargo has been landed.

The Etheldreda, Winsborrow, from Samarang for Falmouth, was wrecked at Martha, about twenty miles east of Sharp Point, all hands saved.

The Lammina Elizabeth, Pot, from Rotterdam for Java, lost an anchor and chain in Browwershaven Roads during the gale of the 9th January.

LAID ON.—At London: For Singapore and Penangder, Ferica; at Liverpool: for Shanghai, Persia, Vigil; for Hong Kong: Eagle, Favorite.

THE CHINESE GIANT.—The Christmas programme of Chang and his companions includes the performance upon the pianoforte, by Mr. Weaver and Mr. Chisholm, of some valses and polkas, founded on Oriental themes. This music serves to fill up the intervals in the several appearances of Chang, of his wife, of his interpreter, and of the dwarf Chung Mow. Chang's capacity for theatrical display is but moderate; he is still as modest and unassuming as ever, and relying on his extraordinary stature as his great claim to distinction, he limits his action to a walk among the audience and a chin-chining, which consists of offering to them individually a friendly shake-hands. The lady gives a similar welcome to her visitors, and then allows them to obtain a glimpse of her singularly diminutive feet. But the busiest figure in the group is the dwarf, who sings a song, and goes with strange cries, and not less strange gesticulations, through what seems to be a desperate struggle, in which he or some imaginary enemy is worsted and disabled. The whole exhibition maintains its interest with the public from the exceptional history and character of the actors, and the light which their appearance sheds on one of the varieties of human life and manners in the Far East.

VISIT OF THE JAPANESE COMMISSIONERS TO IPSWICH.—On the 1st inst. the extensive agricultural implement works of Messrs. Ransomes and Sims, at Ipswich, were visited by these distinguished Japanese gentlemen, who are commissioned by their Government to inspect the principal industrial establishments in this country, and to report upon the various kinds of machinery most suitable for introduction into the dominions of the Tycoon. The party comprised Shibata Hiongano Kami, chief commissioner, and suite, accompanied by Major Brine, R.E., and Captain Mason, R.N., and on their arrival at the manufactories the various agricultural operations of thrashing, grinding, ploughing, and irrigating by steam-power were exhibited and explained to them; several small machines specially adapted to the produce of the East and Japan were also shown, and elicited numerous comments, which displayed that keen and intelligent observation for which the Japanese are so well known. A new traction engine, combining the most recent improvements for agricultural purposes, was the subject of marked attention. After taking lunch at the residence of the senior partner, Mr. F. A. Ransome, the party were conducted to the Patent Stone Works, where they were much astonished to see sand transformed into hard stone in a few minutes, by Mr. Frederick Ransome's ingenious process. They expressed themselves as highly satisfied with all they saw in Ipswich.

COLONEL MURRAY.—We have to record the death of Colonel Alexander Murray, commanding the 87th Fusiliers, on the 24th of December, after a short illness. Colonel Murray served in the 18th on the China Expedition (medal), and was present at Canton, Amoy, Chusan, Chinhae, Ningpo, Chapoo (wounded), Woosung, and Chin-Kiang-Foo. The deceased officer was buried at Portsmouth, and the funeral conducted with military honours.

MARINE DISASTERS IN THE UNITED STATES TRADE WITH THE FAR EAST.—Mr. C. S. Hopkins, of San Francisco, estimates the losses through marine disasters in the trade with the Far East, carried on by the ports of Boston, New York, and San Francisco, at between three and four per cent., on the total value employed in the commerce. The moral he seeks to draw from an increasing annual rate of loss is that insurance multiplies losses; that it always has been so, and always will be so, but the conclusion is plainly vitiated by the admitted statement that the proportion of total to partial losses is tolerably uniform, thus showing that the additional percentage of loss noticed is due more than anything else to the augmented value of general cargoes.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, JAN. 8.

It is very probable that the Cabinet will undergo another loss, without the aid of the Opposition. The Minister of the Marine Department, Mr. Huyssen van Kattendyke, is seriously ill, so that it is feared that he will die; but if he should recover, then it is quite certain that he will ask for his dismissal.

The rinderpest spreads more and more, and every day the sanitary cordon must be enlarged. The returns issued yesterday by the Home Department give the following results:—Number attacked in the week ending Dec. 30, 3,421; of which 381 were killed, 609 died, and 232 recovered. Cases from the commencement of the disease:—Attacked, 22,541; died, 6,715; killed, 5,732; recovered, 6,121. As the markets are prohibited, good meat is very scarce, while that of calves is twice as dear as in ordinary was the case.

The Government has resolved that from the 1st of January 240,000f. of every Government cargo from the East Indies shall remain uninsured.

COMMERCIAL.

COFFEE.—The market remains unaltered and firm, without transactions.

SUGAR.—Several parcels Java, amounting together to 1,500 kr., were sold at unaltered prices; there were, however, not many buyers, in consequence of the measures taken by the directors of the French, Dutch, and English Banks to raise their rates of discount.

TEA.—The market is dull, and without affairs, in waiting for the cargoes which are about to arrive from China.

SPICES.—Trifling quantities are bought for consumption at unaltered prices. The nominal quotations are:—Nutmegs: No. 1, 83 to 85 c.; No. 2, 74 to 75 c.; No. 3, 55 to 57 c.; No. 4, 34 to 36 c. Mace: D., 90 to 91c.; E., 86 to 87 c. Cloves: No. 2, 27c.; No. 3, 26c.

RICE.—By want of supply, without transactions. Prices nominal.

COTTON.—Very firm, and a large business was done last week in East India sorts.

HIDES by inscription were sold, 337 p. damaged East Indian ex Maria Magdalena, at 34½ c.; 387 p. damaged do., ex do., at 35½ c.; 245 p. at 40½ c.; 209 p. at 36 c.; 156 do. at 38½ c.; 293 p. at 21½ c.

INDIGO.—For Java there was a good demand, and all that was brought into the market (about 40 ch.) was sold at very firm prices. 20 cer. Caracas changed hands at 10 c. above last auction prices.

BANCA TIN.—1,000 slabs were sold in the beginning of the week at 57¼f., but since then the market became flatter, and in consequence the rate of discount was raised.

COCOANUT OIL.—Prime Cochin, 34f. to 35f.

DRUGS.—Camphor very firm, and a good business was done in Japan and China. Gum Damar: The 67 chests imported per Arrow were sold at firm prices, but which did not transpire. Gum Elasticum: Several parcels, loco and floating, were sold at firm but secret prices. Japan Wax: Scarce. A, 45f.; B, 43f.

RATTANS.—With a good demand. 4,300 bundles were sold, besides 182 piculs just arrived per Mainlust.

MONEY.—Notwithstanding that New Year's-day has passed, money remains scarce and daily dearer in the open market, where very little amounts are offered at 7½ to 8 per cent. In consequence of the measures taken by the directors of the Bank of England, our Bank discount was also raised, and is fixed now at 6½ per cent. for bills and 7 per cent. for acceptances. The transactions in bonds are very unimportant. Dutch Two-and-a-Half per Cents., 61¼; Three per Cents., 71¼; Four per Cents., 95⅜. Neth. Bank, 248. Trading Company, 146¼. Rotterdam Bank, 99¼

RUSSIA, GERMANY, &c.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, JAN. 7.

A letter from Berlin in the *Hamburg Correspondent* gives an account of some presents recently arrived in that city from the Tycoon of Japan to the King of Prussia. They consist of arms, lackered wares, porcelain, and objects of art. Some correspondence on the subject preceded the presents, and was conducted by Herr von Brandt, officiating as Prussian Consul-General at Kanagawa, the chief emporium of the Prussian trade. A letter had been received by the Prussian representative from the three Ministers for the Foreign Department, informing him that the Tycoon having been greatly pleased by the favourable reception of his last Embassy from the Court and the inhabitants of Berlin, had resolved to give the King of Prussia a proof of his amicable feelings and gratitude, and had therefore sent him the above mentioned presents, which are particularised as consisting of five Japanese swords, forty-five rolls of velvet, a quantity of silk and gauze manufactures, two lackered cabinets, a lackered writing table and a smaller one, two red flower pots, an exagonal procelain vase, sundry table ornaments, a ball of crystal and two statuettes,—all of native Japanese origin and manufacture.

The Board of Trade of this city gives notice that after the lapse of six months there will be a competition for the vacant Hamburg Consulate at Point de Galle, in Ceylon. Applications, accompanied by testimonials, must be sent in to the Secretary of the Board of Trade here.

The *St. Petersburg Gazette* announces the appointment of Mr. Mark Daly to be Russian Vice-Consul at Foo-chow, and of Mr M. Bridges in the same capacity at Hankow. On the other hand, Mr. Williams is released from his employment as Consular Agent for Russia at Hankow.

COMMERCIAL.

COFFEE.—The market has not yet recovered from the inactivity of the holidays, and there is but little disposition to purchase, owing to the scarcity of money and the high rate of discount. What little has been sold realised former rates. Sales under 10,000 bags.

SUGAR.—No demand for raw, and prices nominal. Refined firm, with but limited sales.

RICE.—Nothing has been sold by importers.

SPICES.—Trifling purchases at former rates, for the execution of pressing orders.

SPELTER is again looking up; 4,000 centners Silesian for spring delivery sold at 14.14, and 2,500 Polish at 14.10, since which 2,000 centners for delivery realised 15.2. 2,500 centners fetched 15.4, and 5,000 more sold at same price. To-day 12,000 centners were sold in three parcels at same figure, and market closes firm.

DISCOUNT, 7 to 7½ per cent.

SHIPPING.—ARRIVED.—Dec. 19, Costa Rica, from Canton; 25t Boy Bendixen, from Canton.

Digitized by Google

NOTICES TO CORRESPONDENTS.

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be authenticated by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

A REGISTER is kept of the addresses of all persons connected with the FAR EAST and reference can be made to the same by personal application at the office or by letter.

Any information required by Subscribers, in reference to Commercial or General matters in CHINA, JAPAN, SINGAPORE, *and other parts of the* FAR EAST, *will be supplied on application at the Office, where files may be seen of the Journals published in those countries.*

THE LONDON AND CHINA EXPRESS.

PUBLISHED on the departure of the Mails *via* Marseilles on the 10th, 17th, and 26th, contains a Summary of European, American, and General News; Commercial and Shipping Reports, and Special notices of Trade with the FAR EAST.

Subscription 54s. per annum. including Postage. Export Supplement 12s. extra.

The London & China Telegraph.

LONDON, SATURDAY, JAN. 13, 1866.

CHINA AND JAPAN.

IMMEDIATELY after the departure of the mails of the 26th of December a telegram was received from Shanghai, dated 25th November, stating that the MIKADO had refused to open the ports; the Foreign Ministers had referred the question to their respective Governments, and the fleets had returned to Yokohama. From this we were naturally led to infer that the expedition so suddenly resolved on had resulted in a complete failure, and that fresh complications, of a most undesirable nature, would be the consequence. On the 5th inst., however, advices were received from Shanghai, dated 5th December, announcing that the MIKADO had since consented to ratify the treaties, and that the ports were to be opened on the 1st of January. So contradictory are these telegrams that we feel some reluctance in commenting upon them; it is to be hoped, however, that the last-quoted message may convey the truth, and that the commencement of 1866 may inaugurate, with the opening of Osaka, a new era in our relations with Japan. It will be observed that in each telegram the word "ports" is used, as if more than one were indicated; but we believe Osaka is the only one likely to be opened on the 1st of January, unless Sir HARRY PARKES exercises great promptitude in selecting one to take the place of Ne-e-gata.

From Peking we hear that Sir RUTHERFORD ALCOCK had arrived at a critical period, as the anti-foreign party were making a strong effort to regain the ascendency and carry out an exclusive policy. We have already taken occasion to remark on the extraordinary lull which there has been in the affairs of the Legation, and this news tends to confirm our impression that this long quietude on the part of Mr. WADE has boded no good. Sir RUTHERFORD will have a good deal of lost ground to recover, but we trust in his ultimate success.

The sudden dismissal of Mr. HART, the Inspector-General of Customs, without any ostensible cause, is an instance of the caprice of a despotic government which we are quite at a loss to account for, especially after the evidence of the favor in which he was held given in Dr. RENNIE'S valuable records of "Peking and the Pekingese." We look upon this act as a very distinct augury of evil for our future relations.

THE MORTALITY OF TROOPS IN HONG KONG.

THE serious sickness and mortality prevailing amongst our troops at Hong Kong having been occupying so large a share of public attention for the last few weeks, we may be expected to say something on the subject. As Hong Kong is a station wherein no security can be placed on health or life from one year to another, notwithstanding that lately the place has been earning for itself a somewhat better reputation than it formerly had, we are not inclined to condemn the military authorities so conclusively as some of our contemporaries have done, as the parties chiefly responsible for the more than decimation which has happened to the unfortunate 11th Regiment. That better arrangements might have been made for the reception of this corps on its arrival from the Cape there would seem to be no doubt, but from collateral facts which come to our knowledge it appears that the season was generally unhealthy—in fact, a return to that form of climate the mortality attending which in former years stamped Hong Kong as one of our most deadly stations. Though we therefore do not endeavour solely to identify with mismanagement the nigh extermination, as far as efficiency is concerned, of the 11th Regiment, we feel that it is impossible to relieve the military authorities altogether from blame; there having been manifestly inadequate accommodation provided for the regiment, and what is even more serious, inadequate medical attendance available in the command,—the number of army surgeons present apparently being much below that required to meet the contingencies of such an uncertain climate. From the *Overland China Mail* of the 15th November we learn that, on the 1st of that month, General GUY inspected the 11th Regiment at Hong Kong. It was represented by *one hundred and two men*, some of them so weak as not to be able to appear with their arms, these men being the *effective* representatives of upwards of 700 men who landed in the island six months previously. With reference to the General and the principal medical officer, the same paper states:—"All we can safely say is that the commandant's power here "(Hong Kong) has been extremely limited by the General "(GUY), while the latter, instead of being here looking after the "health of the troops, has been in Yokohama, enjoying an ex-"cellent climate, with the additional advantage of the itzeboo "exchange, which rumour states has put at least a thousand "pounds sterling into his pocket. Again, the principal medical "officer, Mr. DICK, has been absenting himself to Japan, and "doubtless sharing in the luxuries and profits of that noted "sanitarium, while, at the same time, the medical services re-"quired by the Hong Kong garrison could not be discharged, "with any approach to efficiency, without necessitating the "assistance of *three surgeons from the Navy*." In our opinion a very serious question is here involved, and one that demands close investigation, and the adoption of such means as will protect the public service in China from being made subservient to private interests. There is no evading the fact thus referred to in the *Overland China Mail*, that when the heads of the military and medical services at Hong Kong are absent on duty in Japan, however nominal it may be, they do, while thus residing in the latter country, enjoy pecuniary advantages so great as to be a powerful inducement to them to prolong their residence beyond the limits of necessity. That our readers may understand this question of itzeboo exchange we will shortly state that the itzeboo is the current silver coin of the Japanese as the dollar is that of the foreign mercantile community, as well as being also the coin in which our naval and military services are paid in China and Japan. Originally three itzeboos were the equivalent of one dollar; a compulsory rate of exchange fixed by the treaty of 1858, and which ceased in 1860. From the latter date the value of the dollar has been governed by the rates of exchange of the day; its average value since not having exceeded two-and-a-half itzeboos. Though the mercantile community thus ceased to enjoy the advantage of getting three itzeboos per dollar, a special arrangement was made by the foreign Ministers and Consuls, namely, that each Legation should receive 15,000 itzeboos monthly, and each Consulate 3,000 itzeboos monthly, in exchange for 5,000 and 1,000 dollars respectively. This highly lucrative diplomatic arrangement has been in force ever since, and, we need not add, carefully taken advantage of. In addition to this, a further arrangement has been made that every naval or military officer the Treaty Powers have employed in Japan, at the open ports, shall be allowed to exchange three dollars per diem, at the rate of three itzeboos per dollar, and every soldier or sailor one dollar at the same rate of itzeboos, the higher officers, such as admirals, &c., being allowed to exchange a much larger number than the other officers. This arrangement leads to large sums of money being made by exchanging dollars at this fixed rate, and immediately afterwards buying dollars back at the ordinary market rate of the day, which, as already stated, is much under that of three itzeboos per dollar. Now we decidedly question the policy of imposing this tax on the Japanese Government, and are of opinion that the time has arrived for the Government taking action in this matter, and directing that the same rule shall regulate the exchange of dollars into itzeboos as is now in force for the foreign mercantile community generally in Japan. The existence of this exchange privilege has a tendency to operate very injuriously on the fair distribution of our naval forces in China, and it need not be a matter of

Digitized by Google

EXPORTS FROM GREAT BRITAIN, TO THE STRAITS, JAVA, CHINA, JAPAN, AND ALL PARTS EAST OF INDIA.

Ship.	For	From	Date Cleared.	Coals and Coke.	Bar, Bolt, and Rod Iron.	Hoop, Sheet, and Plate Iron.	Pig Iron.	Yellow Metal and Copper.	Lead.	Tin Plates.	Spelter.	Zinc.	Steel.	Shot.	Quicksilver.	Machinery.	Guns.	Hardware and Ironmongery.	Cochineal.	Cottons, Plain.	Printed and Dyed.	Delaines and Mixed Fabrics	Cambrics and Muslins.	Linens.	Woollens.	Flannel and Blanketing.	Thread, Twist and Yarn.	Electro and Plated Ware.	Beer in Bulk.	Beer in Glass.	Brandy.	Rum.	Geneva.	British Spirits.	Red Wine.	White Wine.	Oils.	Paints and Varnish.	Haberdashery, Hosiery, and Millinery.	Canvas and Sail Cloth.
			1865.	Tns.	Tons.	Tons.	Tns.	Tons.	Tns.	Bxs.	Tns.	Tns.	Tns.	Tns.	Btls.	£.	Tns.	£.	lbs.	Yards.	Yards.	£.	£.	£.	£.	£.	lbs.	£	Brls.	Brls.	Gals.	Gals.	Gals.	Gals.	Gals.	Gals.	Gals	£	£	£
Eagle	Yokohama	London	Dec. 15	..	...	...	...	...	...	...	...	...	...	...	...	...	...	307	...	200	36700	230	...	...	20	...	300	...	...	...	200	...	501	...	...	...	...	40	165	...
Lauderdale	Shanghai	"	" 21	...	125	28½	...	..	8	...	...	1	20	...	...	...	...	476	...	2191386	157750	1670	...	2768	40003	...	5000	...	523	158	781	...	100	45	429	1808	...	216	267	17
Dovercourt	Singapore	"	" 22	250	3	..	...	...	...	...	...	...	40	...	...	100	...	1946	...	796256	...	...	...	1102	1825	...	14000	...	42	130	429	...	...	...	242	327	...	111	834	...
Taeping (addl.)	Shanghai	"	Nov. 20	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	269000	28300	930	...	...	6315	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Queen of May (addl.)	Singapore	"	" 29	...	41	...	...	...	...	...	...	...	...	...	...	...	...	422	...	260440	20000	...	...	...	...	...	18000	...	...	...	...	...	...	...	...	...	...	...	...	...
Guinevere (addl.)	Shanghai	"	Dec. 5	...	...	...	...	...	3	...	...	...	...	...	...	...	...	...	...	484000	...	...	...	...	6210	...	...	...	...	...	...	...	...	...	...	...	45	...	...
Challenger (addl.)	Yokohama	"	" 12	...	...	...	...	...	...	...	...	...	...	...	...	...	...	90	...	283800	126030	2860	...	...	1280	...	47000	...	...	...	160	...	...	...	160	...	...	...	190	...
Vanda	Yokohama	Liverpool	" 21	30	100	...	20	...	...	...	...	...	...	...	...	...	...	55	...	932257	226026	6366	...	...	7176	...	149732	...	...	...	12 & 160l.	52	29	...	...	...	...	...	...	...
Singapore	Singapore	"	" 21	...	25	...	...	...	...	...	...	...	...	6	...	25	...	255	...	867211	336396	1380	...	420	...	...	56200	...	...	41	...	...	...	...	...	...	...	...	...	370
Singapore	Penang	"	" 21	...	...	...	...	...	...	...	...	...	...	...	...	...	...	154	...	210810 £4201.	67172	...	...	667	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	425
Edith Haviland	Batavia	"	" 30	...	...	...	...	...	...	...	...	...	...	1½	...	1479	...	1072	...	426743	268745	...	...	1568	222	...	8476	...	7	20	...	...	...	...	...	...	...	134	...
County of Argyle	Batavia	Glasgow	" 21	197	5½	55l.	80	1,143l.	...	...	...	...	...	...	...	2558	...	2121	...	943680	996803	...	...	280	250	50	11360 &14351	...	...	108	...	...	...	405	...	...	...	195	...
River Eden	Singapore	"	" 29	...	213	25½	...	5½	...	...	...	...	...	...	...	...	...	...	...	204420	316904	...	...	...	130	...	73500 & 516l.	...	...	101	248	...	...	...	224	...	119	...	...
Union	Manila	"	1866. Jan. 2	...	173½	30½	...	...	...	...	...	...	...	...	...	...	...	610	...	637954	743830	...	...	4369	124	...	4800	...	...	209	...	...	...	...	...	...	...	...	...	130

EXPORTS FROM GREAT BRITAIN, &c.—(*Continued*).

Ship.	For	Tar and Pitch.	Rope, Cordage, and Twine	Fruits.	Gunpowder.	Earthenware & Glass.	Candles and Soap.	Hams, Cheese, and Butter.	Beef and Pork.	Oilmans' Stores.	Preserved Provision.	Apparel and Slops.	Paper, Books, & Stationery.	Perfumery & Brushes.	Drugs and Chemicals.	Manufactured Leather.	Hats & Caps.	Saddlery.	Toys & Fancy Goods.	Upholstery & Furniture.	Confectionery, Biscuits, &c.	Fire-arms & Ammunition.	Umbrellas.	Tobacco.	Pianos & Musical Instruments.	Billiard and Bagatelle Tables.	Sundries.
		Brls.	Cwt.	Cwt.	lbs.	£	Cwt.	Cwt.	Cwt.	£	£	£	£	£	£	£	£	£	£	£	£	£	£	lbs.	£	£	
Eagle	Yokohama	...	...	...	...	236	60	...	...	...	...	259	105	...	38	680	...	...	40	...	...	3571	...	17854	...	...	
Lauderdale	Shanghai	...	...	...	...	59	53	...	...	444	350	130	189	72	38	52	88	87	89	222	126	650	88	465	112	165	
Dovercourt	Singapore	...	567	...	1581	121	...	...	...	975	133	325	157	20	200	95	58	146	66	130	160	15	344	300	150	...	
Taeping (addl.)	Shanghai	...	...	...	...	...	20	...	...	51	229	...	...	...	...	...	...	...	...	...	...	...	...	...	80	...	
Guinevere (addl.)	Shanghai	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	800	...	...	...	...	...	...	
Challenger (addl.)	Yokohama	...	...	...	...	190	...	...	...	...	...	...	18	...	...	62	13	...	...	1500	...	555	...	...	...	...	
Vanda	Yokohama	...	...	...	...	30	160	...	...	...	...	...	10	...	...	...	...	...	...	...	...	...	...	213	...	...	Coffee, 169 lbs.; tea, 100 lbs.; currants, 4½ cwt.; sugar, 18½ cwt. and £1,400.
Singapore	Singapore	...	...	...	8500	149	...	...	...	...	...	...	...	...	...	...	...	27	...	...	...	...	...	...	...	...	Private effects, £12; cotton velvet, £776; watches, £130.
Singapore	Penang	...	...	...	26000	3	...	...	...	...	...	...	32	...	...	...	...	...	...	...	...	...	...	...	...	...	Anchors and chains, £673; glass beads, 1,500 lbs.
Edith Haviland	Batavia	...	...	...	...	67	214	...	...	...	...	...	33	...	...	...	31	...	...	...	...	...	...	98	...	...	Cotton reels, £85.
County of Argyle	Batavia	...	...	...	...	1476	...	...	...	125	...	...	...	...	...	...	...	45	...	90	...	...	...	...	...	...	Glass beads, 1,400 lbs.; cotton manufactures, 10 cwt.; felt, £50.
River Eden	Singapore	...	...	...	147010	155	...	...	...	10	...	20	...	...	...	...	200	...	...	...	...	...	...	...	...	...	Private effects, £120; resin, 10½ tons; silk, £190; anchors and chains, £620; carriages, £100.
Union	Manila	...	27	...	...	400	...	...	...	124	...	...	539	...	...	...	335	200	...	...	...	...	507	...	...	...	Oil cloth, £190.

Printed rugs £1,795; empty bags, £320.

NOTE.—Per Black Prince, for Hong Kong, from London, cleared Nov. 28, 1865 (addl.) 30,000 yards plain cottons. Per Helen Baird, for Singapore, from Glasgow, cleared Dec. 12, 1865 (addl.) tin plates, £700; coloured cottons, 7,200 yards; plain cottons, 68,930 yards; anchors and chains, £500.

Digitized by Google

IMPORTS FROM THE STRAITS, JAVA, CHINA, AND ALL PARTS EAST OF INDIA.

From SINGAPORE to LIVERPOOL, per Vigil, entered December 23—192 bags black pepper—Shaw and Co.; 904 slabs gutta percha, 2 chronometers, 969 buffalo hides, 6552 sticks sapanwood, 8905 bundles rattans, 1723 bales 549 baskets gambier, 440 bags black and 16 bags white pepper, 1093 bags 159 boxes pearl sago, 2902 bags sago flour—Order.

From MANILA, &c., to LONDON, per Zealander, entered December 26.—300 bags coffee, 50 cases pearl shells, 5 cases cigars, 7 cases sundries—Parr, Hermann, and Co.; 60 cases cigars—Bomes and Co.; 30 cases ditto—R. and J. Henderson and Co.; 6 cases ditto—J. Conell; 20 cases ditto, 1140 bags coffee—F. Huth and Co.; 30 cases cigars in transit, 286 cases cigars, 4327 bags coffee, 7 cases sundries, 376 cases gum, 5 cases merchandise, 26644 bags sugar, 25 bales hides, a quantity sapanwood, 29 cases indigo—Order. Remainder of cargo from Cape of Good Hope.

From HANKOW to LONDON, per Fychow, entered December 27.—7205 chests 2379 half-chests 738 packages tea, 28 packages sundries—Order; 687 chests tea; Reiss Brothers; 4 chests—Smith, Elder, and Co.—77 packages—A. Bills; 1 package—J. Glossoof.

From HONG KONG to LONDON, per Scawfell, entered, December 27.—8340 boxes 12380 packages 320 half-chests tea, 200 boxes galls, 230 packages merchandise—Order; Canton, 5225 packages 411 half-chests 10063 boxes tea, 8 packages sundries, 28 bales waste silk, 113 packages canes, 18 cases gongs, 43 cases preserves, 20 casks soy—Order; 117 packages merchandise—Baring Bros.

From FOO-CHOW-FOO to LONDON, per William Mitchell, entered Dec. 28.—1975 chests 1243 half-chests 722 boxes 12421 packages tea, 205 fms chain, 9 packages merchandise—Order.

From PENANG to LONDON, per Edinburgh Castle, entered Dec. 27. 9562 slabs tin, 40934 bundles bark, 4 bags coffee, 6040 bags pepper, 52 cases nutmegs, 6 cases mace, 10 casks 21 cases fish-maws, 200 packages galangal, 1808 buffalo hides, 31 baskets india-rubber, 234 bags cutch, 28 cases sundries, 281 blocks gutta-percha, 41 bags tapioca, 1003 bundles rattans, 3 cases spices, 12 baskets snail shells, 1136 cow-hides—Order.

From SINGAPORE to LONDON, per Ernst Merck, entered Dec. 28—995 slabs tin, 1917 bales gambier, 640 bags coffee, 127 boxes pearl sago, 123 cases gum damar, 19 bales hemp, 670 bundles canes, 24,000 bundles rattans, 1047 pieces buffalo horns, 85 cases shells, 251 baskets 93 bags 593 blocks gutta-percha—Order; 17 baskets india-rubber—Albers and Co.; 50 bags coffee—Jameson and Son.

From SINGAPORE to LONDON, per Hastings, entered December 29.—2322 bales gambier, 821 hides, 1984 bags sago, 130 baskets india-rubber, 1945 bags pepper, 1960 slabs tin, 403 baskets 1844 blocks gutta-percha, 2811 horns, 864 bundles canes, 10 cases of dragons' blood, 12651 bundles rattans—Order. Remainder of cargo to Freemantle.

From FOO-CHOW-FOO to LONDON, per Bella, entered December 29.—739 chests 53 half-chests 7293 packages 12 boxes tea—Order; 961 packages—Huth and Co.; 482 packages—Simpson Bros.; 2 boxes sundries—Order.

From SINGAPORE to LONDON, per Unicorn, entered December 21.—1862 barrels gambier—Fruhling and Co.; 288 barrels 522 baskets gambier, 875 bags pepper, 4185 bundles rattans, 118 boxes pearl sago, 7727 buffalo horns, 769 buffalo hides, 47 bundles cow hides, 415 bundles canes, 656 slabs gutta-percha—Order; 1289 bags pepper—Blow and Co.

From CANTON to LONDON, per Mary Nicholson, entered January 5.—1187 chests 5758 boxes 1570 packages tea, 10 cases preserves, 14 cases chinaware, 2 cases ivory, 60 bales cocoons, 59 boxes raw silk, 200 packages canes—Order; 2 packages tea—G. Rennell. To Macao: 10 chests 3983 half-chests 4380 boxes 1449 packages tea, in transit—Order.

From FOO-CHOW-FOO to LONDON, per Lorton, entered January 6.—Tea: 1723 chests 2487 half-chests 1572 boxes—Smith, Kennedy and Co.; 681 chests 805 half-chests—H. Howe; 435 chests—G. H. Langton and Co.; 408 chests 452 half-chests 1722 boxes—Gibb and Co.; 182 chests 134 half-chests—A. Andrews and Co.; 240 chests 211 half-chests—A. Heard and Co.; 773 chests 1872 boxes—J. Foster and Co.; 2 boxes—F. W. Kitchine; 1 chest—Fearon and Co.; 1 case cheroots—Foster and Co.; 1 box china, &c.—Smith, Kennedy and Co.; 3 boxes preserves—F. H. Kitchin; 6 cases ginger, 1 box nutmegs—Fearon and Co.

From PENANG to LONDON, per Peter Rohland, entered January 8.—7690 slabs tin, 4976 bundles rattans, 1157 bags sugar, 54 hogsheads 71 puncheons rum, 6513 bags pepper, 62 cases gum benjamin, 43 bags cassava, 256 bags cassava flour, 8 cases nutmegs, 7 cases fish maws—Order.

Digitized by Google

surprise that piracy is so alarmingly on the increase in the China seas, when every vessel of war that can find an excuse to be there has its anchor down in one of the treaty ports of Japan, enjoying the advantages of the itzeboo exchange, as the *China Mail* alleges General GUY and Mr. DICK have been doing. Several minor questions arise out of the major evil to which we now draw attention. For instance, we would like to know —and we consider the Government have the right to ask the question—as to what purposes the gain made by itzeboo exchange is put in our naval and military services in Japan. An inquiry into the whole matter, as well as the adoption of means for its discontinuance, seems to us very necessary. We hope to see the question taken up by some of our influential contemporaries.

THE CHINA CHALLENGE CUP.

IT will be remembered that the selection of a design for this 500 guinea cup was deferred until the arrival of some drawings sent for by Major BRINE from Hong Kong, as it was thought desirable to give the preference to a purely Chinese design, should one be found worthy of adoption. Four drawings have lately been received, prepared by various Chinese silversmiths of Hong Kong, all of them highly characteristic in treatment, and one of these has been finally selected by the Committee. The vase is cup-shaped, supported by three dragons intertwined, on a pedestal of suitable form. Two dragons form the handles, and another, *couchant*, surmounts the cover. The body of the cup is divided into panels, each filled with scenes of Chinese life, and the general effect is bold and striking.

This design, we believe, was originally intended to be used for the cup which is to be presented by the Hong Kong Volunteers to Major BRINE as a testimonial, in recognition of his valuable services in organising and commanding that corps. The Hong Kong community is, however, not the only one so indebted to Major BRINE, as he also organised the volunteer corps at Hankow, Canton, and Yokohama.

COMMUNICATION WITH CHINA *VIA* SIBERIA.

The following official notice with respect to increased facilities of overland postal and parcels communication with China has just been published by the Russian Post-office. It will be seen that the cost of conveying letters and parcels by this route is much heavier than by the P. and O. mail steamers, while there is no saving of time to compensate for it, as the transit from St. Petersburg to Kiakhta alone takes five weeks :—

"In consequence of information received from the Governor-General of Eastern Siberia, the postal department has to inform the public that postal communication was opened on the 5th of last October between Kiakhta and Tientsin by way of Ourga, Kalgane, and Peking. Single letters, or letters containing enclosures of money or documents, as also parcels and telegraphic despatches, are forwarded four times a month both ways at the undermentioned dates :—

"In the direction of Kiakhta to Peking.—From Kiakhta, the 5th, 12th, 19th, 26th; from Ourga, the 7th, 14th, 21st, 28th; from Kalgane, the 16th, 23rd, 30th, 7th; from Peking, the 18th, 25th, 2nd, 9th. In the direction of Peking to Kiakhta.—From Peking, the 4th, 11th, 20th, 27th; from Kalgane, the 6th, 13th, 22nd, 29th; from Ourga, the 15th, 22nd, 1st, 8th; from Kiakhta, the 17th, 24th, 3rd, 10th.

"The charge upon correspondence for China is fixed as follows:—A. The charge from the point of departure in the interior of the empire to the frontier post-office at Kiakhta is the rate fixed by the postal tariff for the interior. B. The charges between Kiakhta, Ourga, Kalgane, Peking, and Tientsin are :—

"(*a.*) Single rate.—1. For every single letter with documents, credit or bank-notes, small objects in silver or gold, and for telegraphic despatches, per loth (half-ounce). From Kiakhta to Tientsin, Peking, Kalgane, and *vice versa*, 30 copecks; from Kiakhta to Ourga, and *vice versa*, 10 copecks; from Ourga to Tientsin, Peking, Kalgane, and *vice versa*, 20 copecks; from Tientsin to Peking and Kalgane, and *vice versa*, 10 copecks.

"2. For parcels ordinary or containing documents, per livre (pound). From Kiakhta to Tientsin, Peking, and Kalgane, and *vice versa*, 40 copecks for single parcels, and 65 copecks if they contain documents; from Kiakhta to Ourga and *vice versa*, for single parcels, 15 copecks, with documents, 25 copecks; from Ourga to Tientsin, Peking and Kalgane, and *vice versa*, for single parcels, 25 copecks, with documents, 40 copecks; from Tientsin to Peking and Kalgane, and *vice versa*, for single parcels, 15 copecks, with documents, 25 copecks.

"3. Parcels containing objects of value, if weighing under a pound, will be charged letter rate upon every loth (half-ounce); if weighing exactly a pound, or over, will pay per pound parcel rate. Coin and goldsmiths' work can only be forwarded by the Mongol post in parcels not exceeding 10lb. weight, package included. Parcels containing coin or goldsmiths' work should be packed in the most substantial manner.

"(*b.*) Charges upon unpaid parcels are reckoned in the same proportion as for their transmission from the point of departure in the interior of the empire to the frontier post-office at Kiakhta.

"The charge of couriers between Kiakhta and Tientsin is for one horse, 98 roubles; for two, 147 roubles. The department thinks it right to add that the post leaves St. Petersburg for Kiakhta every Tuesday and Friday; and reaches Kiakhta in five weeks."

ADDRESS AND TESTIMONIAL TO JOHN SMALE, ESQ., ATTORNEY-GENERAL OF HONG KONG.

On the return of Mr. Smale from Hong Kong to England the Parsees and Mahomedans of Hong Kong drew up and signed an address to him, of which the following is a copy :—

"The Honourable John Smale, Attorney-General of Hong Kong. Sir,—We, the undersigned, constituting and representing the Parsee and Coja community of this colony, moved by the respect and esteem which we have ever entertained for you during your residence amongst us, desire to place on record our appreciation of your private worth and of your public character. Believe us, Sir, knowing as we do that flattery ill suits our present purpose, and that undue adulation would be distasteful to you, we seek to clothe our sentiments in language expressive of our thoughts, and to avoid giving vent to our feelings in those stereotyped panegyrics which are but too often resorted to on occasions like that which now prompts us to address you. As for the zeal and ability which marked the performance of your public functions, it may not be within our province to speak. We cannot, however, refrain from bearing testimony to the approval of the public in your unceasing devotion to their welfare in this respect. But with regard to the perfect harmony which has prevailed in your department, the dignity and decorum which have ever marked your proceedings, the respect and deference which were so cheerfully accorded to you, we feel more competent to speak; and we find great pleasure in being able to compliment you on the tact, ability, and *suaviter in modo* which have enabled you to perform your functions effectively, satisfactorily, and scrupulously. Even this consideration, however, is not that which induces us now to address you. In your private capacity we have found so much to admire that we shall ever think upon it with gratitude and reverence. Your urbanity and untiring patience, your excellent and matured judgment, your disinterested and sound advice, your repugnance to litigation, and your reliable legal acumen, combine to make us feel your loss as irreparable, and to merit at our hands some tangible token of our esteem. We desire to have these sentiments perpetuated and certified by the special gift of a silver dinner set, the cost of which has been raised by voluntary subscription, and which token will be presented to you by Messrs. Mody and Co. in London. It were waste of words to add that we wish you health, happiness, and long life, but in conformity to the usages of society, we cannot conclude without that customary benison, feeling sure that it was never better merited nor more sincerely given.—We are, Sir, your faithful and sincere friends,

(Signed by 125 Parsee and Coja Merchants.)

"Hong Kong, April 15, 1865."

This address was signed by all the Parsees and Mahomedans of India resident in Hong Kong, to the number of 125 merchants. A sum exceeding $1,500 was subscribed, and silver plate in dinner and tea services were manufactured in Canton, in elegant designs, by Chinese workmen. The plate was transmitted to England (where it cost about £70 for duty), and was, on Monday, the 8th inst., presented to Mr. Smale, with the address, by a deputation of four Parsee gentlemen. Mr. Smale replied as follows :—

"Messrs. Mody and Co. and Gentlemen,—Words fail me adequately to express the surprise and satisfaction with which I first heard of the address which you, who constitute all the Parsee and Indian Mahomedan firms and residents in Hong Kong, by a deputation, now present to me. My duties as Attorney-General at Hong Kong have (owing to the very special state of the colony) been onerous and delicate, but I trust that the public service has not suffered by reason of any want of independence, or of grave error on my part. It is gratifying to find that my efforts are not unappreciated by you. You, however, properly confine yourselves to the expressions of your recognition of my conduct in my more private capacity of advocate and legal adviser. I feel that, in common with the majority of my countrymen, I have tried to act and be in the East as Christian gentlemen and English lawyers act and are in England; and it is in the highest degree gratifying to me to find that the descendants of the ancient Persians and of the Mahomedans of India—races formerly in mutual hostility, but now, under the security of British law, friendly rivals in peaceful commerce—concurring in assuring me that, in their opinion, my efforts have not been unsuccessful. I have been legal adviser to most, opposed to some of you, and I feel that your testimony to my 'repugnance to litigation' is the highest compliment you can pay to a practising lawyer. I must state that I do not remember a case in which I advised compromise or arbitration when anyone of you persevered in litigation. The unbounded liberality with which my professional services have ever been spontaneously acknowledged was such as to add extreme surprise to the gratification with which I receive your splendid gift of silver plate in dinner and tea services, costly specimens of Chinese workmanship, far exceeding the requirements of my moderate means and habits, but which I gratefully accept to become a memorial in my family of your munificence, and as stimulants to my children to an honourable career in life. Believe me that whatever my future lot may be, whether again to face the tropics in the East, or to retire from public life, I shall ever feel that my most useful and, consequently, happiest years have been spent in Hong Kong, and the recollection of your unbounded confidence and kindness will be among my brightest memories. Permit me, gentlemen, in conclusion to say that I hail with satisfaction the fact that many of you have sought and found homes and friends in England. I augur the happiest results from our consequent increased familiarity of intercourse, and whilst I wish you all great commercial prosperity, I must add that I earnestly hope that you will find the highest and most enduring satisfaction as the result of a deeper insight into our habits and institutions."

Digitized by Google

Naval and Military.

An order has been received from the Horse Guards, directing a detochment of the Royal Artillery to be held in readincss to proceed to China.

The Salamis, 2, paddle despatch-vessel, Commander Suttie, fitting at Portsmouth for service in China and Japan, will be ready for sea about the middle of next month. Her crew are on leave until the 22nd inst.

The Salamis, paddle-wheel despatch vessel, Commander F. G. Suttie, has been formally paid out of commission at Portsmouth, and immediately recommissioned by Commander Suttie for service in China and Japan. All the officers belonging to the Salamis in her late commission have volunteered to continue on board under their old commander, and accompany him to China. They will consequently be reappointed to their ship.

It would seem that Vice-Admiral Sir James Hope would not take upon himself the responsibility of trying Captain Wake and the officers of Her Majesty's late sloop Bulldog, but has sent them home in the Galatea to be at the disposal of the Lords of the Admiralty. A court-martial has, therefore, been ordered to assemble on board Her Majesty's ship Royal Adelaide at Devonport, with the Port Admiral as president; before which Captain Wake will have to give an account of the proceedings which led to the destruction of a valuable ship, and, of what is of more consequence, much valuable life.

His Netherlands Majesty's screw steamer De Watergens, Commander Escher, of 6 guns, 115 men, and 280-horse power, from the Texel for the East Indies, has put into Falmouth owing to stress of weather, partial leak, and several of the crew invalided. She encountered most severe weather in the Channel, and had been at sea ten days.

Captain E. G. Horne, 25th foot, has been appointed major of brigade to the 2nd brigade, at Malta, in succession to Captain Swann, 22nd foot, who, as lately announced, has become deputy assistant quartermaster-general of the Cork district. Captain Horne passed out of the Staff College in December, 1863.

Lieut. H. S. Stewart, 11th foot, has been gazetted aide-de-camp and private secretary to Sir R. G. MacDonnell, C.B., Governor of Hong Kong. Mr. Robert J. Callander, who is senior clerk in the private office of the First Lord of the Admiralty, is about to proceed to Ceylon, where he has accepted an appointment under the Colonial Department. Colonel J. F. M. Browne, C.B., Royal Engineers, has been appointed assistant adjutant-general of Royal Engineers at the Horse Guards, in succession to Colonel the Hon. H. F. Keane, promoted to be deputy adjutant-general.

The Whitworth and Armstrong guns used in the competitive examination have been subjected to destructive tests at Woolwich, and have been cut in two. On investigation, it appears that the initial or centre tube of the Whitworth is destroyed; that the second coil is cracked; that the third coil is cracked; and that only the outer coil is sound. The inner tube of the Armstrong is split; all the others are sound.

The announcement made by us last week (says the *Army and Navy Gazette* of the 6th instant) of the approaching reduction of the army was met with something which was probably intended to be an official contradiction, but which was not, in fact, a contradiction at all. Our statement that two companies were to be struck off each battalion of the line was pronounced to be exaggerated, or at least premature; while a minor organ said that it would not be possible to reduce regiments abroad, doubtless forgetting that, some nine years since, four companies were struck off every regiment that had been in the Crimea, although very many of them were still serving abroad. We need not say that, if the authorities wish it, there is no greater difficulty in diminishing the numbers of a regiment in the colonies than in one at home. At present, however, we believe what is actually decided is, that each battalion in the United Kingdom is to be reduced from twelve to ten companies. As each regiment now abroad will undergo this reduction when it arrives in England, it follows that, in the course of time, every battalion in the army will be thus brought down by two companies. We understand that a corresponding increase will not be made in those going upon foreign service; so that our announcement, after all, was not very much exaggerated or premature.

Some months since we recommended to the Admiralty (remarks our professional contemporary before quoted) the good policy of agreeing to defer the launch of Her Majesty's iron ship-of-war, the Northumberland, from the end of the year that has just expired, until the spring of the one on which we have just entered. The result has justified our recommendation, as we find that, under the immediate personal superintendence of Mr. Charles Lungley, the works have made such excellent progress that the gigantic vessel will be ready for launching about the middle of March. Moreover she is in a more forward state now than she would have been by next midsummer, supposing that the intention of removing her from the dock in which she has been built had been carried out in December.

Lieutenant Blane, commanding the Psyche, writes:—"You will greatly oblige me by inserting these few lines in your paper, and will tend thereby to put people on their guard on board ships where saloons or cabins are fitted with 'round bull's-eye' scuttles. Fire has often occurred on board ships when the origin has never been traced. Therefore it is that I now address you. Yesterday afternoon, about three P.M., the steward detected the smell of fire, and came into the saloon first, as there had been a fire in the stove; but, finding nothing wrong with that, he looked round and discovered one of the curtains, that was drawn over a 'bull's-eye' scuttle, smouldering and all but in a blaze, from the rays of the sun striking through the glass. Two holes are burnt quite through.—I am, Sir, your obedient servant,—A. RODNEY BLANE."

The paddle-wheel steamer Hermes, 6, attached to the third division of the Chatham Steam Reserve, having been surveyed at the hands of the officials connected with the master shipwright's staff, and been found unfitted for further service, was taken in tow and removed round to the ship-breaking yards of Messrsr Castle and Beach, at Deptford, for the purpose of being taken to pieces. The whole of the smaller class of sailing frigates and sloops, together with many of the steamers which had for some years been lying rotting on the Medway, and impeding the navigation of Chatham-harbour, have now been got rid of by the Admiralty, and have ther been sold out of the service by public or private contract, or, when cumstances rendered it necessary to do so, have been broken up.

SHIP LAUNCHES,

Messrs. Vernon and Son launched on the Mersey, on the 1st inst., the first iron vessel they have constructed at Seacombe, named the Cape Clear. She is 172 feet 6 inches long, 28 feet 6 inches width of beam, 19 feet 3 inches depth of hold, and 669 tons old measurement and 726 tons new measurement. She is fitted with iron topmasts and lower masts, each in one length, and the upper and lower topmast yards are of steel. The vessel has been built with all the latest improvements, and will class A A 1 at Lloyd's, and has been constructed for Messrs. W. J. Myersden, Son, and Co., of Liverpool.

On the morning of the 3rd instant a fine clipper ship was launched from the yard of Messrs. John Wray and Son, Burton Stather, Lincolnshire. Her dimensions are:—Length over all, 171 feet; breadth, extreme, 27½ feet; berth in hold, 14ft. 11 inches; and builder's tonnage, 550; built under Lloyd's special survey, to class nine years A 1. She is diagonally strapped with iron outside her frame, and is extremely strong. She is intended to be one of the White Cross line of clipper packets, trading between London and Natal, owned and managed by Messrs. Bullard, King and Co., 30, Great Tower-street, London. She was named the Burton Stather, by Miss Wray, daughter of Mr. W. Wray.

At Aberdeen, on the 1st inst., from the building-yard of Messrs. John Duthie, Sons, and Co., the clipper ship Sir William Wallace. The vessel was named by Mrs. Tulloch, wife of James Tulloch, junr., Esq., of Aberdeen, the owner, and entered her future element amidst the cheers of a large party of friends and spectators. The Sir William Wallace measures 1,091 tons, is to be commanded by Captain A. H. Taylor, late of the China clipper City of Aberdeen, and is to form Messrs. Houlder's packet ship for February.

Messrs. T. Vernon and Son launched from their building-yard at Seacombe, on the 2nd, an iron ship named the Achilles. Her dimensions are:—Length between perpendiculars, 223 feet; beam, 37 feet 6 inches; and depth of hold, 25 feet. Her tonnage is 1,503, old measurement, and her registered tonnage will be 1,535. She is fitted with iron lower masts and bowsprit, and will have iron lower yards and steel upper and lower topsail yards. She will class A A 1 at Lloyd's, and 20 years in red in the books of the Liverpool underwriters. Mr. W. H. Dixon, of this town, is the owner of the ship, which is intended for the East India trade.

On the 2nd Messrs. Charles Connell and Co. launched from their east shipbuilding-yard at Overnewton, on the Clyde, a composite sailing ship, of 630 tons register, named the Huntley Castle. She is owned by the Glasgow and Asiatic Shipping Company, and is intended for the East India trade.

On the 3rd inst. a barque, named the Eastern Star, was launched from the building-yard of Messrs. Joseph Birnie and Co., Montrose. For a considerable time previous to high-water large crowds of people assembled on the quay and in the yard to witness the ceremony; and about twenty minutes past three the vessel glided smoothly down the "ways" to the water, the ceremony of naming being performed by a young lady. The barque is a capital model, is handsomely fitted up and coppered, and in every respect suited to the trade in which she is to be engaged. She measures in length 134 feet; in breadth of beam, 26 feet; in depth of hold, 15 feet; and her tonnage is 350 tons register. She is classed A 1 at Lloyd's for ten years, clipper-built, and intended for the Straits and China trade. The owners are Messrs. Mactaggart, Tidman, and Co., Lime-street, London—the same firm who purchased the Belle of Southesk. The Eastern Star is to be commanded by Capt. Kirkaldy, from Dundee, who is well known in the China trade; and we believe the vessel is to leave for London shortly, thence to proceed to Singapore, where she is to remain trading. The carpenters and others employed in the building-yard were entertained in the evening by Messrs. Birnie and Co., the whole finishing off with a ball.

ROYAL ASIATIC SOCIETY.—At a meeting held on the 18th ultimo, Sir E. Colebrook, Bart., President, in the chair, a translation by the Rev. S. Beal, of "The Confessional of the Omnipotent and Omniscient Kwan-yin," a Chinese Buddhistic tract, was laid upon the table, as was also the original Chinese work, consisting of two long paper rolls, the second of which contained pictorial illustrations of the text. In the "introductory remarks," which formed the subject of the paper, the translator began by controverting the current opinion that annihilation of all existence is the last end to which any considerable number of Buddhists look forward. Buddhism, he said, may or may not have at one time taught its gloomy doctrine of absolute nothingness awaiting all its votaries,—certainly it does not do so now. What it teaches, at least in China and Japan, is cessation of life, under the aspect of birth, decay and death, but not of life in its highest form, as unaffected by any accident whatever, and the belief in the paradise of Amitabha, and the power of Kwan-yin to guide the faithful to that blessed abode. After giving a brief sketch of the development of the religious views of the Buddhists, from the time of Aryasangha, the founder of the Yogacharya system, the writer proceeded to enter into a discussion concerning the meaning of the name of Kwan-yin (Kwan-shai-yin, Kwan-tsentsai), who in China takes the place of the Bodhisattva Avalokitesvara of Sanskrit authors, "the manifested Voice" or "the manifested Deity," being the translation which he proposed to substitute for the current one, "the goddess of Mercy." Of the various forms under which this deity is worshipped in China, all of which indicate supreme wisdom, power, or beneficence, the most curious is the one in which he is described as the "Great Manes," no doubt referring to the Persian Manes, the founder of the Manichæan sect. The original work forms part of the Imperial Collection of Sacred Books, and has a preface written by Yungloh, the second Emperor of the Ming dynasty, A.D. 1412.

THE AILANTHUS SILKWORM IN FRANCE.—The silk husbandry societies in France have for some time paid great attention to the breed of worms which feed on oak leaves, and the result is reported as satisfactory. The breed has been propagated with great success in several departments. It is announced that a joint-stock company is about to be organized on a large scale for extending the breed of this silkworm, which comes opportunely to replace the old silkworm, whose destruction by disease has for the last 10 or 15 years caused so much distress and suffering in the silk-producing departments in France.

Digitized by Google

TEA AND COFFEE.

(*Travers' Circular.*)

TEA.

The depreciation in the quality of tea imported from China is hardly to be deemed a feature peculiar to the market of the last year. The tendency amongst the teamen in China for some years past has no doubt been to hurry on the tea harvest, in order to be amongst the first in the market. Such a course necessarily pre-supposes hurried preparation and imperfect manipulation of the leaf; the "firing" is carried on hastily and negligently, and by inexperienced hands, instead of undergoing a leisurely and elaborate process by skilled workmen; the same too may be said of the "packing." The consequence of this is that the form, flavour, and aroma are all more or less deteriorated; and thus teas, which with proper attention might have been amongst the most valuable, are deprived of all their most significant attributes, and find their place amongst the most ordinary kinds. The great increase in the demand without a corresponding increase in the extent of land planted with tea, has led to the practice of frequent "pickings," and although this was perhaps, unavoidable, the quality of the crop was of course injured. Formerly, two or sometimes three crops in the year were considered as sufficient to test to their extreme limit the producing powers of the tea-plant: it is no uncommon feature at the present time to read in the China circulars of a "fourth" crop. No wonder then, that complaints prevail respecting the quality of the tea produced; and, if no other monitor could be heard, nature herself would vent her indignant protests against such a course, in refusing to clothe the branches with leaves. It is, in fact, the old fable of the "Goose with the Golden Eggs" re-enacted before our eyes, and with exactly similar results. But the continued remonstrances on this subject on the part of the merchants and brokers interested in the trade, have been, it is to be hoped, not without some effect on the native growers; and we may, consequently, feel justified in expecting some improvement in this respect.

The sure though gradual diminution in the number of sales "with reserve," warrants us in bestowing only a passing notice on a subject, the effects of which are greater than one might at first sight be inclined to suppose. The first and most obvious evil is the loss of time needlessly consumed in affecting to put up to public auction an article, the reserved price of which is far higher than that which dealers would be justified in offering. Time, the proverb tells us, is money, and this needless waste of so precious an article is in itself an evil of no slight magnitude. But so far it concerns only those who are more immediately engaged in the pretended sale. But when on the withdrawal of these teas, fancy prices were privately paid for them, and these prices were understood by the Chinese teamen as indicating the market value of the tea so purchased, the full consequences of the pernicious system were at once apparent. Higher rates were unhesitatingly demanded, unsupported by any reasonable pretext of improved quality in the tea itself, and the result of this indiscretion was ultimately disastrous to the merchant. Among the minor inconveniences left from the time when the tea trade was a small one, may be reckoned the delays constantly arising from the obsolete warrant and weight-note system; an improvement for this might be found in the temporary employment of additional hands whenever an unusual press of business required it; but the only remedy would be the adoption of the plan which has been found to answer so well with sugar, coffee, and fruit—delivery by sub-orders.

The only important facts we have still to notice are the reduction of stock and the increase of consumption; and due weight must be given to these, in attempting to estimate the probable course of prices. The stock of tea, which in December, 1864, was officially reported as amounting to 106,254,761 lbs., is this year estimated at only 88,000,000 lbs., whilst an increase in consumption has taken place to the extent of 10,000,000 lbs.; the consumption for the year 1864 was, in round numbers, 89,000,000 lbs., and this year it will probably amount to nearly 100,000,000 lbs.

According to the Board of Trade Returns, the quantity of tea entered for home consumption amounted, during the month of November last, in round numbers, to about nine million pounds, showing an increase of one million and a-half as compared yith the corresponding month in the year 1864, and of nearly two millions over that of November, 1863. Taking the first eleven months of the year as the period for our comparative estimates, we find that the consumption during that period in the year 1865 was ten millions in advance of 1864, and twelve millions over the consumption during the same period in 1863. These favourable returns are the natural results of the reduction of the tea duty last year, and each successive official statement tends to demonstrate the financial wisdom (to say nothing of the justice) of reducing to their lowest point the duties on articles of general consumption. The superior productiveness of low duties on commodities which are comprised under this head is a subject which cannot be too often recommended to the attention of political economists and financiers. It cannot be said that the tea duty is as yet sufficiently low for the interests of the public and the revenue, although it is of course less oppressive than of old.

Reverting once again to the extended cultivation of the tea plant, a topic often discussed in these columns, we are gratified to see, from the *Colombo Observer*, what great progress is now being made in this respect in Ceylon. It is said that the tea lands in the Himalayas alone are quite capable of producing ten times the whole amount of tea imported into England from all the other tea growing countries in the world. Even though this be the case, the policy of extending its cultivation wherever the capabilities of the soil admit it is none the less desirable. We have learned, at all events, one practical lesson from the cotton famine—the foolishness of depending on one country only for any article of general consumption. "A considerable quantity of tea seed," says Dr. Thwaites in his official report on the subject, "has been distributed during the past year. The climate of Ceylon seems admirably adapted for the successful cultivation of tea. The plant grows well from the elevation of Peradenia (1,600 feet) to that of Hakgalla (5,000 feet), and it would no doubt thrive in situations somewhat higher than the latter; and, as there are extensive tracts of forest land in the island, too high for coffee, but quite suitable for tea, it may reasonably be anticipated that the cultivation of the latter will at some future time assume large proportions. In view of such a contingency, and in order to secure the production of a larger quantity of seed than is at present procurable in the island, an addition is being made to the number of tea-plants now growing in this garden (Peradenia); a certain number have been planted out at Hakgalla and several planters are, at my suggestion, forming small nurseries of tea upon their estates. When sowing tea-seeds, it is of importance to know that, to ensure success, they should be perfectly fresh; for they will not germinate if they have been allowed to become dry."

It is also reported on good authority that the tea-plant is being successfully cultivated in California and Georgia; and an experimental plantation has proved perfectly successful in Spain; there can be little doubt that Spain, Italy, and other Southern European countries, are admirably adapted for the growth of the tea-plant.

No public sales have been held during the week, and transactions in the private market have been inconsiderable, business having as yet hardly recommenced after the Christmas holidays. Recent purchases of most descriptions of Congou have been made on more favourable terms, but the transactions reported have been of somewhat an exceptional nature, and have, moreover, been too small to justify the assumption that there has been any quotable fall in prices; but with a rising money market, and a large quantity afloat, not to mention the heavy purchases made by the trade during the last two months, it does not seem improbable that the correctness of late valuations will be borne out by the sales made during the next few weeks. There is very little inquiry for fine Congous, but medium Kaisows and Monings have attracted some attention, and the larger proportion of the sales made has consisted of these kinds. A few parcels of Broken Leaf Congous have been sold at rates considerably lower than those paid about three weeks since. There is now a good selection of Scented teas on offer, but the trade have not as yet made any large contracts. There is no demand for export. About 1,900 packages of Indian teas are advertised for sale on Tuesday next, and the larger proportion of these is of the Assam Company's growth. The market price of common Congou is 1s. 1d. per lb. Broken Leaf cannot be bought under 9d. per lb.

COFFEE.

In taking a review of the progress and cultivation of coffee for the present year, Ceylon, when compared with its two rivals, Brazil and Java, shows the largest average increase in exports; but notwithstanding this, Brazil shows a very fair increase; Java, on the contrary, exported a much smaller quantity of coffee this year than she did in 1863: the exports last year from that island cannot be brought into comparison, as during that season there was a failure in the crop, as will be seen by referring to the figures we gave a short time since. With regard to the probability of the exports from the island of Ceylon exceeding those from Java, as has been observed in the columns of a contemporary, it does not appear unlikely that such will be the case eventually, but it must be borne in mind that Ceylon has produced during the present year more than she ever did before; also, that after a season of extraordinary good yield, it very commonly happens that the produce of the ensuing year, and in some cases for several years, falls off considerably.

The conclusion of the American War has had a most important effect upon coffee, and the prospects of the market are fairly good. With regard to plantation Ceylon it is to be remarked that during the year all the better kinds have been in good demand and have realised good prices, a decline only being shown in the inferior and badly picked parcels. The finer kinds of native Ceylon have sold remarkably well, and have in many instances realised prices nearly as high as those ruling for the lower kinds of plantation Ceylon. Costa Rica, whica has been rather scarce throughout the year, has generally fetched high prices. East Indian kinds have realised high rates, and have also been in fair supply, which latter remark cannot be applied to Mocha coffee, which has been very scarce, especially during the last few months, when it has almost entirely disappeared from the market.

It is satisfactory to hear that the coffee plantations in Penang are in a flourishing condition. We understand the coffee-plant was first introduced there by the late Mr. David Brown, the original seed being from Mocha, and although not invariably equal to Mocha coffee as regards flavour and strength, it is nevertheless one of the best sorts cultivated in the East, and has always commanded a comparatively high price in the market. There is, therefore, every reason to conclude that the cultivation of coffee in Penang will eventually prove remunerative; a large quantity of waste land, which is at present lying idle, might very profitably be planted with coffee.

Monetary and Commercial.

The steamer *Massilia*, which left Southampton on the 4th, took £115,180 in specie for China and the Straits, the whole of which was silver except £600. In consequence of the rise in the rate of discount the silver market is extremely flat, and were sales to be pressed the fall in prices would probably be considerable. During the last few days the market has been very quiet, the wants of exporters to India having apparently been satisfied for the moment.

Biddings for £350,000 in bills on India have taken place at the Bank of England. The proportions allotted were, to Calcutta, £227,300; to Madras, £22,700; and to Bombay, £100,000. The *minimum* price was as before, 1s. 11½d. on Calcutta and Madras, and 1s. 11¾d. on Bombay. Tenders on Calcutta and Madras at 1s. 11⅛d. will receive about 24 per cent., and on Bombay at 2s. 0⅜d., about 27 per cent.; above these prices in full.

The Crown Agents for the Colonies invited tenders, to be received on the 9th of January, for £100,000 of Mauritius Government Six per Cent. Debentures, being the last instalment

Digitized by Google

of the loan for £400,000 authorised by an ordinance passed by the Governor in Council on the 30th of May, 1864, and since confirmed by the Crown. The principal will be repaid by means of a sinking fund in thirty years from the date of issue.

The application by Mr. Montgomery Martin to the Court of Chancery for a winding-up order on the late Imperial Bank of India, China, and Japan (amalgamated with the Bank of Hindustan), has been dismissed by the Master of the Rolls with costs. Mr. Martin objected to the amalgamation, but a large majority agreed.

On making up their books to the termination of the last year, the banking firm of Messrs. Prescott, Grote, Cave, and Co. celebrated the centenary of the establishment of their bank, which was opened on the 1st of January, 1766.

The Earl of Leven and Melville, having been elected representative Peer of Scotland, has retired from the banking-house of Messrs. Williams, Deacon, and Co., and is succeeded by his son, Viscount Kirkdale.

The Liverpool Overland Company have advertised to convey goods to Singapore and ports in China and Japan, by the *Shaftesbury* from Suez, the through rates being—Singapore, £10; Hong Kong, £11; Shanghai, £12; Yokohama, £13. This is an enormous reduction on the P. and O. Co.'s rates, which will be of course very welcome.

The directors of the National Discount Company have resolved to recommend, at their meeting on the 24th inst., a dividend at the rate of 20 per cent. per annum, and an issue to the then shareholders of 40,000 new shares, at £5 premium; thus making the paid up capital £800,000, with a reserve fund of £500,000.

The amount of bullion by the P. and O. Company's steamer *Massilia*, from Southampton on the 4th inst., was: In gold—to Singapore, £600. In silver—to Galle, £92,000; to Hong Kong, £20,380; to Foo-Chow-Foo, £500; to Shanghai, £1,700; to Singapore, £11,400. Total: in gold, £600; in silver, £125,980.

BANK AND MISCELLANEOUS SHARES.

Shares.	Joint Stock Banks.	Paid.	Closing Prices.	Prices Jan. 10.
£20	Asiatic Bank Corporation, new shares	£10	15 to 17	15 to 17
50	Agra and Masterman's	25	56 to 57	56⅜ to 57⅛
20	Chartered Bank of India, Australia, and China	All	23⅛ to 23⅜	22⅞ to 23⅛
25	Chartered Merc. of India and China	All	44 to 46 xd	46 to 48xd
25	Commercial of India and the East	All	28 to 30	28 to 30
20	Eastern Exchange	5	1⅛ to ⅛ dis.	1⅛ to ⅛ dis.
50	London Joint Stock	15	50 to 52	50 to 52
100	London and Westminster	20	95 to 97	96 to 98
25	Oriental Bank Corporation	All	50 to 52	50 to 52
50	Union of London	15	52⅜ to 53⅛	53⅛ to 54⅛
100	Hindustan, China, and Japan	25	16 to 18	16 to 18
100	Do. Issued at 2 pm.	25	16 to 18	16 to 18
100	Do. New	25	16 to 18	16 to 18
20	Scinde, Punjab, and Delhi	10	4 to 3 dis.	4 to 3 dis.
25	Bank of Egypt	All	29⅛ to 30⅛	29⅛ to 30⅛
100	Bank of London	50	145 to 150	145 to 150
20	Land Mortgage Bank of India	4	¼ dis. to ¼ pm	¼ dis. to ¼ pm.
	MISCELLANEOUS.			
10	Mediterranean Extension Telegraph	All	3 to 4	3 to 4
50	P. and O. Steam Company	All	71 to 73	72 to 74
50	Do. New	35	15 to 17pm.	15 to 17pm.
20	China Steamship & Labuan Coal Co	9	7 to 6 dis.	7 to 6 dis.
5	Bombay Gas	All	5⅛ to 5⅛	5⅛ to 5⅛
10	Hong Kong Gas	All	1⅛ to 2⅛ pm.	1⅛ to 2⅛ pm.
20	E. I. Irrigation and Canal	12	4 to 3 dis. xd.	4 to 3 dis. xd.
2	Indian Carrying Company	1½	— dis	— dis.
20	Madras Irrigation and Canal	All	17⅛ to 18⅛xd.	17⅛ to 18⅛xd
5	Oriental Gas	All	5⅛ to 5⅛	5⅛ to 5⅛
10	O. Inland Steam	All	1 to 2	1 to 2
100	West India Steam Company	60	106 to 109	107 to 110
—	Ceylon Debentures, Nov. 1868, 6 per cent.	100	100 to 102	100 to 102
—	Do. Do. 1878	100	104 to 107	104 to 107
20	Ceylon Company	7	2 to 3 pm. xd.	2 to 3 pm. xd.
20	Do. A shares	2	¼ to ⅜ pm.	¼ to ⅜ pm. xd.
20	International Finance Society	5	⅜ to ½ pm.	⅜ to 1 pm.
20	General Credit & Finance Company	4	1½ to 2 pm.	1½ to 2 pm.
20	Egyptian Com. & Trading Company	4	2 to 1 dis.	2 to 1½ dis.
20	Société Financière d'Egypte	10	5 to 4 dis.	5 to ¼ dis.
10	Upper Assam Tea	4½	¼ to 1½ pm.	1 to 2 pm.
10	Do.	All	13 to 15	13 to 15
50	Overend, Gurney, and Co.	15	5⅛ to 5½ pm	5½ to 6 pm.

ARTICLES OF IMPORT.

TEA.—Our market has been rather quiet, the rise in the value of money checking purchases, whilst importers have been free sellers, and the result has been a decline of ½d to 1d per lb. in broken-leaf and common, old flavoury and blackish-leaf kinds of Congou. In new season, both flavoury, and blackish-leaf kinds of medium quality have been sold fully 2d per lb. lower. Fine are firmly maintained. Oolongs, Souchongs, and Flowery Pekoes show no alteration. Scented Teas have sold to a fair extent at rather lower prices. Indian, Japan, and Green Teas show no change. The Circular of Messrs. Shepard, Harrison, and Rehden, quotes as follows:—"The year opens with a moderate stock, but a full range of prices for all good medium to finest new crop Teas. The Bank rate at 8 per cent., and many holding the belief in a high average value through the year, with periods of great stringency. The advices from China speak with confidence that supplies will be short of black-leaf, but we lean to the opinion that the satisfactory results, so far achieved this season, will encourage the teamen to bring forward unlooked for supplies of common and useful grades, and that competition may force up the price of such to a dangerous point the latter part of the season. The business of the last few days has been larger than usual, as importers have rather pressed sales, and we quote a decline of 1d to 2d per lb. in Kaisow kinds to medium Kaisow, and 1d in medium black-leaf kinds, and Canton scenteds 1d to 1½d per lb." The Circular of Messrs. Sillar and Bateman as follows:—"The year has opened with the same lively feeling noticed in our last; and though business may hardly be said to have commenced, sales have been made in second-class Oopacks and Monings from 1s 8d to 2s; Kaisows may be said to be rather easier. Souchongs are wanted up to 1s 10d, and sales are reported from 2s to 2s 3d per lb., and in Siftings from 9d upwards. Flowery Pekoe: Little or no inquiry. Oolongs: Unchanged. Scented Teas: Canton Scented Orange Pekoes are in request. In Foochow kinds transactions have taken place at 2s 3 per lb. Capers may be called a shade easier. Greens and Japans remain quiet."

SILK.—The silk market has on the whole been quiet since last mail. In China Silk business has continued on a limited scale, but the recent advices from Japan led to some excitement in the better descriptions of Mibash, &c., which has subsided since the advance in the Bank rate of discount to 8 per cent. Deliveries from 1st to 8th inclusive:—China, 853 bales; Japan, 335 bales; total, 1,188 bales.

	CHINA.	Usual Imports. s. d.		s. d.
CHINA:—	Tsatlee, No. 1 & 2	31 6	to	33 0
	,, No. 3 & 4	28 0	to	30 6
	,, Hangchow	27 6	to	28 0
	Yuenfa	20 0	to	28 6
	Taysaam	21 0	to	26 0
	,, Skeins	22 0	to	22 6
	Long Reel	21 0	to	23 0
	Canton	21 0	to	24 0
	Thrown	None.		
JAPAN:—	Mibush,	31 0	to	34 0
	Ida Bricks	25 0	to	28 0
	Sodai	27 0	to	28 0
	Oshu, re-reeled	27 0	to	28 6
	Koshu, Selé	27 0	to	28 6
	Aechezan slips	24 0	to	25 6
	Mashtah do.	24 6	to	26 6

STATE OF THE WAREHOUSES.

	Sold Stock. Jan. 1, 1866.	Jan. 1, 1865.	Unsold Stock. Jan. 1, 1866.	Jan. 1, 1865.	Delivered. Jan. 1 to Dec. 31, 1865.	Jan. 1 to Dec. 31, 1864
Bengal	3,033	2,289	1,496	2,815	9,654	8,990
China	9,505	7,427	6,740	3,495	30,630	32,159
Japan	2,314	1,883	463	1,388	12,182	17,720
Canton	1,258	279	1,214	74	1,128	2,279
Chinese Thrown	9	108	16	33	116	951

COTTON.—Business recommenced after the holidays in the London markets about the middle of last week, and a fair business was done at prices fully up to those of the week previous, till progress was checked on the 4th by the rise in the Bank rate. On Monday, the 8th, there was less disposition to buy, and prices declined about ¼d per lb., both for spot and arrival parcels. On that day 40 bales of Tinnivelly realised 17¼d for good fair. The closing quotations are:—Tinnivelly, middling fair, 16d; fair, 16¾d; good fair. 17¼d; China, the same; Japan, middling fair, 16¼d; fair, 17¼d; good fair, 17¾d. The stock in London on the 5th was 36,716 bales, against 111,293 at same time last year; of which 322 are China and Japan, against 17,292 last year. Of Ceylon and Tuticorin there were 38,109 bales afloat on the 5th January, against 28,632 at this period of last year. The stock in Liverpool on the 5th was 389,500 bales, against 496,260 bales in 1865. There is little of China and Japan offering in that market, the stock being so limited. The closing quotations on the 5th were—Middling Orleans, 21d; and fair Dhollerah, 17¾d, but prices have been rather easier there also, during the present week. The *Cotton Supply Reporter* remarks:—"The official annual report of the stock of cotton presents some features which are not altogether discouraging, for though the actual quantity in Liverpool is stated to be 370,275 bales, against 466,300 bales in 1864, there are of the large American bales 143,722, against only 23,210 at the corresponding period of the previous year, whilst of the small bales from China and Japan the returns show only 4,971, against 78,420 in 1864. The discrepancy between the actual stock of cotton at the close of each of the last two years is not in reality so great as might at first sight appear, if the weight rather than the number of the bales be in each case taken into calculation. The large quantity now in the hands of spinners, as compared with what was the case twelve months ago, must also be considered in estimating the stock of cotton at present available for consumption."

SUGAR.—The market closed last week with extreme languor; of the parcels of West India Muscovades in auction on the 5th only a small proportion was taken, so that, including the trifling sales privately, barely 230 casks have been sold, making the total in the week 840 casks. No offers being made for 1,601 bags Mauritius at public sale, they were withdrawn; 255 bags brown Native Madras were partly realised at 29s. The stock of Penang in London on the 30th December was 40,212 bags, &c., against 46,788 in 1864; of Siam and China, and Manila, 555,679 bags, &c., against 357,188 in 1864. Prices in bond on the 5th inst.:—Penang, grey and white, 27s to 28s 6d; brown and yellow, 20s to 27s; Siam and China, white, 26s 6d to 28s 6d; brown and yellow, 19s 6d to 26s; Manila, clayed, brown and yellow, 23s 6d to 25s; Muscovado, 21s to 22s. Prices at same date of 1865:—Penang, grey and white, 24s 6d to 27s; brown and yellow, 17s to 24s; Siam and China, white, 24s 6d to 27s 6d; brown and yellow, 17s to 24s; Manila, clayed, brown and yellow, 20s to 21s; Muscovado, 17s to 18s.

COFFEE.—The market for colonial sorts has opened with a languid tone, and prices in some instances have rather materially given way. The public sales of Plantation Ceylon have been confined to 260 casks, 190 barrels and bags, which were mostly realised, the common qualities at a decline of 1s to 2s per cwt.; fine ordinary mixed to fine fine ordinary, 72s 6d to 78s; low middling to good middling, 79s to 86s. Forty casks, 700 bags Native

Digitized by Google

were held for the previous value, and withdrawn, and privately very little has transpired. The quotations on the 5th inst. were:—Ceylon: Native, good ordinary to fine, 68s to 75s; ordinary, 63s 6d to 67s 6d—against, in 1865, 69s to 74s, and 65s to 68s 6d. Plantation, ordinary to fine ordinary, 70s to 76s; fine fine ordinary to middling, 77s to 85s; good middling to fine, 86s to 104s—against, in 1865, 72s to 81s, 81s 6d to 85s, and 85s 6d to 98s. Singapore, ordinary and good ordinary, 52s to 74s—against, in 1865, 53s to 74s.

RICE.—The market has been extremely quiet, and no sales of any importance are reported.

PEPPER.—Some inquiry has prevailed for Black, but as first hand parcels are held for stiff prices, no purchases have been made beyond small parcels for immediate wants, principally Singapore at 3⅞d cash, and Penang at 3¼d.

CASSIA LIGNEA.—Sales of about 500 boxes have been made privately at higher prices; middling to good middling, 95s to 98s; mouldy, 92s.

TOBACCO.—Manila Cheroots and Segars: No sales worthy of note; an arrival took place during December, the bulk of which, we believe, is for transhipment. Manila Leaf: A rather better demand has been experienced for the more leafy qualities; holders continue firm at asking prices. Japan: The recent import sold at a considerably enhanced price; supplies would be readily placed.

HIDES.—The import of Batavia, Singapore, &c., for the year 1865 has been 65,059 buffalo hides, against 40,794 hides in 1864, and 33,548 hides in 1863; from Manila, 725 hides, against 675 hides in 1864, and 2,962 hides in 1863. Buffalo hides met a ready sale without alteration in value up to March, when an advance of ¼d to ½d per lb. was established, and in September an increased demand caused a further rise of ¼d to ¾d per lb.; since then the arrivals have been large, and prices have rather receded, but are still ¼d to ¾d per lb. above those current in December, 1864. 450 Singapore buffalo have been sold during the month, best heavy at 5½d per lb. The stock consists of 10,874 Singapore, 3,974 Java, and 625 Manila buffalo hides, against 1,016 Singapore and 3,461 Java buffalo hides in 1864.

HORNS, TIPS, &c.—The import has again been small, and generally met a good demand at advancing prices throughout the year. Buffalo Horns are 2s to 5s per cwt., whilst Deer Horns are 10s to 12s per cwt. higher than in December 1864.

The Colonial Produce Market will only recommence activity during the present week, after the Christmas and New Year holidays, so that prices for most articles remain unchanged.

ARTICLES OF EXPORT.

IRON.—The quotations in London are for Welsh bars, £7 to £7. 5s.; nail rod, £8. 10s. to £9; hoops, £9. 15s. to £10; sheets, single, £10. 10s. to £10. 15s.; Staffordshire bars, £8. 10s. to £9. 10s.; rails, £7.

STEEL.—Swedish keg, £15. 10s.

COPPER.—Sheet and Sheathing, £107 to £103 per ton; yellow metal, 9d. to 9¼d. per lb.

TIN.—£102 for block; £103 for common bars. Tin plates, best charcoal, I.C. 33s. 6d. to 35s.

LEAD, &c.—English pig, W.B., £22s. 10s.; shot, patent, £24. 5s.; sheet, £22. 5s. to £22. 10s.; spelter, £22. 5s.; zinc, English sheet, £30; quicksilver, £8.

The following is from the Circular of Messrs. French and Smith:—The year now closed has not been a prosperous one for the metal trade generally; until October business was particularly dull, but in November and December a fair share of business was transacted, notwithstanding the rate of money was evidently on the advance. Iron: Both Welsh and Staffordshire have continued steady, and it is seldom that prices maintain so uniform a rate during an entire year. Scotch Pig Iron has fluctuated considerably, showing, however, a continuous advance from about 50s. to 59s., the close of November. In December, owing, to large speculative operations, it advanced to about 64s. The large decrease in the stock has told considerably in favour of improved rates; but the higher prices will without doubt increase the production, and probably check shipments. The price to-day is 65s., cash. Copper: This metal fluctuated in value the past year considerably. Commencing with the price of £90 for Tough quality, at which it continued, with some unimportant changes until the end of June, when the smelters reduced their quotations £4 per ton. This price remained steady until the middle of October, when the smelters announced an advance to £91 per ton, and later in the same month to £96 for Tough. Early in November large transactions were entered into at rather improved prices, owing to the report of a possible blockade of the Chilian port by the Spaniards, and on the announcement that the blockade was actually declared, the smelters (Nov. 15th) advanced their price £10 per ton, and the following day a further £10 per ton, making their quotations £116 for Tough Cake, but at this price they could do but very little business, as many second-hand parcels were offered at much lower rates, these parcels being gradually taken off the market, the rates improved, but notwithstanding, on the 18th ult., the smelters being tired of inactivity, reduced their quotation £10 per ton, viz., Tough to £106 per ton, which is the present price. As under the most favourable circumstances we must expect a considerable diminution in the supplies from Chili, we look for a strong market. Tin: English has been and continues in demand. Foreign: At the beginning of the past year the price of Straits tin was 90s., and went back to about 86s. 6d. to 87s. in March, which was the lowest price during the year, afterwards we had some little improvement, but the heavy stocks here and in Holland checked any material advance. The sale in Holland in June went off at several guilders higher than was anticipated, and in consequence the three months following we had a very dragging market; towards the end of September some orders of importance were received from America, and the price improved to 97s., but has now gone back to 95s., for fine quality. The quantity of Straits Tin afloat for Europe is about 1,528 tons, against 1,056 tons in 1864, and 602 tons in 1863. In addition to the stock here, there is upwards of 600 tons in ships arrived, not yet landed. Tin Plates: The makers are very full of orders, mainly for America, and during the past twelve months the price has advanced fully 5s. per box. The shipments last month were 85,000 boxes, against 50,000 boxes in December, 1864. The value of Tin Plates exported in 1865 was £1,450,000; do. in 1864, £1,250,000; do. in 1863, £1,310,000. Lead: Until nearly the end of September, Lead continued very quiet. Since that period great improvement has taken place, and the market is now very firm at quotations. Spelter: This metal has fluctuated very much, beginning the year at £19 per ton; it has varied between that price and £22. 15s. The price to-day is £22. 5s., quiet The stock on the 1st inst. was 6,419 tons, against 11,180 tons in January 1865. In other metals there is nothing to notice.

EXPORT OF BULLION TO CHINA, &c.

The following return shows the shipments of bullion from Southampton rom the 1st January by the P. and O. Company's mail steamers.

	Gold.	Silver.
Shanghai	—	£1,700
Foo-chow-Foo	—	£500
Amoy	—	—
Hong Kong	—	£20,380
Singapore	£600	£11,400
Penang	—	—
Yokohama	—	—

FROM MARSEILLES.

(BY THE P. AND O. COMPANY'S STEAMERS.)

	Gold.	Silver.
Singapore	—	—
Penang	—	—
Hong Kong	—	—
Foo-chow-Foo	—	—
Shanghai	—	—
Yokohama	—	—

PER FRENCH MAIL STEAMERS.

	Gold.	Silver.
To Singapore	—	—
To Saigon	—	—
To Batavia	—	—
To Hong Kong	—	—
To Shanghai	—	—
To Yokhama	—	—

GOLD AND SILVER.

Bar Gold (per ounce)	£3 17 9
Spanish Doubloon	3 16 0 to 3 17
United States Gold Coin	3 16 4
Silver in Bars	0 5 1¼
Mexican Dollars	0 5 0

Shipping Intelligence.

ARRIVALS.

Date.	At	From	Ship.	Captain.
Dec. 22	London	Penang	Shantung	Webster.
—	Queenstown	Moulmein	City of Quebec	
— 26	London	Colombo	Acacian	Keates.
—	Deal	China	Seawfell	Thomson.
— 24	Do.	Batavia	Cornelia Mathilde	Wulp.
— 23	Off Portland	Sourabaya	Brandon	
— 23	Liverpool	Singapore	Vigil	Thompson.
— 23	Off Dungeness	Java	Baltimore	Braake.
— 23	Off the Wight	Batavia	J. C. Schotel	
— 23	Off Plymouth	Do.	Neptunus	Lodewyks.
— 22	Off the Eddystone	Do.	Francina Wihemina	v. Winkel.
— 23	Queenstown	Bassein	Star of the Teign	Edwards.
— 9	New York	Shanghai	Caprera	Anderson.
— 9	Do.	Canton	Thorkeld	Anderson.
— 12	Do.	Shanghai	Ocean Gem	Selby.
— 26	London	Hankow	Fychow	Mathers.
— 26	Do.	Penang	Edinburgh Castle	Inglis.
— 26	Do.	Colombo	Alchymist	Archer.
— 26	Deal	Singapore	Ernst Merck	Muller.
— 25	Off Dungeness	Batavia	Kronprinsen	Bothen.
— 25	Do.	Do.	Anna Maria Wilhelmine	Turenout.
— 24	Waterford	Moulmein	Transit	Moore.
— 22	Texel	Samarang	Cornelia & Geertruids	Wielema.
— 23	Do.	Do.	Herzog Ernst	Plas.
— 22	Brouwershaven	Batavia	Graafstroom	de Boer.
—	New York	Manila	Memnon	
— 26	Deal	Batavia	Harvest Home	Harvey.
— 28	London	Foo-chow-Foo	William Mitchell	
— 26	Off Dungeness	Batavia	Schoonderloo	
— 26	Do.	Do.	Kosmopoliet	
— 26	Do.	Padang	Caduceus	
— 25	Cuxhaven	Macao	Boy Bendixen	Matthiessen.
— 24	Texel	Batavia	Arrow	Hartley.
— 25	Do.	Sourabaya	Agra	Evans.
— 25	Zierikzee	Batavia	Haamstede	Marsch.
— 28	London	Singapore	Hastings	Vincent.
— 28	Falmouth	Rangoon	Huntress	Barrow.
— 26	Brouwershaven	Batavia	Marie Lou. Antionette	Muysson.
— 28	London	Foo-chow-Foo	Bella	Turner.
— 28	Do.	Colombo	Dreadnought	Henry.
— 29	Deal	Do.	Caldera	Johns.
— 29	Do.	Singapore	Unicorn	Horn.
— 30	Liverpool	Rangoon	Beejapore	Drenning.
— 16	New York	Manila	Apollo	
Nov 12	Callao	Macao	Madge Wildfire	Moore.
Dec. 25	Do.	Canton	Claire	Ribert.
— 25	Do.	Hong Kong	Golden Dream	Brown.
— 27	Do.	Do.	Crusader	Cuming.
— 22	Buenos Ayres	Do.	Heroes of Alma	Lass.
—	New York	Do.	Western Continent	
— 29	Texel	Macassar	Mainlust	Lohse.
— 29	Do.	Batavia	Ferdinand and Louis	Nolting.
— 28	Brouwershaven	Padang	Susanna	Vonck.
— 29	Do.	Samarang	Edward and Marie	Kolff.
— 28	Zierikzee	Tjilatjap	Dorothea Henriette	Ort.
— 28	Do.	Batavia	Elise Ruger	Schweers.
— 16	New York	Colombo	Shallett	Willis.
— 16	Do.	Manila	Apollo	Warnkes.
Jan. 2	Falmouth	Singapore	Ernte	Bradhermy.
— 5	London	China	Mary Nicholson	Freebody.
— 4	Deal	Foo-chow-Foo	Horton	Fearon.
— 4	Fowey	Sumatra	Veritas	Gummel.
— 3	Helvoet	Java	Maria Elisabeth	Bonjer.
— 7	London	Penang	Peter Rohland	Raalle.

Digitized by Google

DEPARTURES.

Date.	From	For	Ship.	Captain.
Dec.	Liverpool	Yokohama	Vanda	
Nov.11	Teneriffe	Manila	Reina de los Angelos	Vildosola.
Dec.	Rotterdam	Padang	Heimath	Lange.
— 27	Liverpool	Singapore	Singapore	Holjes.
— 26	Shields	Hong Kong	Heather Bell	
— 26	Sunderland	Galle	W. E. Gladstone	Jones.
— 22	Broomielaw	Batavia	County of Argyle	Ross.
— 29	London	Singapore & Penang	Oribe	Walker.
— 29	Do.	Cardiff & Shanghai	Europa	Simpson.
— 30	Do.	Yokohama & Nagasaki	Broadwater	Young.
Nov.15	Callao	China	Frey Ventos	Castagnolo.
— 15	Do.	Do.	Lima	
— 15	Do.	Do.	Peruvian	Flett.
— 16	Do.	Do.	Chimborazo	Dean.
— 20	Do.	Do.	Flore	Latentaine.
— 20	Do.	Do.	Cesar	Nissen.
— 13	Buenos Ayres	Batavia	Almonde	Ryl.
— 24	Monte Video	Do.	Nornen	Helgesen.
Jan. 1	Sunderland	Singapore	Castilian	Pille.
—	Newcastle	Do.	Hollandia	De Jonge.
— 5	Sunderland	Do.	Dunmore	Robinson.
— 6	London	Hong Kong & Canton	Punjaub	Shrewsbury.
— 6	Do.	Shanghai	Gossamer	urphy.
— 6	Newport	Hong Kong	Congress	Wyman.

(See Commercial Postscript.)

LOADING.

At LONDON.—For Yokohama: James Longton, Isles of the South. For Yokohama and Nagasaki: Chaa-sze. For Shanghai: Westminster, Hoang Ho, Star of China. For Hong Kong: Devana. For Hong Kong and Canton: Valdivia, Dunmail, Fychow. For Singapore: Christian Rankin. For Batavia and Sourabaya, Petronella Johanna, Zephyros. For Colombo: Boldon Lawn.

At LIVERPOOL.—For Yokohama: Recife. For Shanghai: Chalgrove, Prudhoe. For Hong Kong: Everest, Golden Hind. For Singapore: Falcon, Egmond v. Hoorn, Bolivia. For Batavia and Sourabaya: Dagmar. For Manila: Eulalia, Espana. For Galle: Scott, Gabrielle Alice Duc de Malakoff.

At GLASGOW.—For Singapore and Penang; Huntly Castle.

At GREENOCK.—For Shanghai: John R. Worcester. For Galle, Kurrachee.

SPOKEN.

CAMBRIAN, for Shanghai, Nov. 11, 16 S., 33 W.
HENRIETTE, Batavia to Amsterdam, Nov. 7, near Cape of Good Hope.
THEODORE DILL, Batavia to Amsterdam, Dec. 7, lat. 11, long. 29.
CHESTER, Manila to New York, Dec. 4, lat. 31, long. 68.
ZEENIMPH, Amsterdam to Batavia, Nov. 21, 6 N., 23 W.
BRITANNIA, for Galle, Nov. 24, 10 N., 24 W.
PRESTO, Amsterdam to Batavia, Dec. 2, 5 N., 25 W.
FRANCES, London to Colombo, Nov. 24, 11 N., 29 W.
VERSON, Marseilles to Galle, Nov. 11, 20 S., 28 W (?).
EXCELSIOR, Amsterdam to Padang, Nov. 6.
KAAP HOORN, London to Batavia, Nov. 15, 11 N., 23 W.
ARAB, Macassar to Amsterdam, Nov. 1, 22 S., 4 E.
BRAGANZA, Liverpool to Batavia, Oct. 27, 20 S., 36 W.
PALESTINE, London to Colombo, 27 N., 19 W.
WILHELMINA JOHANNA. Rotterdam to Batavia, Nov. 18, 6 N., 27 W.
MAARTEN V. ROSSEM, Rotterdam to Batavia, Nov. 12, 15 S., 35 W.
BAR SLOET V. DE BEELE, Clyde to Batavia, Nov. 11, 6 S., 19 W.
HENRIETTE, Batavia to Amsterdam, Dec. 14, 40 N., 15 W.
ANGLO SAXON, London to Shanghai, 5 N., 110 E.
WHAMPOA, Batavia to Amsterdam, 22 S., 1 E.
PRESTO, Amsterdam to Batavia, Dec. 2, 5 N., 25 W.
PADANG PAQUET, Amsterdam to Batavia, Oct. 31, 32 S., 25 W.
COLUMBINE, for Shanghai, Nov. 2, 32 S., 26 W.
POLMAISE, Shanghai to London, Dec. 3, 25 S., 58 E.
NELSON, from Manila, Dec. 4, 23 S., 58 E.

FREIGHTS AND CHARTERS.

The improvement in outward freights, both for general cargoes from London, and especially for coals from Wales and the North of England, is still maintained, as our quotations below will show.

Current Rates of Freight for Vessels on the Berth:—To Yokohama: 50s. weight, 40s. to 50s. meast. To Nagasaki: The same. To Shanghai: 40s. weight, 30s. to 35s. meast. To Hong Kong: 40s. weight, 30s. meast. To Singapore: 30s. weight or measurement. To Penang: 40s. weight or measurement. To Ceylon: 40s. weight, 20s. measurement.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per Keel. For Batavia: £26. 10s. For Hong Kong: £50. For Galle: £36. For Singapore: £35 to £36. For Shanghai: £60.—From Newport, Cardiff or Swansea, per ton. For Batavia: £1. 7s. For Hong Kong: £2. 5s. to £2. 7s. 6d. For Manila: £1. 16s. For Galle: £1. 15s. For Singapore: £1. 15s. For Shanghai: £2. 15s. to £2. 17s. 6d.

CASUALTIES.

The Hollandia, de Jonge, from Newcastle for Singapore, put into Falmouth Jan. 4, with damage to rigging.

The Dovercourt, Heigho, from London, for Singapore, put back into the Downs Dec. 30, and was supplied with an anchor and part of chain to replace other lost.

MISCELLANEOUS.

At Algoa Bay, Nov. 18, from Hong Kong, Minnie Black.

The Kew Kee, Fuller, from Liverpool, for Shanghai, which put into Rio Janeiro Oct. 6, has been surveyed, and has been recommended to restow part of her cargo, after which she will be fit to proceed for her destination.

THE BANGKOK DOCK COMPANY'S NEW DOCK.

This magnificent Dock is now ready to receive Vessels of any burthen, and the attention of Shipowners, Agents, and Masters is respectfully solicited to the advantages for REPAIRING and SPARRING VESSELS, which no other Dock in the East can offer.

The following description of the Premises is submitted for the information of the public. The dimensions and depth of water being:—

Length ... ... 300 feet.
(To be extended.)
Breadth ... ... 100 ,,
Depth of water ... ... 15 ,,

The Dock is fitted with a Caisson, has a splendid entrance of 120 feet from the River, with a spacious Jetty on each side, where vessels of any size may lay at any state of the tides, to lift Masts, Boilers, &c., with powerful Lifting Shears, which are now in the course of construction.

The Dock is fitted with Steam Pumps of great power, insuring despatch in all states of the tides.

WORKSHOPS.

The Workshops comprise the different departments of Shipwrights, Mast and Block Makers, Blacksmiths, Engineers, Foundry, &c.

The whole being superintended by Europeans, who have had many years' experience in the different branches.

The workmen are the best picked men from Hong Kong and Whampoa.

The Company draws particular attention to the great advantages this Dock offers, being in a Port where the best Teak and other Timber can be had at the cheapest cost.

A Steam Saw Mill is also in connection with the Dock, to insure despatch in work.

The Keel Blocks are four feet in height, and can be taken out or shifted without cutting or causing any expense to ships having to get them removed.

The Company is also prepared to give estimates or enter into Contracts for the Repairs of Wooden or Iron Ships, the Building of New Ships, Steamboats, &c., or any kind of work connected with shipping.

All Material supplied at Market price. Vessels for Docking may lay at the Company's Buoys or Wharf free of charge, until ordered to remove by the Superintendent.

Captains of vessels before leaving the Dock must approve and sign their Dockage Bills.

All communications respecting the docking to be addressed, until further notice, to the undersigned, by whom all Bills will be signed and collected.

JOHN BUSH, Managing Director.

Bangkok, 18th Sept., 1865.
Hong Kong, 20th Oct., 1865.

TUPPER AND COMPANY.

MANUFACTURERS OF PATENT GALVANISED IRON, in Sheets, Tiles, Iron Roofs Sheds, Cisterns, Pails, Gutters, Wire for Fencing, &c.
WORKS AT BIRMINGHAM AND LONDON.
OFFICES: 61A, MOORGATE STREET, LONDON.
Merchants' orders executed with despatch.

ASIATIC BANKING CORPORATION,
Incorporated by Royal Charter.
Authorised Capital, £2,000,000. Paid-up Capital, £500,000. Reserve Fund, £175,000.
Head Office, No. 4, Lombard-street.

BOARD OF DIRECTORS.

FRANCIS BOYKETT, Esq., Chairman, (Messrs. Timothy Wiggin and Co).
JOHN A. RUSSELL, Esq., Deputy Chairman (Messrs. Grey and Coles, and Grey and Co. Bombay).
THOMAS CARDWELL, Esq. (Messrs Thomas Cardwell and Co., and Cardwell, Parsons and Co., Bombay).
CHARLES A. FEARON, Esq. (Messrs Fearon and Co.; late of Messrs. Augustine Heard and Co., China).
WILLIAM MAITLAND, Esq. (Messrs. M'Killop, Stewart and Co., Calcutta).

Agencies and Branches are established at Bombay, Calcutta, Madras, Singapore, Penang, Ceylon, Hong Kong, Shanghai, and Melbourne.

The Corporation grant Drafts, collect and negotiate Bills of Exchange, payable at the above places, issue Letters of Credit and Circular notes, and conduct every description of Banking business connected with the East. They effect the purchase and sale of Indian Securities, the receipt of Pay, Dividends, &, and undertake the safe custody of securities. They also receive Deposits, bearing interest, for fixed periods. Rates of interest and Exchange may be ascertained at the Head Office.

By order of the Board, F. W. Lawrence.
Acting General Manager.

CHARTERED MERCANTILE BANK of INDIA, LONDON, and CHINA.
Incorporated by Royal Charter.
Paid-up capital, £750,000. Reserve Fund, £250,000.

BRANCHES AND AGENCIES.

Bombay.	Colombo.	Penang.	Hong Kong.	Yokohama
Calcutta.	Kandy.		Shanghai.	
Madras.	Galle.	Singapore.	Hankow.	Mauritius

The Bank negotiates and collects bills and grants draft payable at the places above mentioned, issues letters of credit and circular notes for the use of travellers by the Overland Route, terms for which can be ascertained at the Head Office in London.

The Bank will effect the purchase or sale of Indian securities, undertakes the safe custody of same, and the receipt of interest, dividends, pay, pensions, and other moneys, for remittance through the Bank or otherwise.

The Bank receives money on deposit, on which interest will be allowed according to the length of time deposited. Particulars as to rates can be ascertained at the Head Office, 52, Threadneedle-street, London.

Office hours from 10 a.m. to 3 p.m.; Saturdays, from 10 a.m. to 2 p.m.

No. 52, Threadneedle-street, London, E.C.

PORT OF AMOY.

SHIPOWNERS, AGENTS and COMMANDERS are informed that the Dock Company's Establishments at the above Port afford every facility for REPAIRING and SPARRING VESSELS, and for CLEANING and PAINTING Iron and Steam Ships.

Their large Granite Dock, 286 feet long on the blocks, is in complete working order, and at average spring tides can take vessels drawing 16 to 17 feet water. The Dock is fitted with a Caisson Gate and with a Centrifugal Steam Pump of great power ensuring despatch in all states o the tide. An ample stock is kept on hand of Timber, Oregon Spars, Sheathing Copper and Yellow Metal, and of every description of material for Dockyard use.

The premises comprise an Engineer's Workshop, Brass Foundry, a large Smithy and Carpenter's Workshops, and the works are superintended by Resident Europeans, viz., a Shipwright, an Engineer, and a Blacksmith. Dry Godowns for the reception of vessel's stores, &c., when requiring to discharge them.

Amoy, March, 1865.

THE BANK OF HINDUSTAN, CHINA, AND JAPAN (Limited).

Head Office, 1, Bank-buildings, Lothbury, London.

Capital	...	£4,000,000
Subscribed Capital	...	3,696,100
Paid-up Capital ...	...	924,025
Reserve Fund	...	120,500

DIRECTORS.

Chairman—JAMES NUGENT DANIELL, Esq.
Deputy-Chairman—RICHARD SPOONER, Esq.

Wm. Frederick Baring, Esq.	Jas. Levick, Esq.
Thos. Cotterel, Esq.	Sassoon David Sassoon, Esq.
Philip Shore Fletcher, Esq.	J. Mackrill Smith, Esq.
Lieut. Col French	Hon. J. F. H. Stuart Wortley
William Harrison, Esq.	Henry Young, Esq.

General Manager—John Ouseley, Esq.
Secretary—R. Swire Tomlin, Esq.
Bankers—The Bank of England; the National Bank; the Alliance Bank (Limited).

EDINBURGH BRANCH.

DIRECTORS.

William Forbes, Esq., of Medwyn.
Patrick Arkley, Esq., of Dunmuld.
James Mackintosh, jun., of La Mancha, Esq., and late of Calcutta.
John A. Macrae, Esq., W.S., 39, Frederick-street, Agent.

BRANCHES AND AGENCIES.

Henry Turner, Esq., Inspector.

Bombay, Calcutta, Colombo, Kandy, Hong Kong, Shanghai, Yokohama, Singapore, Point de Galle, Manilla, Foo-chow, Ningpo, Hankow, Nagasaki, Kinkiang, Melbourne, and Sydney.

Digitized by Google

RADLEY'S HOTEL,

SOUTHAMPTON,

IMMEDIATELY OPPOSITE THE RAILWAY TERMINUS AND DOCKS

THIS FIRST-CLASS HOTEL, so well-known to most Travellers from the East and West Indies, China, the United States, Brazils, &c., is admirably situated for their convenience, Mr. RADLEY having, by careful organisation, made those arrangements that have tended so much to establish its reputation.

Mr. R. employs no touters or paid agents, but his Porters are always in attendance to meet passengers on arrival, with carriages, &c., as usual. Rooms may be engaged by letter from Malta.

PRIZE MEDAL INTERNATIONAL EXHIBITION, 1862.

BENBOW AND SON'S
PURE GLYCERINE SOAP.

ELDERFLOWER, HONEY, ALMOND, BROWN WINDSOR, &c.; also their celebrated ESS BOUQUET, JOCKEY-CLUB BOUQUET, EXTRACT of VIOLET, and other perfumes for the Handkerchief. Manufacturers of HAIR, TOOTH, and NAIL BRUSHES.

PERFUMERY and POMATUMS of every description made expressly for Foreign Climates.

12, LITTLE BRITAIN, LONDON, E.C.

NOTHING IS MORE REFRESHING THAN
RIMMEL'S

EXTRACT OF LIME JUICE AND GLYCERINE,

Which cleanses and cools the head, and gives the hair a beautiful gloss without greasing it. Price 1s. 6d., 2s. 6d., 5s.

RIMMEL'S TOILET VINEGAR

Will also be found a perfect luxury as an adjunct to the Toilet and Bath and a reviving Perfume. Price 1s., 3s. 6d., 5s.

RIMMEL'S NEW PERFUMES,

The Titiens, Indian, and Chinese Bouquet, all of delightful fragrance from 2s. 6d.

RIMMEL'S RAFRAICHISSEUR,

For producing an Ambrosial dew. Reduced to 6d.

RIMMEL'S PERFUME FOUNTAIN,

An elegant ornament for the Drawing-Room, Ball-Room, Dining Table, &c Price from £1. 10s.

EUGENE RIMMEL, Perfumer by Appointment to H.R.H. the Princess of Wales,

96, STRAND, 128, REGENT-STREET, and 24, CORNHILL, LONDON.

RENOWNED
FOR HIS SPECIAL PREPARATIONS FROM THE FAMOUS
VIOLETS OF PARMA.

ESSENCE OF VIOLETS FOR THE HANDKERCHIEF.
VIOLET POMADE LIQUEFIED.
EMOLLIENT VIOLE SOAP.
SUPERFINE VIOLET POWDER.
EAU DE TOILETTE, STRAWBERRY AND VIOLET, COLD CREAM EAU DE LAVANDE AMBREE PERFUMED OILS, &c.

A LA CORBEILLE DE FLEURS.

TRADE MARK.

ARTICLES
SPECIALLY RECOMMENDED.

EXTRACT OF VERBINA FOR THE TOILET.
EAU DE COLOGNE, EXTRA STRONG.
EXQUISITE SCENTS FOR THE HANDKERCHIEF.
HYGIENIC ELIXIR FOR THE MOUTH.
SUPERFINE MILK OF LETTUCE SOAP.
EMOLLIENT POMADE FOR PRESERVING AND BEAUTIFYING THE HAIR.

SUPERFINE PERFUMERY & TOILET SOAPS.

ED. PINAUD, CHEMIST-PERFUMER, Rue St. Martin, No. 298. PARIS.

ED. PINAUD, whose House we specially recommend, is distinguished by the strictly hygienic and tonic quality of his productions, and for this reason his articles are in high favour with the *beau monde*.

HIS Establishment is the only one of its kind in which the recent Discoveries in Chemistry and the Arts have been put into practice. The proof is that ED. PINAUD obtained the Medal at the last London Exhibition.

The Productions of this House may be obtained at the Chief Perfumers in France and Abroad.

BOYVEAU LAFFECTEUR'S ROB.

The only one authorised and adopted in France, Belgium, Austria and Russia.

THIS Vegetable Syrup, prepared and guaranteed genuine by the signature of Dr. GIRAUDEAU DE ST. GERVAIS, is very superior to the purifying syrups. It effects a radical cure, without mercury in all affections of the skin, scurf, scrofula, &c., and symptoms arising from the acrid state of the humours. The Rob is especially valuable in diseases which have resisted the effect of mercury or iodide of potash. The general entrepot of 12, RUE RICHER, PARIS.

Sold Retail.—London: Jozeau, Hannay. New York: Fougera, Gaudelet, Milhau. Gibraltar: Patron and Danilowich Malta: Dr. Pirotti, Bugeja, Magri, and Eolando, Esperanza. Alexandria: Bellamore, Galette, Pernnie, Bombay: Framjee Nesserwanjee and Co. Singapore: Martin and Little Batavia: L. Platon and Co. Macao J. D. Freati.

HOLLOWAY'S OINTMENT.—Turn which way you will, go where you please, persons will be found who have a ready word of praise for this Ointment. For chaps, chafes, scalds, bruises, and sprains, it is an invaluable remedy; for bad legs caused by accident or cold it may be confidently relied upon for effecting a sound and permanent cure. In cases of swelled ankles, erysipelas, gout, and rheumatism, Holloway's Ointment gives the greatest comfort by reducing the inflammation, cooling the blood, soothing the nerves, adjusting the circulation, and expelling the impurities. This Ointment should have a place in every nursery. It will cure the long list of skin affections which originate in childhood and gain strength with the child's growth.

Bottled Ales and Wines, &c.

"NO BUYERS for the BEST BRANDS, unless RE-PACKED," in consequence of repeated BREAKAGE.—Melbourne Journal of Commerce, Nov. 16. Heating and Breakage entirely prevented, and 15 per cent. saved in Freight of Cases by using SYMER'S BOTTLE PACKINGS AND COOLERS.

Price 4d. per doz. Bottlers contracting for large quantities effect so great a saving in labour, &c., that they can supply them at one-fourth less in price to Shippers, who will find it most profitable to order their goods to be so packed in future. In use by all the leading London houses.—T. WHITEHEAD, 37, EASTCHEAP, E.C Sole Manufacturer.

THE CHINA TRADERS' MARINE INSURANCE SOCIETY OF HONG KONG (Limited).

CAPITAL, 1,000,000 dols.
In 200 Shares of 5,000 dols. each. 1,000 dols. per Share Paid up.

CONSULTING COMMITTEE.
William Neilson, Esq. (Messrs. Olyphant and Co.)
J. W. Maclellan, Esq. (Manager Commercial Bank Corporation.
Richard Deacon, Esq. (Messrs. John Burd and Co.)

GENERAL AGENTS.
Messrs. Augustine Heard and Co.

The Allotment of Shares will take place on the 3rd day of October next, and further Applications for Shares will be received until the 3rd of October next.

Application to be made in the form given below, and addressed to the General Agents, from whom any information can be obtained.

FORM OF APPLICATION FOR SHARES.

To the General Agents of the China Traders' Marine Insurance Society of Hong Kong (Limited).

Gentlemen,—I hereby request that the Committee will allot to me shares in the above Company, and I agree to accept such shares, or any less number which may be allotted to me, and to pay the first call of One thousand Dollars per Share, and further calls to such amount and at such times and in such manner as may be authorised by the Articles of Association of the said Company, and to subscribe the Articles of Association when called on to do so.

I am, Gentlemen,
Your obdient Servant.

Hong Kong, Sept. 7, 1865.

R. L. SOUTHERN AND Co.
MERCHANTS AND AGENTS,

6, MINCING-LANE, LONDON, E.C.

COWASJEE DINSHAW,

Close to the Landing Place. Depot of

EUROPEAN, CHINA, AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality. Bombay-made Soda Water and Lemonade. Perfumery, Confectionery, Oil man's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.

STEAMER POINT, ADEN.

Drawing and Reading-room free to Passengers.

THE "LONDON AND CHINA EXPRESS" ON SALE

UMBRELLAS and SUNSHADES suitable for all Foreign Markets and the Colonies are supplied to Shippers on the most favourable terms by JOHN MORLAND and SONS, Wholesale Manufacturers 50, Eastcheap, London-bridge, City. Silk, Alpaca, Gingham Steel Frames, Canes, Fittings and all kinds of Materia for the Trade. Oiled and japanned silks and cambrics.

CAUTION.

THE GROSS FRAUDS which continue to be practised by obscure manufacturers, more particularly in Germany, by imitating the Labels attached to JOHN GOSNELL and Co.'s PERFUMERY, render it imperative upon the Proprietors to Caution the public against such nefarious proceedings, and to request their friends and patrons to purchase only of respectable dealers, who import direct from JOHN GOSNELL and Co., and invite special attention to the address, 12, THREE KING-COURT, LOMBARD-STREET, LONDON, E.C.

JOHN GOSNELL and Co.'s SELECT PERFUMES.—Ess Bouquet, Royal Yacht Club Bouquet, Jockey Club Perfume, Essence of Wood Violet, Victoria Bouquet, Garibaldi Bouquet, Frangipanni, Military Bouquet, The Bride's Bouquet, Tea Rose, Russian Leather Perfume.

JOHN GOSNELL and Co.'s Toilet Vinegar, Inexhaustible Salts, Aromatic Vinegar, Aromatic Eau de Cologne.

JOHN GOSNELL and Co.'s Prince of Wales Perfumes

JOHN GOSNELL and Co.'s Princess Alexandra Perfume.

JOHN GOSNELL and Co.'s La Noblesse Perfume.

JOHN GOSNELL and Co.'s La Noblesse Pomade.

JOHN GOSNELL and Co.'s La Noblesse Soap.

JOHN GOSNELL and Co.'s Real Old Brown Windsor Soap.

JOHN GOSNELL and Co.'s Golden Oil—Moelline—Macassar Oil, Bear's Grease, &c., for the Hair.

JOHN GOSNELL and Co.'s Extra Highly Scented Toilet and Nursery Powder.

JOHN GOSNELL and Co.'s Stereodesmic or Dentists Tooth Brushes and Trichosaron Hair Brushes, warranted to purchasers.

JOHN GOSNELL and Co.'s Instantaneous Hair Dye.

JOHN GOSNELL and Co.'s Cherry Tooth Paste is greatly superior to any tooth powder, gives the teeth a pearl-like whiteness, protects the enamel from decay, and imparts a pleasing fragrance to the breath.

NOTHING IMPOSSIBLE.—The Greatest and most Useful Invention of the day, AGUA AMARELLA.—Messrs. JOHN GOSNELL and CO., 12, Three King-court, Lombard-street, London, Perfumers to Her Majesty, respectfully offer to the public this truly marvellous fluid, which gradually restores the human hair to its pristine hue—no matter at what age. The Agua Amarella has none of the properties of dyes; it, on the contrary, is beneficial to the system, and when the hair is once restored one application per month will keep it in perfect colour. Price One Guinea per bottle; half bottles, 10s. 6d.

JOHN GOSNELL and Co., Perfumers to Her Majesty and by Special Appointment to H.R.H. the Princess of Wales, London.

Digitized by Google

OVERLAND ROUTE.

COMMUNICATION by STEAM to INDIA, AUSTRALIA, &c., *via* EGYPT.—The PENINSULAR and ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels at their London Offices for Gibraltar, Malta, Egypt, Aden, Ceylon, Madras, Calcutta, the Straits, and China, by their steamers leaving Southampton on the 4th and 20th of every month. For Gibraltar Malta, Egypt, Aden, and Bombay by those of the 12th and 27th of each month; and for Mauritius, King George's Sound, Melbourne, and Sydney, by the steamers leaving Southampton on the 10th of every month.

For further particulars apply at the Company's Offices 122, Leadenhall-street, London, E.C., or Oriental-place Southampton.

OVERLAND ROUTE VIA MARSEILLES.

SERVICES MARITIMES DES MESSAGERIES IMPERIALES.

FRENCH MAIL STEAM PACKETS.

The 19th of every Month, at 2 P.M. for—

MESSINA, ALEXANDRIA, ADEN, POINT DE GALLE (Ceylon), PONDICHERRY MADRAS, CALCUTTA, SINGAPORE, BATAVIA, SAIGON, HONG KONG, SHANGHAI, and JAPAN.

The 9th of every Month for—

MESSINA, ALEXANDRIA, ADEN, SEYCHELLES REUNION, MAURITIUS.

For passage, freight, and information apply to B. W. and H. HORNE, 4, Moorgate-street, London; G. H. FLETCHER and Co., Liverpool; at the offices of the Services Maritimes des Messageries Imperiales in Paris, Lyons, Bordeaux, and Marseilles: or to SMITH and Co., Rotterdam.

*** Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.

ORIENTAL, AUSTRALIAN, AND GENERAL STEAM AGENCY, AND GLOBE PARCEL EXPRESS.

PARCELS, PACKAGES, and MERCHANDISE forwarded, and PASSAGES engaged to all parts of the world. Baggage collected and shipped, insurances effected, &c.

CALCUTTA, MADRAS, CEYLON, and ADEN—Overland, 4th and 20th of every month.

BOMBAY and ADEN—Overland, 12th and 27th.

CHINA, SINGAPORE, and EASTERN SEAS—Overland, 4th and 20th.

AUSTRALIA and MAURITIUS—Overland, 20th.

INDIA, CHINA, and AUSTRALIA—Via Cape of Good Hope, Clipper Ships, weekly.

Prospectuses, with through rate to 500 places, free on application.

G. W. WHEATLEY and Co. (late Wagnorn), 150, Leadenhall-street, E.C.; CHAPLIN'S Regent-circus W. and 23, Regent-street, S.W.

STEAM COMMUNICATION between SINGAPORE and MANILA.—The steamer REYNA, under the Spanish flag, now runs regularly between the above P[illegible] taking Freight and Passengers

AGE IN SINGAPORE.
Messrs. PAT ON, SIMONS, and CO.
AGE IN MANILA.
PHILLIPS, MOORE, and CO.

INDIA AND CHINA.

ROBERTSON and CO. will despatch the following first-class VESSELS to their respective destinations. They are well adapted for their several trades, and are confidently recommended to their friends:—

Destination.	Ships.	Docks.	To Sail.
Shanghai	Star of China	W.I.D.	With des.
Hong Kong	Devana ...	W.I.D.	Jan.
Kanagawa & Nagasaki	Chaa-sze ...	W.I.D.	With des.
Kanagawa	Ellen Rodger	W.I.D.	With des.
Singapore & Penang...	Frederica ...	W.I.D.	With des.

Apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.

CHINA and JAPAN.—The following splendid first-class clipper SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	Last Ship. Day.
Hong Kong & Whampoa ...	Mary Nicholson ...	A1 13 yr.	E.I.D.	With des.
Kanagawa and Yokohama ...	Isles of the South ...	A1 13 yr.	E.I.D.	With des.

For Freight or Passage apply to KILLICK, MARTIN and Co., 28, Nicholas-lane, Lombard-street, E.C.

FROM LIVERPOOL.

Destination.	Ships.	Tons	Class.	To Sail.
Shanghai ...	Vigil... ...	550	AA 1 —	Imm.
Hong Kong & Whampoa ...	Everest ...	571	—	"
Hong Kong & Whampoa ...	Veronica ...	332	A 1 14 yrs.	"
Batavia & Soorabaya ...	Dagmar ...	700	2-3rds	"
Madras... ...	Cestrian ...	1215	2-3rds	"

For terms of Freight or Passage apply to MCDIARMID, GREENSHIELDS, and Co., Liverpool.

INDIA, CHINA, AND AUSTRALIA.

SHAW, LOWTHER, & MAXTON will despatch the following high-classed VESSELS to their respective destinations:—

Ships.	Class.	Destination.	Docks.	Date of sailing
Westminster .	A 1 13 yrs.	Shanghai ...	E.I.D.	Jan. 20
Dunmail ...	A 1 14 yrs.	Hong Kong & Whampoa ...	L.D.	Jan. 25
Reigate ...	A 1 12 yrs.	Melbourne ...	Ditto	Feb. 1
William Cole .	A 1 12 yrs.	Sydney ...	Ditto	Feb. 5

For Freight or Passage apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings, E.C.

GOODS OVERLAND TO INDIA, CHINA, AND JAPAN, AT REDUCED RATES.

THE SPLENDID SCREW-STEAMER SHAFTESBURY, 680 tons. A 1 at Lloyd's, only three years' old, will take a limited quantity of goods, at the following low rates:—

From Liverpool through to Singapore, £10 per ton.
From Liverpool through to Hong Kong, £11 per ton.
From Liverpool through to Shanghai ... £12 per ton.
From Liverpool through to Yokohama £13 per ton.

And will be despatched from Suez (where she has just arrived, after a very rapid passage, from Japan, with a cargo of silk worms' eggs) immediately on receipt of goods leaving Livierpool per steamer of the 20th inst. Goods will be received in Liverpool until midnight on the 18th, if not previously full.

For Freight or Passage apply in London to A. HOWDEN, SONS and Co., 19, Birchin-lane; in Glasgow, to ALEXANDER MALCOLM, jun., 13, Dixon-street; in Liverpool to WAKEFIELD, NASH and Co., Owners, or to E. C. FRIEND and Co., Brokers.

All goods to be marked with the port of destination.

STEAM TO CHINA FROM LIVERPOOL.—The new screw steamer, AGAMEMNON, Captain MIDDLETON, 1,615 tons register, will be despatched on or about the 20th of March (the exact day to be fixed hereafter) for Mauritius, Penang, Singapore, Hong Kong, and Shanghae. Cargo taken by special agreement. Has good accommodation for passengers.

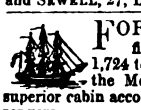
Apply to ALFRED HOLT, 1, India-buildings, Liverpool.

The AJAX, and ACHILLES, similar steamers, will follow.

With Immediate Despatch.

DIRECT for HONG KONG and WHAMPOA, the magnificent Aberdeen-built clipper ship FYCHOW, A 1 fourteen years, 710 tons register, loading in the East India Docks. This splendid high-classed ship, built in 1863, by Messrs. A. Hall and Co., is strongly recommended to shippers of fine goods.

For Freight or Passage apply to GELLATLY, HANKEY, and SEWELL, 27, Leadenhall-street, E.C.



FOR HONG KONG Direct, the first-class London clipper ship EAGLE, 1,724 tons register. This fine vessel will leave the Mersey on or about the 25th inst.; has superior cabin accommodation for a few first-class passengers.

For particulars apply to Captain CUTHBERT, on board the vessel, Birkenhead Docks; or to S. R. GRAVES, Baltic-buildings.

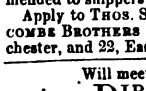
LINE of PACKETS for YOKOHAMA, Japan.—Has three-fourths of her cargo engaged, and will have prompt despatch.—Loading in Salthouse Dock, the splendid iron clipper barque RECIVE, 465 tons, A 1 at Lloyd's for twelve years, and twenty years in the Liverpool book; only three years old, sails very fast, and as a conveyance for fine goods cannot be surpassed.

For Freight or Passage apply to Messrs. C. SAUNDERS and Co.; Messrs. WAKEFIELD, NASH, and Co.; or to E. C. FRIEND and Co., Brokers.

SHANGHAI, Direct.—From Greenock (guaranteed to sail on the 15th inst., full or not) the JOHN R. WORCESTER, 850 tons register, A 1 twelve years at Lloyd's, twenty years A 1 in Liverpool register. Built this year specially for the China trade. She will be loaded to an easy draught of water, and can be confidently recommended to shippers in every respect.

Apply to THOS. SKINNER and Co., Glasgow; or to ESCOMBE BROTHERS and Co., Cross Street-chambers, Manchester, and 22, Eastcheap, London.

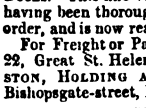
Will meet with very quick Despatch.



DIRECT for COLOMBO, the fine fast-sailing British-built ship BOLDEN LAWN, A1, 551 tons register, JAMES HIBBERT, Commander; loading in the West India Docks. This fine vessel has just come out of dry Dock, having been thoroughly overhauled, and put in first-rate order, and is now ready to receive cargo.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's Bishopsgate-street; or to LIVINGSTON, HOLDING AND BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

To Sail 1st February. Last Shipping Day 30th January. Having nearly the whole of her cargo engaged.



FOR RANGOON, With liberty to call at Akyab, the fine fast-sailing Ship FORTITUDE, 608 Tons Register, J. BOOTH, Commander; London Docks. This well-known Vessel, built by Messrs. Tindall and Co., at Scarborough, was originally classed A 1, 12 years. She has recently returned from Singapore with a very valuable cargo, which she has discharged in first-rate order. Now quite ready to receive goods, and will be despatched as above.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

LINE of PACKETS for SINGAPORE.—Guaranteed first vessel after the Falcon. All rates subject to special agreement.—The splendid clipper ship HENRY ELLIS, J. L. PHILLIPS, Commander; 413 tons register; A 1 at Lloyd's; coppered and copper-fastened; well known in the Chinese trade as one of the fastest opium clippers afloat. Loading in Prince's Dock.

Apply to MORS LE BLANCH and Co., 43 and 43, The Albany.

THE CHINESE COMMERCIAL GUIDE.

CONTAINING Treaties, Tariffs Regulations, Tables, &c., useful in the trade of China and Eastern Asia, with an Appendix of Sailing Directions for those Seas and Coasts, by S. WELLS WILLIAMS, LL.D. Fifth Edition.

Hong Kong, SHORTREDE and Co.; London Agent, P. ALGAR, 11, Clement's-lane, E.C. Price Two Guineas.

THE MONEY MARKET REVIEW

A WEEKLY JOURNAL OF THE HIGHEST CLASS,

EXCLUSIVELY DEVOTED TO THE DISCUSSION OF COMMERCIAL AND FINANCIAL TOPICS.

PUBLISHED EVERY SATURDAY

TERMS OF SUBSCRIPTION.

PAYABLE IN ADVANCE.

Single Paper ... ... 6d. Yearly £1 6

BY POST.

Single Paper ... ... 7d. Yearly £1 10s

*** Post-office orders to be made payable to FRANCIS FISHER, 23, Birchin-lane, Cornhill, London, E.C.

"CHINA MAIL" OFFICE.

PUBLISHED at this Office, No. 2, WYNDHAM-STREET (back of the Club):—

1.—THE EVENING MAIL,

EVERY DAY.

PRICE,—2 dols. per month.

TERMS OF ADVERTISING.—First insertion, Ten lines and under, 1 dol.; each additional line, 10 cents. Subsequent insertions, per week, 50 cents and 5 cents—("Auction" Notices excepted, for which only One Charge per week is made).

2.—THE CHINA MAIL,

ONCE A WEEK.

(On Thursday Night.)

PRICE—15 dols. per annum; Single Copies, 44 cents.

ADVERTISING.—First insertion, Five lines, 1 dol.; each additional line, 20 cents. Subsequent insertions, 50 cent. and 10 cents.

Keating's Cough Lozenges.

JUDGED BY THE IMMENSE DEMAND this Universal Remedy now stands the first in public favour and confidence: this result has been acquired by the test of fifty years' experience. These Lozenges may be found on sale in every British colony, and throughout India and China. They have been esteemed wherever introduced. For COUGHS, ASTHMA, and all affections of the Throat and Chest, they are the most agreeable and efficacious remedy.

Prepared and sold in boxes and tins of various sizes, by THOMAS KEATING, Chemist, &c., 79, St. Paul's Churchyard, London. Sold retail by all druggists and patent medicine vendors in the world.

N.B.—To prevent spurious imitations, please to observe that the words "KEATING'S COUGH LOZENGES" are engraven on the Government Stamp of each Box, without which none are genuine.

THE LONDON AND CHINA TELEGRAPH.

THE EIGHTH Volume of this JOURNAL commenced on the 4th of January, 1866. The Subscription for the three numbers per month is 30s. per annum, including Postage, and to the Export Supplement 12s. Terms for advertising, 2s. 6d. per five lines; and 6d. for each additional line.

Subscriptions and Advertisements received abroad by the following Agents:—

Paris	G. W. YAPP, Rue de la Michodiere No. 13.
Amsterdam	LOMAN AND VERSTER.
Rotterdam.....	P. C. HOOG.
New York	WILMER AND ROGERS.
Gibraltar.....	W. SPEED.
Malta	G. MUIR.
Alexandria...	F. HAY
Aden	COWASJEE DINSHAW.
Suez.....	
Bombay	CHESSON AND WOODHALL.
Calcutta.....	SANDERS, CONES, AND CO.
Point de Galle	G. D. ANTHANISZ.
Colombo.....	Mr. VANDORT.
Kandy.....	W. A. ARCHBALD.
Labuan, Sarawak, and Singapore ...	JOHN LITTLE & Co., Singapore.
Penang	SANDILANDS, BUTTERY AND CO
Bangkok.....	SCOTT AND CO.
Batavia	HUNTER, HOUGHTON, AND CO.
Anjer—Straits of Sunda	G. SCHUIT, Anjer Hotel.
Manila	PHILLIPS, MOORE, AND CO.
Hong Kong, Canton, Macao, & Swatow,	JAMES GARDINER, Hong Kong.
Amoy	BELLAMY AND Co.
Foo-Chow-Foo	HEDGE AND CO.
Shanghai.....	H. FOGG AND CO.
Tien-Tsin	JAMES HENDERSON.
Nagasaki—Japan ...	PIGNATEL AND CO.
Yokohoma	HANSARD AND BLACK.

OFFICE, 12, GEORGE-YARD, LOMBARD-STREET, LONDON, E.C.

Printed for the Proprietors by WOODFALL and KINDER Milford-lane, Strand, W.C., and published by JOHN ELLISON, at the Office of the "LONDON AND CHINA TELEGRAPH," 12, George-yard, Lombard-street, E.C., in the parish of St. Edmund the King.—Saturday, Jan. 13, 1866.

Digitized by Google

The London and China Telegraph.
新聞紙

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON ARRIVAL OF THE MAILS, about the 4th, 14th, and 28th, in connection with the "LONDON AND CHINA EXPRESS,"
A SUMMARY OF NEWS FOR THE OUTWARD MAILS OF 10th, 17th, and 26th.

VOL. VIII.—No. 198.] LONDON, MONDAY, JAN. 29, 1866. [Price 9d., with Sup., 1s. 3d.—Sub. 30s. per ann., postage included, Sup. 12s. extra.

Latest Advices.

	From London.	Arrived out.	HOMEWARD. Arrived in London this day.
JAPAN—			
Yokohama	Sept. 26	Nov. 26	Dec. 1
Nagasaki			„ 5
Hakodadi			
CHINA—Peking			„ 1
Tien-tsin			
Chefoo			
New-chwang			
Hankow			„ 2
Kiu-kiang			
Chin-kiang			
Shanghai	Sept. 26	Nov. 21	„ 9
Ningpo			„ 7
Foo-Chow			„ 9
Formosa—Tamsuy			
Amoy			
Swatow			
Hong Kong	Oct. 26	Dec. 12	„ 15
Canton			
Macao			
PHILIPPINES—			
Manila	Sept. 26	Nov. 21	Nov. 7
COCHIN-CHINA—			
Saigon	„ 10		
SIAM— Bangkok			
BORNEO—			
Labuan	„ 6		
Sarawak			
JAVA—			
Batavia			„ 16
MALACCA STRAITS—			
Singapore	Nov. 10	Dec. 14	Dec. 23
Penang	„	Nov. 12	„ 25

The French mail due on the 5th prox. has not yet been telegraphed from Suez, owing to the interruption on the line. The following mail, due on the 13th, has been announced from Galle, and the items conveyed are the defeat of Tseng Kwo Fan by the Nienfei, and the success of the expedition to Osaka.

List of Passengers.

PASSENGERS INWARD.

By this mail, per P. and O. Company's steamer Massilia, arrived at Marseilles, Jan. 27.—From Shanghai: Mr. G. A Moss, Major Bde. Hippolite. From Hong Kong: Mr. Eblers, Mrs. Preston, infant, and two European servants, Messrs. Lockwood, Lawrence, J. O. Tent, How, and Thomas. From Singapore: Mr. St. Jullien, Mr. Castilla, Mr. Kingsmile, and one second-class passenger.

To Southampton per Nyanza, expected to arrive Feb. 2.—From Yokohama: Rev. H. E. Yoeman, R.N. From Shanghai: Three second-class passengers. From Hong Kong: Mr. W. N. Payne and four second-class passengers. From Singapore: Mrs. Dawson and two children and one second-class passenger. From Penang: One second-class passenger.

PASSENGERS OUTWARD.

Per P. and O. steamer Ripon, from Southampton, Jan. 20.—To Penang: Mr. J. Macfarlane. To Ceylon: Mr. and Mrs. Shipton, infant, and European servant, Mr. R. G. Burne, Mr. G. F. Walker, Mr. J. Brodie, Mr. J. Mouat, Mr. Harper, six children, and European servant, Mr. H. W. M. Smith, Mr. E. J. Jones, Ensign Forjett, and four second-class passengers. To Shanghai: Dr. R. Thin, Mr. R. J. Schwabe, Mrs. Hargreaves, two children, and European servant. To Hong Kong: Miss Arnot, Mr. W. E. Jowitt, Mr. Melhuish. To Calcutta: Mr. F. Maynard, Mr. and Mrs J. Cowie and two children, Miss Cowie and European female servant, Mr. Sadler, Captain Sanderlands, Mrs. Jenning and child, Mrs. A. C. de Reuzy, infant, and ayah, Miss E. Wallace, Mr. M. Berbee, Mrs. Swanson, infant, and child, Mr. W. Graham, Miss E. P. Colls, Major Mainwaring Mr. R. Scott, Captain Pearse, and twenty-one second-class passengers, Mr. F. Campbell. To Madras: Ensign Parker, Lieut. C. Harris, Mr. O. W. Gray, Captain and Mrs. Ashburnham, infant, and European servant. To Suez: One second-class passenger. To Alexandria: One second-class passenger.

From Marseilles, Jan. 28.—To Hong Kong: Mrs. J. B. Endicott and child, Baron von Carlovitz, Mr. F. B. Johnson, Miss Kate Newton, Mr. D. M. Forbes, Mr. and Mrs. D. Smith. To Shanghai: Mr. A. Bavier and friend. To Singapore: Mr. V. T. Van Dolder and native servant, Dr. J. Rowell. To Ceylon: Mr. C. Rose. To Calcutta: Mrs. Colonel H. Nicole, two Misses Nicole, Miss Durand, Lady Mansfield and European servant, Lieut. Hennessey, Mr. A. C. Paddar, Ensign Gibbs, Mr. and Mrs. J. S. Armstrong, Mr. and Mrs. Jardine, Mr. P. A. Walker, Mrs. H. Hogg and European servant, Mr. W. H. Coxe, Captain M. Heathcote, Captain C. G. Heathcote, Major Faithful, Miss A. Fawers, Mr. Underwood. To Madras: Mr. Bostock, Surgeon-Major Kennedy, Lieut. J. Mortimer, Mr. F. Agnew, Mrs. Burnaby.

From Malta.—To Calcutta: Colonel Herbert, six native gentlemen, and four native male servants.

From Suez.—To Madras: Lieut. and Mrs. Cunningham.

Per P. and O. steamer, from Southampton, Jan. 27.—To Hong Kong, via Bombay: Captain Hector.

From Marseilles, Feb. 4.—To Singapore, via Bombay: Mr. R. G. Wright.

Per P. and O. steamer, from Southampton, Feb. 4.—To Hong Kong: Dr. and Mrs. Dods, Mr. and Mrs. J. C. Power, Mr. R. B. Jones, Mr. W. M. Reeves. Mr. P. B. Marshall. To Shanghai: Mr. R. N. Newby. To Singapore: Rev. W. Jeffrey, Mr. Dugald Munn. To Ceylon: Mr. and Mrs. Folkard, Mr. and Mrs. Nasmyth and friend, Mr. C. Liddelon, Mr. W. G. L. Yorke, Mr. N. F. Walpore.

From Marseilles, Feb. 12.—To Ceylon: Mr. R. and Mrs. Kydd, Mr. A. Spitteler. To Hong Kong: Mr. T. G. Newton.

From Suez.—To Hong Kong: Mr. and Mrs. Kruger.

Per P. and O. steamer, from Southampton, Feb. 12.—To Singapore, via Bombay: Messrs. Nelson and Skelton.

Per P. and O. steamer, from Southampton, Feb. 20.—To Ceylon: Mr. and Mrs. Carver, Mr. Mainwaring, Mr. R. J. Callander, Mr. G. Hawthorne. To Shanghai: Mr. Vachell, Mr. W. H. Taylor. To Singapore: Lieut. R. Taylor.

From Marseilles, Feb. 28.—To Hong Kong: Dr. J. Carnegie, Dr. Manson. To Shanghai: Miss Finlay, Mr. F. E. Wright.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

The latest date from this port is 1st December. The allied fleets returned from Hiogo on the 27th November, having accomplished the object of their mission. The *Japan Herald* gives the following account of the negotiations which happily terminated in the Mikado giving his consent to the ratification of the treaties:—

"The Tycoon and his Government had information (more or less) of the intention of the foreign representatives to visit Osaka.

"On the arrival of the fleet the Tycoon was at Kioto awaiting the final orders of the Mikado respecting Nagato. On the very day on which the foreign ships dropped anchor off Hiogo he received a *djeen baori* (war dress) and a *tatchi* (war sword).

"The foreign Ministers at once sent officers to Osaka to take to the Gorojio letters, in which was stated the requirements of the treaty Powers, viz.:—

"1. The ratification of treaties by the Mikado.

"2. The opening of Hiogo.

"3. The revision of the tariff.

"Two or three days afterwards the members of the Gorojio came themselves to Hiogo, and had an interview with our Ministers. After relating what had been done to induce the Mikado to sanction the treaties, after having repeatedly asserted that without this sanction the execution of the treaties was almost impossible, they added the declaration that the question was a very dangerous one, on account of the hostile feelings entertained by many towards foreigners. At the close of a very long conference, the Gorojio promised to add their exertions to those of the Tycoon, and spare no trouble to obtain this sanction, which, they said, was 'as necessary to the Tycoon himself as to the foreigners.'

"Accordingly the following day high officials were sent to Kioto; and meanwhile the officers of the various legations were at work at Osaka, busily employed in explaining and illustrating the intentions and fixed resolutions of the representatives.

"Our Ministers considered that a prompt and energetic diplomatic action was requisite to effect the desired end. The Gorojio called again, and agreed with the Ministers that the utmost efforts of the Tycoon and his Government were indispensable, and that no time should be lost in discussing the matter with the Council of the Mikado. Ten days were then given for a final reply.

"Whilst these negotiations were going on at Osaka Kioto was in an indescribable state. Emissaries of Daimios rushed in to counter-order the departure of the Tycoon. Rouins made horrible threats against the life of the Tycoon, and even of the Mikado himself.

"The Mikado begged that the men-of-war should be removed at once, and declared he would not sanction the treaties. He then ordered the removal of Abe Boungo-no Kami and Matsmai Idzumino Kami from the Gorojio, and took from them their title of Kami.

"These two Daimios were ordered at once to retire to their dominions, and to express their regret for the favour they had shown to the foreign cause.

Digitized by Google

"The Tycoon and his Government were stupefied at this unexampled audacity of Kioto; they thought that from such an act to the deposition of the Tycoon by the Mikado the distance was small.

"Osaka and Kioto were in a state of revolution. The foreign representatives were informed of all these changes, but they became more determined than ever, encouraged by the Tycoon and his Ministers.

"A letter, which we hope we shall be permitted to publish in a few days, was to be sent to the Mikado. In this letter the Tycoon offered to retire, and begged that the Tycoonate might fall into the hands of Stots-bashi, and the command of the army be entrusted to his relatives, the Daimios of Owari and Kichou. In order to prove to the Mikado and his Court that he was in earnest, he ordered the eight Japanese steamers at anchor before Hiogo to move at once to Osaka, to be ready to convey him to Yedo.

"Happily, this letter was stopped, and the Tycoon was told that it was a shame for himself, and a disgrace to his ancestors, to abdicate, when he was at the head of an army numbering 300,000 men, and to yield to a miserable faction, tyrannising over the Mikado and his Council.

"Another most remarkable document, which we shall probably be hereafter authorised to publish, was at once prepared and dispatched to Kioto. In this masterpiece of Japanese literature the Tycoon entreats the Mikado to give his sanction—and, to support his diplomatic note, he moved with 34,000 of his best troops to Foushimi, about eight miles from Kioto. There he sent for some members of the Mikado's Council, but the reply was that the emissaries of hostile Daimios and the Ronins were in such a rage that it was unsafe for them to undertake the journey. The Mikado, indeed, gave the Tycoon to understand that his presence was necessary to protect his own sacred person.

"The Tycoon at once proceeded to Kioto, with 2,000 troops, ordered some Daimios, officers, apparently Ronins, and in the employ of high members of the Mikado's Council, to be apprehended, and assembled all the representatives of the Daimios actually at Kioto.

"The excitement was great, the crisis fearful. The officers of the legations sent to Osaka, on a special mission, met only the stern and sorrowful faces of the Tycoon's followers, all more or less ready to perform the haru kiri, should the Tycoon be compelled to retire. This painful excitement lasted three days. The representatives of the four Powers, almost hourly informed of the state of affairs, were during all this time busily engaged day and night.

"The Japanese fleet was now ordered to leave Hiogo and Osaka, and take refuge in the Bay of Youra.

"The crisis was hourly approaching. The member of Gorogio Ogasawara Iki-no Kami, throughout the whole of the night of November 22, discussed with thirty-six deputies of the Daimios, the question of the sanction of the treaties. He succeeded in persuading them; but there were invisible enemies round the Mikado, and he himself feared for his life.

"At last all the members of the Gorojio, the great Matskis and high officials of the Tycoon, with Stots-bashi at their head, called on the Mikado, and prostrated themselves at his Majesty's feet. The Mikado was moved; but messages containing threats were brought in every minute, and the Sacred Emperor was still hesitating, when all the high officers declared they would die at once should they not obtain what they had been sent for. Stots-bashi went so far as to take hold of the Mikado, respectfully swearing that he would not loosen his hold until his Majesty sanctioned the treaties. Finally, Knambaku, the first officer of the Mikado, was directed to bring him the book of the irrevocable wills, and the sanction was given.

The change was instantaneous. Where all was fear and distrust, confidence and resolution became triumphant. All congratulated each other on the issue of their patient labours; all expressed the strongest confidence in the future; and they could well say with the utmost truth, 'We have accomplished a good and great work!'

The following is a copy of the notification in which Sir Harry Parkes announced the result:—

"NOTIFICATION.

"The undersigned, Her Britannic Majesty's Envoy Extraordinary and Minister Plenipotentiary, has the satisfaction of making known for the information of all subjects of Her Majesty, that the negotiation in which he has been engaged at Osaka, in concert with his colleagues the representatives of France, the United States of America, and Holland, have been attended with the following results:—

"1. The Mikado has given his formal sanction to the treaties concluded by the Tycoon with the foreign Powers.

"2. Negotiations for the revision of the tariff on a basis agreed upon will at once be proceeded with at Yedo.

"3. The opening of the port of Hiogo and the city of Osaka is guaranteed at the time mentioned in the London Convention of 1862, or an earlier date if circumstances should permit.

"HARRY S. PARKES,
"Her Britannic Majesty's Envoy Extraordinary and Minister Plenipotentiary in Japan."

The *Overland Herald* says:—

"As to the opening of the port of Hiogo and the city of Osaka, some disappointment will probably be felt by those who imagined that the aim of the negotiations, which have for some time been pending, was the curtailment of the period assigned by the Convention of London. It is now arranged that no subterfuges will be accepted as valid reasons for still further postponing the fulfilment of the third article of the Treaty of 1859, but that on the day named, if not sooner, Hiogo and Osaka will be added to the three ports already open. This, indeed, is all that we could have expected, for Japan, as a Sovereign State, has in no way injured us since the ratification of the treaty. That is to say, we have been unable to trace any of the deeds of violence of which we have had to complain further than to their perpetrators or immediate instigators, who have in all cases been princes or Daimios whom we could not recognise diplomatically. But we have at length reached the fountain head, and we have now every reason to believe that the treaties have been made with Japan, and not with one out of a number of isolated potentates. The importance of such a measure has already been amply proved in China. But for our penetration within the walls of the capital our relations would now be in the same state as that into which they fell after the treaty of 1842. We have only to congratulate ourselves that by courage and tact the British Minister with his colleagues have, without bloodshed, gained an advantage in Japan to gain which in China cost the lives of thousands."

Sir Harry Parkes had left in the *Perseus* for Shanghai to meet Lady Parkes, who was expected by the next mail. The *Leopard* had gone to Nagasaki, and several of the other ships for Hong Kong, to be recommissioned.

The trial of G. Gluckmeyer for an assault on Mr. Bickerby (particulars of which were given in our last issue) took place at the United States Consulate on the 18th November, and ended by a verdict of damages for the plaintiff, 6¼ cents. The proceedings fill many columns in the local papers, showing throughout a degree of incompetence and injustice that render Mr. Fisher a disgrace to the flag he represents. The day after the trial, a public meeting was held at the residence of Mr. Morrison, the manager of the Central Bank of Western India, for the purpose of eliciting opinion on the subject of the conduct of the Consul. We have not full details of the proceedings, but the general result was the adoption of a memorial, addressed to the Consuls of England, France, Holland, Prussia, Portugal, and Switzerland, protesting against the gross injustice of the decision.

NAGASAKI.

The Russian steamer *America*, having the Admiral of the Siberian squadron on board, arrived from Nicholaiefsk on the 24th November. The *America* was to have left for Shanghai on the 3rd December. The Admiral was to return home by the present mail, and the *America* to be docked. The *Variag*, which arrived in Nagasaki on the 30th November, was under orders to proceed to Hakodadi, but she will immediately return to winter quarters at Nagasaki. The steamer *Sir Harry Parkes* has been sold to the Prince of Kaga, but the amount paid for her is not yet known. The sale of the *Elgin* is reported. The Japanese have not yet taken delivery of the *Wild Wave*, *Union*, or *Ayrshire Lass*.

CHINA.

PEKING.

A Gazette dated Nov. 14th has reinstated Prince Kung, all his honours and dignities. The former edicts are virtually repealed, and the Prince now stands higher than ever in Imperial favour.

We have no reports as to the official reception of Sir R. Alcock. The above notification, however, appears to distinctly refute the telegrams received lately that the anti-foreigners were in the ascendancy, unless, indeed, Prince Kung has altered his policy, which we do not believe. The telegrams sent to us from Galle are becoming very troublesome, owing to their being sent on by persons unacquainted with China and Japan affairs.

TIEN-TSIN.

H.M.S. *Barossa*, one of the vessels which accompanied Sir R. Alcock from Shanghai, has returned to the latter port. We are happy to state that the whole of the treasure sunk from the *Barossa* has been recovered. At first it was tried to get hold of it by means of grapnels. This, however, was found to be impracticable, as the weight in the box caused the gunwale, thwarts, or anything the grapnel got hold of, to give way. A new expedient was then proposed, viz., the employment of Chinese divers. These men went under the water to a depth of about twenty-five to thirty feet, and fastened a rope's end on to the handles of three boxes one day, and 5 boxes the next, which were then hauled by the *Barossa's* men into a boat lying alongside. The divers were under water on an average about forty odd seconds; one man performed the extraordinary feat of keeping under water fifty-eight seconds. The total value of the money thus recovered was sixteen thousand dollars. The

Digitized by Google

ship's men, with grapnels, saved one box containing two thousand dollars, and the Chinamen, having fixed a line round the sole remaining thwart in the sunk boat, and a grapnel having been fixed forward, the boat itself, containing one thousand dollars, was raised, thus completing the recovery of the whole $19,000.

The following is from the report of Messrs. Platt and Co. :—

In cotton piece goods the market until the 12th instant was firm but quiet, and prices gained rather than lost on our former quotations, owing to the scarcity of stock. Since then, however, a decided improvement has taken place in prices, with an increased demand. We quote 7 lb. grey shirtings at 3 tls. to tls. 3.20 per piece, and 8 lb. at from tls. 3.50 to tls. 3.70. The importation this month has been small. Raw Cotton: The last few days purchasers have submitted to staples which have been formerly condemned as dirty; and whilst on the 11th instant prices were weak at 12 tls. per picul, there is now none on the spot procurable under tls. 14.50 per picul. The most recent sales were made at 14 tls. per picul, and for delivery in the winter at tls. 12.40 per picul.

Woollen goods are only inquired for in small parcels, but Spanish stripes, long ells, and good camlets are scarce, and could be placed in small quantities to advantage.

CHEKIANG.

Amongst the recent appointments to posts of dignity and emolument in the capital, we notice that of one Ping Pu-tsing, a doctor from Shang-yin-hsien, in the province of Chekiang, to the preceptorship of the young prince Chung Chun, a cousin of the reigning Emperor. In spite of the ravages of the rebels and the destruction of all the principal libraries, Chekiang still sustains its reputation as the cradle of genius. No higher distinction can be conferred on a scholar than an appointment to act as a tutor in the Imperial family.

CHINKIANG.

From this port we learn that the troops have left the neighbourhood. The Sung-tzu camp (Kwo Sung-ling's men), now commanded by Yi Ying-kang, has been removed to Ch'u-chou fu, and the Hsun-tzu camp, which is still under Yang Ting-hsun, to So-chieu hsien. These places are situated not far from the boundary of Shantung and Honan.

NANKING.

Li Futai has lately received what may be considered a most decided snub from the Peking Government. Since his elevation to the office of Acting Tsung-tiu of the two Kiang he has constantly forwarded reports to the Throne relative to his temporary jurisdiction. The Pekingese authorities seem to have thought that he was presuming on his dignity, and displaying too great a readiness to write in a dictatorial manner. They have in consequence decreed that no reports are to be forwarded by Li Hung-chang except in concer with Tseng Kwo-fan, and this restriction is said to extend even to reports regarding the affairs of Kiangsu, upon which Li, as Governor, has hitherto had an unquestioned right to communicate with the Throne directly. We presume there was some little spite to be gratified on the part of one of the high officials at the capital, and through his influence Li Futai was favoured with the jeremiad to which we have just alluded.

SHANGHAI.

The English mail of 10th Oct. and the French mail of 17th were both overdue; dates are to the morning of the 9th Dec.

Rowdyism appears to be still rampant. Three Frenchmen named LaValette, Fournier and Benedetti were brought to Shanghai from Amoy under arrest, on the charge of murder and robbery, preferred against them by the Chinese authorities. At their trial, however, no evidence of these crimes was forthcoming, and they were necessarily discharged; but with unblushing effrontery they openly avowed to the French Consul General their intention of forthwith repairing to Formosa to aid in a projected rebellion, and even described the resources and objects of the insurgents, whom they intended to assist in driving the Chinese from the island. This the Consul General considered a sufficient reason for locking them up until the departure of a French man of war, when they will be deported.

With reference to the rebellion, the following is from the *North China Herald* :—

Native couriers report the collection of enormous masses of Nienfei in Shantung and Honan. In the former province trade is completely paralysed, and Tseng Kwo-fan is said to be retreating rapidly towards the Yellow River. This he finds no easy task, as the Nienfei take every opportunity of harassing his troops as they pass through the narrow mountain defiles, which afford the only egress from the valleys in which they were encamped. To judge by the statements made by our informant, Tseng Kwo-fan is almost surrounded, but this is probably an exaggeration. It is, however, beyond doubt that his situation is at the present moment most critical. From the same source we also learn that the Kuantung rebels have made an irruption into Kiangsi, and are devastating the country, burning villages, and otherwise spreading the new gospel of peace. The Lieh-tai of Kiangsu has despatched a Wei-yuan to Hanchow to make inquiries into the matter.

Richard Stephens, who was committed for trial before the Supreme Court on a charge of murder, and subsequently escaped from the Consular Gaol at Hankow, was recaptured by the Consular Constable, on a raft about forty miles from Hankow. He has now, in company with his accomplices, William Garde and John Watt, arrived at the Shanghai Consular Gaol, where they await their trial.

John Clements and Thomas Goldsmith, who were convicted by W. H. Payne Esq., H. M. Acting Vice-Consul at Taku, of being drunk and disorderly, disobeying orders, striking the master, altering the course of the vessel and endangering the safety of their ship, the *Make*, and sentenced, the former to two and the latter to six months' imprisonment with hard labour, have arrived per Steamer *Ying-tsze-fei*, in order to undergo their sentences in H. M. Consular Gaol at this port there being but very defective aol accommodation at Taku and, Tientsin.

The collision case of the *'Fire* [*Dart v.* the *Emperor* was heard before Sir Harry Parkes, and the Consular decision being in favour of the *Emperor*, the owners of the other steamer appealed to the Chief Superintendent of Trade at Peking, and his confirmation of the judgment of the Consular Court was notified to the parties concerned by Consul Winchester.

On the 30th Nov. the festival of St. Andrew, the Patron Saint of Scotland, was celebrated by the Scotch members of the community with much eclat, two large banquets being given.

At a meeting of the North China branch of the Asiatic Society, a paper was read on the "Hieroglyphic Character of the Chinese written Language," by Mr. Jamieson.

At a meeting at Ningpo, the proposed branch Post-office of the Municipal Council at Shanghai was condemned.

The following articles have been agreed on between Mr. Wade, our acting Minister, and Prince Kung :—

Article I.—Whenever a ship or goods belonging to a British subject may be seized in a port of China by the Customs, the seizure is to be reported without delay to the Superintendent. If he consider the seizure justified, he will direct the Foreign Commissioner of Customs to give notice to the party to whom the ship or goods are declared to belong, that the ship or goods have been seized because such or such an irregularity has been committed, and that the said ship or goods will be confiscated, unless, before noon on a certain day, being the sixth day from the date of the delivery of the notice, the Superintendent receive from the British Consul an official application to have the case fully investigated.

The British subject to whom the ship or goods belong, if prepared to maintain that the alleged irregularity has not been committed, is free to appeal, within the term of six days, direct to the Commissioner. If satisfied with his explanations, the Superintendent will direct the release of the ship or goods; otherwise, if he elect not so to appeal to the Customs, or, if after receiving his explanations, the Superintendent still decline to release the ship or goods, he may appeal to his Consul who will write to inform the Superintendent of the particulars of his appeal, and to request him (the Superintendent) to name a day for the public investigation of the evidence on which the action of the Customs is founded.

Art. II.—The Superintendent, on receipt of the Consul's communication, will name a day for meeting him at the Custom House, and the Consul will desire the merchant to appear with his witnesses at the Custom House on the day named, and will, himself, on that day, proceed to the Custom House. The Superintendent will invite the Consul to take his seat with him. The Commissioner of Customs will also be seated to assist the Superintendent. Proceedings will be opened by the Superintendent, who will call on the Customs' employés who have seized the ship or goods to state the circumstances which occasioned the seizure and will question them according to their evidence. Whatever the merchant interested may have to state in contradiction of their evidence, he will state to the Consul, who will cross-examine them for him. Such will be the proceedings in the interest of truth and fairness. The Consul and Superintendent may, if they see fit, appoint deputies to meet at the Custom House in their stead; in which case the order of proceeding will be the same as if they were present in person.

Article III.—Notes will be taken of the statements of all parties examined, and the paper containing these will be signed and sealed by the Consul and the Superintendent. The room will then be cleared, and the Superintendent will then inform the Consul of the course he proposes to pursue. If he propose to confiscate the vessel or goods, and the Consul dissent, the merchant interested may appeal, and the Consul having given notice of the appeal to the Superintendent, they will forward copies of the above notes, the Consul to his Minister, and the Superintendent to the Yamen of Foreign Affairs at Peking. If the Consul agree with the Superintendent that the ship or goods ought to be confiscated, the merchant will not be entitled to appeal. In no case will the release of ship or goods entitle the merchant to indemnification for the seizure, whether these be released after the investigation at the Custom House or after appeal to the high authorities of both nations at Peking.

Article IV.—The case being referred to superior authority, the merchant interested shall be at liberty to give a bond binding himself to pay

Digitized by Google

the full value of the ship or goods attached, should the ultimate decision be against him; which bond, being sealed with the Consular seal and deposited with the Superintendent, the Superintendent will restore to the merchant the ship or goods attached, and when the superior authority shall have decided whether so much money is to be paid, or the whole of the property seized and confiscated, the merchant will be called on to pay accordingly.

If the merchant decline to give the necessary security, the ship or merchandize attached will be detained. But whether the decision of the superior authority be favourable to the appellant or not, the appellant wil not be entitled to claim indemnity.

HONG KONG.

The English mail of the 10th of October, which broke down at Penang in the *Behar*, arrived in part per French mail of the 17th on the 4th of December. The passengers and cargo had, however, to wait for the following mail of the 26th of October, which arrived out on the 12th of December. Dates are now down to the 15th.

The weather during the fortnight had been, though somewhat wet, neither unseasonably cold nor too warm for November. The health of the colony appears to have improved with the cooling down of the summer months.

The Criminal Sessions closed on the 25th, after the disposal of some twenty-two cases. A Chinaman who was caught running off with some property belonging to Mr. Dalziel, and who broke his head on the curb-stone in the race, received eighteen months' hard labour.—The trial of the great piracy case resulted in the discharge of thirteen of the pirates and conviction of two only, who were sentenced (after some discussion as to their eligibility to the gallows) to five years' penal servitude, and to be flogged three times, receiving in all one hundred and fifty lashes each.—In one case before the Court the prisoner was reported dead; his bail sureties, on the plea being rejected as unsatisfactory, at once paid in the amount of the bail, which fact speaks for itself clearly enough.—A Parsee gentleman had died during the week from the effects of injuries received in an attack made on his bungalow some time ago, in which, it was said, the police rendered no assistance until after the departure of the ruffians.

The pirates have received another check near Amoy by the gunboat *Grasshopper*, the details of which are as follows:—Several Fuhchau junks, laden with timber, put into Port Matheson for shelter from a gale; here they found themselves in company with four Ningpo junks, and a large, heavily-armed lorcha—the latter doubtless, a professional pirate. Seeing the timber boats at anchor, the pirates boarded and took possession, demanded eight hundred taels for the release of each, and took with them hostages from the captured crews. The *Grasshopper*, chancing to enter Port Matheson, received information of the illegal transaction then pending. On this she at once proceeded to capture the pirates, who, however, made a most determined resistance, one shot from an 18-pounder on board the lorcha piercing her quarter. While the fight was going on, the steamer *Pootung*—which has been converted into a Chinese gunboat—appeared, to which the *Grasshopper* signalled for assistance. After a hard fight, the lorcha blew up, a few of its crew gaining the shore, while three or four were picked up by our men. Either two or three of the junks were afterwards destroyed, and another smaller one, with seventeen prisoners, was captured and taken into Amoy. These worthies had been delivered over to the mandarins, who ordered their speedy execution on an appointed day. Several Europeans had expressed a wish to witness the ceremony of decapitation, but the interesting event had been put off.

H.M.S. *Rattler*, with the gun-boat *Bouncer* in tow, left Nagasaki on the 5th of December. They encountered very heavy winds; and on the 8th, during the night, the tow-rope broke; and at 2·50 A.M. on the day following, the vessels came in collision, the *Rattler* striking the *Bouncer* upon her port bow, carrying away the vessel's fore and mizen masts, the cook's galley, bulwarks, boats, and guns, and causing much further damage. The gun-boat beginning to make a good deal of water, she would very soon have sunk, had not the *Rattler's* boats come to her assistance. It being very rough weather at the time, and the vessel being in much danger, it was thought advisable to ask for volunteers from either of the vessels to go on board of her and endeavour, with the assistance of *Rattler*, to get her into port. The whole of the gallant crew of the *Bouncer* immediately responded to the call, and by their arduous exertions managed to keep the vessel from sinking. From her general appearance, she seems totally unfit for further service.

A somewhat interesting ceremony took place in the harbour on the 5th December, the launch of a pretty little gunboat. She is intended to be the first of a number of gunboats for the Portuguese Government to be built by the same firm—Messrs. John Riach and Co.; and was christened the *Camoes* as she slipped gracefully into the water. Her length is 100 feet, her beam is 18 feet, and the depth of her hold is 8 feet; her engines are 40 nominal, working up to double that power.

The *Opossum*, gunboat, tender to Her Majesty's ship *Princess Charlotte*, at Hong Kong, has been despatched to Kulan, in which neighbourhood some daring piracies have been committed; one, it was reported, on a European vessel.

The *Josefita and Almira*, which conveyed coolies from Macao to Havanna, arrived back on the 11th Dec., *via* New York, with a general cargo. She reports having landed at Havanna 568 coolies out of 571.

The following records another case of piracy:—

The *Bentinck*, James Thomas, master, put back having been surprised by pirates, in Chimo Bay on 9th December, with loss of two men, portion of the cargo, master's and crew's effects, ships stores furniture, &c.:—On the 4th, sailed from Hong Kong bound to Ningpo, with a general cargo, and crew consisting of 14 men, all went well, and on the 8th instant, being in with Chimo Bay, and blowing a fresh increasing gale from E. to N., I considered it would be advantageous to the progress to the passage to anchor in the said Chimo Bay till 3 or 4 o'clock the following morning, accordingly came to in six fathoms. At 5.15 P.M., set the regular watch, with orders to call all hands if any suspicious craft were approaching the ship. At 2.15 A.M., the second mate called all hands saying there was a junk apparently coming alongside. We all got on deck almost immediately, but in a moment the junk sheered up on the port quarter, heaving stinkpots and firing pistols shots on board as she ranged alongside. I saw some of the men run to the firearms a few of which were on deck, but as some of the pirates were by that time on board, I ordered them (my crew) not to fire a shot, but to get down below immediately as I considered it then the only chance for their lives. We then all made below, the deck being by that time covered with pirates. On their getting hold of me, the apparent leader ordered me to showed him where the opium and 2,000 dollars were stowed; as we had neither, I could not tell him; he persisted that we had, as he had information from Canton that it was put on board. In the meantime they were rifling every place on board the ship, breaking the hatches open, &c., and dragging me with them, with continually threats of being shot, &c. As day was breaking they all at once at a signal left the ship, leaving me in the main hold. I extinguished all the lights they had been using, and watched the junk leave the ship. I then got on deck and with the second mate began to muster the men. When we found two missing, viz., James Collier (A.B.) and William Tally (A.B.), and consider they must have been chased over the bows and shot in the water. All the remainder of the crew were unhurt, myself being the only one with either marks or bruises. The pirates had robbed the vessel of a portion of the cargo, ship stores, and furniture, and crew's and master's effects, and breaking the cabin lockers and doors, and rifling the cabin of everything of value.—JAMES THOMAS, Master.

The following is from the Government *Gazette*:—"His Excellency the Acting Governor has sanctioned a properly qualified surveyor being temporarily attached to the Surveyor General's Department for the special purpose of making a new survey of Victoria. A sum of 2,000 dols. is offered by way of remuneration."

A cricket match, "Military *v.* Civilians," occupied three days, and resulted in a victory for the civilians with five wickets to spare, The Garrison Glee and Madrigal Society's concert had also taken place, and proved a decided success.

SIAM.

BANGKOK.

We have the *Siam Times* of the 16th November. Mr. Knox, the Consul, had been subpœnaed by the Court at Rangoon, on a trial in which he had, it is stated, favoured one of the parties in an unjust manner. The result will, of course, reach us from Rangoon.

MALACCA STRAITS.

SINGAPORE.

From this port we have dates to 23rd December.

The London mail of the 10th November arrived on the 14th December, by the P. and O. Company's steamer *Jeddo*. The French steamer, with the mails of the 17th November, had not made her appearance. The present homeward mail was brought down from China by the steamer *Singapore*, but was sent on from Singapore by the *Behar*, which vessel had completed her repairs.

There was some talk of Government purchasing a new Government House, at the distance of about three miles from town. The present Government residence is about a mile and a-half from town, and the inconvenience to those who have business to transact at the Governor's office is, on account of even this distance, already very great; unless, therefore, the Governor has an office in town, it is feared that this evil will be still further increased.

The screw steamer *Far East*, Captain Jones, arrived on the 12th December from Calcutta, and left on the 13th for Hong Kong.

The progress of the Dutch on the north-east coast of Sumatra continues to afford an ample source of discussion. The *Straits Times* is of opinion that the terms of the treaty with Holland of 1824 are far too clear and precise to afford us any pretext for exclaiming against such acquisitions of territory or influence the Dutch may choose to make in Sumatra; but at the same time, it is highly important that the exact nature and extent of these acquisitions should be ascertained, and that our local Government should be in a position to secure that they do not in any way interfere with that free trade and those equal commercial privileges which are guaranteed by this same treaty of 1824, and which, if preserved to us, will make our neighbours' progress in Sumatra as beneficial to English commerce as to their own.

The American steamer *Fusi-yama* anchored in the harbour on the 12th December, *en route* to Yokohama. She is reported to be for the Japanese Government.

H.M.'s steamer *Serpent*, Captain Bullock, from England (*via* Batavia), arrived on the 16th December, on her way to China.

The *Straits Times* states that H.M.'s Straits gunboat *Tonze* has been sold to the superintendent of the Labuan Coal Company (Limited) for the sum of 4,500 dols.

Digitized by Google

H.M.'s steamer *Banterer* was expected to leave shortly for Malacca, and would be replaced by H.M.'s steamer *Coquette*, from Batavia, about the beginning of the year.

H.M.'s steamer *Orontes*, Captain Hire, with 974 European troops on board from Mauritius, with dates to the 26th November, arrived on the 14th December *en route* for Hong Kong.

Births, Marriages, and Deaths.

(Announcements for Subscribers are made free of charge.)

BIRTHS.

AINSLIE—On the 25th Nov., the wife of T. A. Ainslie, M.D., of Tientsin, of a daughter.
BOOTH—On the 10th Dec., at Hong Kong, the wife of Arthur Booth, of a son.
COHEN—On the 13th Jan., at Allendale, Edgbaston, Birmingham, the wife of Edward Cohen, Esq., of a daughter.
COBBOLD—On the 15th Jan., at Ufford, Suffolk, the wife of Ernest St. G. Cobbold, Esq., of a son.
DANTON—On the 12th Dec., at East Point, Hong Kong, the wife of Edward Danton, of a daughter.
DUMONT—On the 28th Nov., at Shanghai, the wife of A. Dumont, of a daughter.
EDWARDS—On the 18th Jan., at Surbiton, Kingston-on-Thames, the wife of Henry Ferne Edwards, Esq., of San Francisco and Hong Kong, of a daughter.
HEWETT—On the 14th Jan., at Eastern-parade, Southsea, the wife of Capt. W. N. W. Hewett, R.N., V.C., H.M.S. Basilisk, of a daughter.
JORGENSON—On the 24th Nov., at the General Hospital, Shanghai, Captain A. T. Jorgensen, late Master of the Danish brig Insulaneren.
MURRAY—On the 2nd Dec., at Hong Kong, the wife of Assistant Commissary-General James William Murray, of a daughter.
SCOTT—On the 19th Dec., at Abbotsford, Singapore, the wife of W. R. Scott, Esq., of a daughter.
WAGNER—On the 11th Dec., at 22, Hollywood-road, Hong Kong, the wife of Herr C. Wagner, of a daughter.

MARRIAGES.

BROAD—ROPER.—On the 20th Jan., at St. George's Church, Hanover-square, by the Rev. T. W. Bray, Charles Henry Broad, Esq., late of the War-office, widower, to Frances Mary, widow of the late W. H. Roper, Esq., of China, and Tenby Lodge, Kingston, Surrey.
GAVIN—SCOTT.—On the 11th inst., at 4, Bonnington Place, Edinburgh, by the Rev. James Grant, D.D., D.C.L., Oxon, of St. Mary's, John Gavin, Esq., Civil Engineer and Architect, of Hankow, China, to Mary Scott, only daughter of George Walker, Esq., M.D. No cards.
LOW—HOARE.—On the 11th Dec., at Christ Church, Forest-hill, by the Rev. W. Taylor Jones, M.A., Principal of Sydenham College, assisted by the Rev. J. M. Clarke, M.A., incumbent, S. P. Low, of Round Hill Villa, Sydenham, and 55, Parliament street, to Emma S., elder daughter of Joseph Hoare, of Carisbrooke House, Forest-hill.
SCHAALJE—ANGEBEEK.—On the 12th Dec., at Rhio, M. Schaalje, Esq., to Henrietta Elizabeth, eldest daughter of J. E. Van Angebeek, Esq., of Rhio.
STOREY—DOUGLAS.—On the 24th Oct., by special licence, at St. Phillip's Church, Sydney, by the Ven. Rev. the Dean of Sydney, Charles, only son of C. H. Storey, of Hong Kong, to Elizabeth Forsyth H., only daughter of Alexander Douglas, of Sydney N.S. Wales.

DEATHS.

BANNERMAN—On the 21st Jan., at his residence, 25, Connaught-square, Hyde-park, Jas. Bannerman, Esq., late of the H.E.I.C.C.S. in China, in his 71st year.
BLAMIRE—On the 24th Nov., at Solferino, Natal, from protracted disease contracted on service in China, and borne with great fortitude, Lieut.-Colonel Blamire, 99th Regt.
HAMILTON—On the 11th Dec., at sea, William Hamilton, second officer of the P. and O. Co.'s steamship Ottawa.
MARTIN—On the 6th Dec., at Somerset Hospital, Green Point, Capetown, Thomas Martin, Esq., per passenger ship Norwood, from Shanghai.
MCSORLEY—On the 26th Nov., drowned, at Nagasaki, Edward McSorley, late surgeon, H.M.S. Rattler, deeply regretted by all his shipmates.
MELLISS—On the 30th Nov., at Yokohama, Alexander M. Melliss, late of Shanghai.
ROZARIO—On the 10th Dec., at Hong Kong, Miguel Benjamim do Rozario, for many years a compositor in the *China Mail* office, aged 42 years.
RUTTER—On the 24th Jan., at Glebelands, Mitcham, Surrey, Alice Edith, the infant daughter of Isaac Campbell Rutter, aged seven months.
WHEELOCK—On the 25th Nov., suddenly, at Shanghai, John Andrews Wheelock.

EXCHANGES ON LONDON.

[For dates, see first page.]

		Bank.	Private.
At Yokohama	6 months sight.	4s. 5d.	4s. 5½d. to 4s. 6d.
At Shanghai (per Tael.)	6 ditto	6s. 2¼d.	6s. 3d.
At Canton, At Hong Kong, At Macao	6 ditto	4s. 7d.	4s. 7½d. to 4s. 8½d.
At Singapore	6 ditto	4s. 7d.	4s. 7½d. to 4s. 8d.
At Manila	6 ditto		

At Shanghai, Bills on India, Rs. 298 to 299 per 100 taels. At Hong Kong, Rs. 219 per $100. Bar Silver at Shanghai, 111 taels; at Hong Kong, 10½ per cent. prem. Mexican dollars at Shanghai, taels 72 per 100, and Exchange on Hong Kong, 27 discount. Hong Kong and Shanghai Bank shares, 9½ prem.; Gas Company, 30 prem; Hong Kong and Whampoa Docks, 45 prem.

COMMERCIAL REPORT.

CHINA EXPORTS.

TEA.—Canton: The transactions in this market were very limited until yesterday, when some large settlements of Common Scented Orange Pekoe were reported at prices establishing an advance of about one tael on last quotations. Country Congous: Two more chops have arrived, which increases our stock to four (common Oonahms), for which the teamen are firm, asking fully 3 tls. over last home rates. Canton-Greens: 4,000 boxes have been settled, principally for England, consisting of common at 11 to 13 tls., and fine to finest 23 to 25 taels. Canton made Teas: Holders are still very firm for all scented teas, especially for those of finer descriptions, but buyers since receipt of last mail's news, show less eagerness to purchase. Some 2,000 half-chests Powchong have found buyers for America at full prices.

AMOY.—A few days after our last report an active competition arose for Oolongs, and an average rise of about $2 was observable on common to fair cargo teas, while some of the finer grades were taken at $3 to $4 above their previous values. The advance was not long sustained, and latterly settlements have been made on about at par with last month's quotations. Oolongs: Arrivals have come to hand more freely than was anticipated, and during the month 27,148 packages have found buyers. We quote Ankoi mixed and common cargo grades $16.50 to $20; fair cargo, $21 to $25; good, $26 to $29; fine to finest, $29 to $35. Ankois: 333 packages good clean tea have been settled at $15 to $16. Congous: Have shown no noticeable change. Settlements comprising 2,954 packages, at $12 for low ordinary, and $16 to $20 for common to rather flowery kinds.

FOOCHOW.—The following is a report of the transactions for the fortnight. Congoes: 18,362 chests, 18,360 half-chests, and 972 boxes, at 7½ to 14¾ taels for dust and broken leaf, 14 to 18½ for common to good common, and 18½ to 27½ taels for flavoury to good flavoury. Souchongs: 585 chests, fair at 24½ taels. Oolongs: 10,500 half-chests, at 14½ to 15½ taels for inferior, 17½ to 21 for common to fair cargo, and 25 to 26 taels for good cargo. Scented: 636 boxes dusty leaf, at 15 taels.

SHANGHAI.—Settlements amount to 11,400 chests at 19 to 29 tls. for common to good Oonahms, and 26 to 29 tls. for fair to good Oopack and Ningchow kinds. Reshipments have been 2,500 chests, and the stock comprises about 23 chops or 6,500 chests. Green Teas: Settlements of Moyunes and Fychows have been to a fair extent at previous rates, while an advance of one tael may be quoted for Pingsueys. There is but little doubt that the supply of all descriptions will fall short of last season, and we anticipate a good business after the arrival of the mail. Settlements have been 22 chops, or 13,800 half-chests Fychow and Moyune at tls. 27½ to 46, and 4 chops, or 2,300 half-chests Pingsuey at 34 to 36 tls. proportion. Re-shipments have been 10,600 half-chests, and the stock is estimated at 16,000 half-chests Fychows and Moyunes, 3,300 half-chests Pingsueys and 3,530 half-chests local packed Fychows.

HANKOW.—The present season is now rapidly drawing to a close, and many of the teamen and brokers have already returned to Canton, the former, we doubt not, being perfectly satisfied with the result of their operations, which must have exceeded their most sanguine expectations. The business of the month has been chiefly confined to purchases for the Shanghai market. Settlements amounting to 3 chops Oonahm, at prices varying from taels 14.25 to 19 per picul, and 2 chops Oopacks at 20 to 25 taels, the more recent purchases showing an advance of 1 to 1.50 taels on former quotations.

KIUKIANG.—Green Teas: Operations had been continued by buyers for the American market, and as much as 43 tls. proportion (equal 51 tls. in Shanghai) had been paid for one chop. Total settlements reached 18,000 half-chests, leaving about 10,000 half-chests on the market. Teamen were unanimous in stating that no more than 30,000 packages remained to come forward, which would make the season's supply at Kiukiang aggregate about 125,000 against a total of 230,000 packages last season. The growers had already made large profits, and were accordingly very firm, having no need to press sales.

YOKOHAMA.—Our last market report was dated the 14th inst., since then our tea market as not been quite so active; transactions have taken place to a fair extent in good medium and fine teas at about our quotations of last fortnight; a few small parcels have been settled at high rates. In prices we make no make no material alteration. Settlements for the fortnight amount to about 5,000 piculs, leaving a stock at present on the market of about 1,000 piculs.

RAW SILK.—This mail brings 960 bales and 175 cases to Southampton, 117 bales to Marseilles, and 194 cases to Bombay.

CANTON.—The inquiry mentioned in our last has still continued, and a considerable business again been done, the sales of the fortnight amounting to no less than 750 piculs. The better kinds, getting more scarce, have advanced $5 to 10, and this has been pretty generally established in all kinds. The seventh crop is expected in a fortnight, and, on account of present high rates, some of it is expected to be offered on this market instead of being used for native consumption.

SHANGHAI.—The business done has been little more than nominal, comprising only 150 bales at even slightly higher rates than those last given. Only 200 bales have come to hand, and dealers show no disposition to press forward what little remains unsold. There is no change in stock. The quotations must be considered nominal. The current quotations are:—Tsatlees, chops No. 1; tls. 620 to 630 per picul; Taysaams, chops No. 1; tls. 530 to 540; do. No. 2, do. 500 to 510.

YOKOHAMA.—The downward tendency of prices which we noticed at the departure of the last mail steamer having further developed itself, several buyers seized the occasion to purchase, when a fair quantity of Silk was settled at a reduction of $20 to 40 on the previous rates. But this did not last long; the value of the dollar in the native market, receded again, and the prices soon returned to the former point, with this difference, however, that the foreign exchanges have also risen in the meantime, and that consequently the prime cost of the article is higher. The total settlements of this season amount now to 6,000 bales, against 7,000 at the same time last year, showing a deficiency which, in all probability, will become more and more marked as we go on. The unsold stock on the market is about 500 piculs, composed almost exclusively of hank silk, of medium and inferior description with an extremely proportion of really good and fine. A few parcels of Sodai, Oshio and Coshio Silk have down and found buyers at our quotations:—Ida: Medium, 830 to 850 tls.; do. inferior, 750 to 800 tls. Mybash and Sinchu: Best parcels offering, 860 to 885; do. medium, 830 to 850 tls.; do. inferior, 750 to 810 tls. Oshio: Best, 850 tls.; do. medium, 780 to 800 tls. Sodai: Best, 840 tls.

CAMPHOR.—Hong Kong: The sales during the fortnight comprise 150 piculs Formosa, at $24 unpacked, and 150 piculs Japan, at $21 unpacked. The market is now bare of stocks, and the above sales must be considered as to-day's quotations.

CHINA IMPORTS.

HONG KONG.

COTTON YARN.—The quotations for this article do not show any change during the fortnight, and the extreme smallness of stocks alone accounts for the trifling sales which have been effected. 91 bales only have found buyers in this colony during the fortnight; while from Amoy we hear of settlements of 55 bales at $55.50 to $69.50 per picul. Grey Shirtings: The dealers continue to act very cautiously, and do not show any inclination to increase their present stocks, and prices are rather weak, although no actual change can be made in quotations. The sales reported amount to 4,500 pieces sold to Chinese buyers, about 10,000 pieces purchased by foreigners "to arrive," and 4,700

Digitized by Google

pieces of "sea damaged goods," which have been placed by public auction. In Amoy settlements are put at 600 pieces 8⅓ lbs. at $5.15 per piece, while in Foochow some 700 pieces of 7 lbs. goods have found buyers at $4.45 per piece. White Shirtings: The sales of these goods reported in this colony consist almost entirely of goods from second hands, and are estimated to amount to 4,800 pieces at about previous rates. T-Cloths: In the entire absence of any stocks an advance of about 10 cents per piece has been established in the value of these goods, and the sales reported during the fortnight do not exceed 1,000 pieces. American Drills: Quotations are merely nominal, there being no supplies on the market. White Spotted Shirtings, Dyed ditto, Brocades, White and Coloured: Dyed Shirtings have been bought to arrive to the extent of 1,000 pieces, and a similar quantity of Coloured Brocades has been purchased on the same terms. Damasks and Chintzes: 200 pieces of the former have found buyers. Raw Cotton: The value of all descriptions of this staple shows a decline, as compared with last advices, equal to 50 cents per picul, and there exists but a moderate amount of demand for the article. The sales to Chinese of all descriptions amount to 5,650 bales; while 2,350 bales are reported purchased on European account. In the Canton market, where a decline of 1 to 2 taels per picul has been submitted to, the sales of the fortnight are put at 1,800 bales.

WOOLLENS.—Spanish Stripes, Medium Cloths, Ladies' and Habit Cloths: There has not been the slightest demand shown for these manufactures during the past fortnight, and transactions are confined to the settlements of about 100 pieces of the first-named. Long Ells: Again show a trifling decline in value, but in absence of any settlements the annexed quotations must be deemed nearly nominal. Camlets: 220 pieces of English manufacture have found buyers. Lastings: Sales of 600 pieces are reported. Blankets: Remain as before quoted, without sales to notice.

METALS.—Iron Nail Rod, &c.: The settlements of the past fortnight consist of 1,680 piculs of Nail Rod and 126 of Hoop Iron, while from Canton we hear of the purchase of 800 piculs of the first-named description. Lead: Has not shown any tendency to advance in value in this market, while in Canton quotations are slightly easier; sales 350 and 1,500 piculs respectively. Tin: 1,180 slabs have found buyers. Tin Plates: Nothing doing. Steel: There are not any sales to report.

SHIPPING INTELLIGENCE.

ARRIVALS.

At YOKOHAMA.—None.

At SHANGHAI.—From London: Nov. 28, Spirit of the Deep; 30, Laurel, Dilkhoosh. From Liverpool: 30, Aerolite; Dec. 7, Petchelee. From New York: Nov. 30, Horatio.

At HONG KONG.—From Liverpool, Dec. 9, Admiral Lyons. From Cardiff: 2, Madeira. From New York: 11, Josefita and Almira. From Boston: 6, Santee.

At MANILA.—None.

At SINGAPORE.—From New York: Dec. 11, Fusiyama (str.).

At PENANG.—From Glasgow: Dec. 22, Foam.

DEPARTURES.

From YOKOHAMA.—None.

From SHANGHAI.—For London: Dec. 3, Glencoe; 7, City of Quebec. For New York: 4, Oscar.

From FOOCHOW.—For London: Portland, Juanpore. For Falmouth: Aldebaran. For New York: Nabob.

From HONG KONG and CANTON.—For New York: Dec. 13, Tanjore; Nov. 28, Midnight; 7, Bothwell Castle.

From MANILA for LONDON.—Dec. 1, Lottie Warren. For Liverpool: Nov. 25, Maria Vicenta.

From SINGAPORE.—For London: Dec. 11, Winterthur; 16, Rozella. For Liverpool: 22, Excelsior.

From PENANG.—For London: Dec. 16, Mariquita. For Boston: 5, Monitor.

VESSELS LOADING.

At YOKOHAMA.—For London: Cleveland.

At NAGASAKI.—For London, Chanticleer.

At SHANGHAI.—For London: Indus, Patrician, Rajah of Cochin, Earl Dalhousie, Helen Finlayson. For New York: Capiolani, J. N. Cushing.

At FOOCHOW.—For London: Lammermuir (full), Bacchante, Eurydice. For New York: Archer, Glenclune.

At HONG KONG AND CANTON.—For London: James Russell, Gitana, Layard.

At MANILA.—For London: Monsoon, Moulin. For Liverpool: Labrador.

At PENANG.—None.

FREIGHTS AND CHARTERS.

At YOKOHAMA.—To London: Cotton and tea, £2 to £2 10s.; silk, £4 to £4 10s. per ton of 50 cubic feet.

At SHANGHAI.—For large vessels for the coast a good demand exists, but for home there is no improvement; the rate to London is £1 10s. per ton of 50 cubic feet, and to New York £2 per ton of 40 feet.

At FOOCHOW.—To London: £2 5s. To New York: £2.

At AMOY.—To New York: £1 16s. 7d.

At HONG KONG.—There is some demand for tonnage to Bangkok; to other ports and for home there is no improvement. The circular of George Holmes gives the following quotations:—To load at the rice ports to Continent, £2 10s. to £2 15s. per ton; to Great Britain, ditto; to New York, $9 to $10; to Bangkok and back, 45 cents per picul. The estimated number and tonnage of disengaged vessels in Hong Kong is 98, and 47,902 tons.

At MANILA.—To United Kingdom: Unclayed sugar, £2; hemp, £2 per ton.

At PENANG.—To London: £1 2s. 6d. dead weight, and £1 10s. light freight.

At BATAVIA.—To United Kingdom: £2 5s. per ton.

VESSELS PASSED STRAITS OF SUNDA.

From ENGLAND and CONTINENT to CHINA, &c.—Dec. 4, W. and Clara, Amsterdam to Batavia: 5, Hugo Grotius, Rotterdam to Batavia.

From CHINA, &c., to ENGLAND and CONTINENT.—Nov. 19, Canaan, Foochow to London; Dartmouth, Shanghai to London; 22, Copernicus, Batavia to Rotterdam; 23, L. J. Enthoven, Batavia to Schiedam; 24, Selina Jane, Canton to Hamburg; 25, Patna, Shanghai to Liverpool; Vesta, Batavia to Rotterdan; 26, Annie Archibald, Macao to London; Christina, Batavia to Amsterdam; 29, Alexandrina, Foochow to London; 30, Sirocco, Manila to Liverpool; Simon Hobley, Yokohama to London; G. H. Wappans, Singapore to Channel; Dec. 5, Forerunner, Singapore to Falmouth; Beemah, Foochow to London; Santon, Macao to London; Betsie Stanton, Yokohama to London; 8, Hercules, Batavia to Amsterdam; 9, New Ed, Hong Kong to Falmouth; Invincible, Shanghai to London; L. E. Ashley, Shanghai to London; 11, Corea, Foochow to London; Robin Hood, Shanghai to London; Horsa, Shanghai to London.

From CHINA, &c., TO UNITED STATES.—Nov. 25, Samuel Russell, Japan to New York; 29, Golden Fleece, Zebu to New York; 30 Mandarin, Amoy to New York, Wild Gazelle, Amoy to New York; Dec. 3, Edith, Japan to New York; 5, Queen of the Forth, Shanghai to New York, Henry Hambrek, Foochow to New York; 9, Benefactress, Amoy to New York; 10, George Becker, Shanghai to New York; 11, Esmeralda, Amoy to New York.

COMMERCIAL POSTSCRIPT.

The following is from Mr. Page's Circular:—The settlements of Bar Silver during the fortnight probably exceed £1,000,000, including large contracts in advance for the steamers from Marseilles on 28th inst. to Calcutta, and on 5th February to Bombay, with some transactions for the Bombay steamer from Southampton on 12th February. The price has ranged from 61½ to 61 13-16, chiefly at 61¾ via Marseilles, and 61⅞ via Southampton; considerable sales of five-franc pieces were made via Marseilles at 59 15-16, and 60d. The aggregate shipments recorded since 9th January amount to £943,126, in addition to which about £300,000 is engaged for the Bombay steamer from Southampton to-morrow, and £315,000 in gold. The market has been rather quiet since yesterday, and the nearest closing quotation is 61⅝d. to 61¾d.

The prospectus is issued of the London, Asiatic, and American Company (Limited), with a proposed capital of £1,000,000 (subject to increase), in 50,000 shares of £20 each, of which "it is not anticipated that more than £10 per share will be called up." It appears that this company has been formed for the purpose of taking over and carrying on the united businesses of the firms of Messrs. Timothy Wiggin and Co., Messrs. Grey and Coles, and Messrs. Thomas Cardwell and Co., of London; Messrs. Russell, Coles, and Co., and Messrs. Thomas Cardwell and Co., of Liverpool; and Messrs. Grey and Co., and Messrs. Cardwell, Parsons, and Co., of Bombay; and the board is exclusively composed of members of these firms.

ARRIVALS NOT INCLUDED IN THE TABLES.—January 23, at Texel, from Batavia, Princes Amalia; 24, from Pasaroeang, Lodore; from Wynkooper's Bay, Fagel; 23, off the Start, from Foo-Chow-Foo, Florence Nightingale; 27, off Falmouth, from Pasaroeang, Dorothea; at, London, from Colombo, &c., Royal George; 28, at Deal, from Ceylon Percy; Jan. 23, off Dungeness, from Batavia, India Packet; 13, at Bushire, from Batavia, Richard Cobden.

DEPARTURES.—Jan. —, from Shields, for Hong Kong, Vicksburg; 24, from Newport, for Galle, Elizabeth Cushing; from Sunderland, for Jan Peter; 24, From Liverpool for Shanghai, Chalgrove, Persia; for Hong Hong Kong, Challenge; Jan. —, from Hamburg for Singapore, Jan Valer, Kong, Everest; 24, from Cardiff for Yokohama, John Norman; for Shanghai, Blencathra; 25, for Hong Kong, Royal Minstrel; 25, from Liverpool for Singapore, Falcon.

SPOKEN.—Douglas, Foo-chow-Foo to New York, Jan. 3, 4 N., 34 W. Kortenaar, Batavia to Holland, Dec. 2, 33 S., 15 E. Sailor Prince, Cardiff to Manila, Dec. 19, on the line, 28 W.

LAID-ON.—At Liverpool: For Hong Kong, Veronica; for Galle: Simoon. At London: For Hong Kong, Hotspur.

THE OAK-LEAF SILKWORM.

The following letter has been published in *The Times*, showing that there is some prospect of successfully introducing into our own country this valuable description of the silkworm. The writer has, however, sadly mis-spelt the name of Dr. Pompe van Meerdervoort, the Dutch medical officer at Nagasaki, through whose exertions the *Bombyx Yama-mai* was introduced into Europe. Dr. van Meerdervoort's high attainments and services in the cause of science certainly render him well worthy of "honourable mention":—

Sir,—At the present time, when the cultivation of the mulberry silkworm is attended with great risk in consequence of the disease which has now prevailed for several years, and which has had the effect of greatly increasing the price of silk all over Europe, I venture to call your attention to a report upon the silkworm of the oak *Bombyx Yama-mai*, lately introduced into France from Japan, and which the reporter considers as perfectly adapted to the climate of Normandy, and I think I may add, after a residence of two years at Caen, that if this be correct it may also be introduced with success into the south and west of England, which differ very little, if at all, from this climate. The oakworm, or yama-mai, of Japan is a monopoly of the Royal family, and to sell or export the eggs is punishable with death. Hence the complete ignorance which exists respecting this valuable insect. In 1861 M. Duchesne de Bellecourt, the French Consul-General in Japan, sent some of the eggs to the Société d'Acclimatation, but as nothing was known of the habits of the insect only one worm survived to make its cocoon.

This single specimen, however, was enough to establish its value, and in 1862 a scientific commission was directed to search for and send a quantity to France, which the commission was enabled to effect by the aid of

Digitized by Google

M. Ponyse von Meerdeworth, a Dutch marine officer, director of the Imperial Medical School at Nagasaki.

M. Personnat, of Laval, received a few of the eggs, and after three generations he had in May, 1865, 20,000 worms on his oaks at Laval. The following is an abridgment of his report:—

The eggs are easily preserved through the winter if kept dry, and in the Spring, when the oaks come into leaf, to hatch the eggs it only requires that they should be placed in a room with a southern aspect. The worms feed upon any kind of oak, grow rapidly, cast their skins four times, and in 60 or 65 days begin their cocoons. After the first change or even from the egg they may be exposed to the open air, as they are unaffected by the weather (as, however, in England we often have sharp frosts in May and June, I should advise a little nursing under cover until the oakleaves are strong enough to protect them). The weight of the cocoons is much greater than those of the mulberry worm. An empty one weighs 70 centigrammes (11 grains), while one of the mulberry worm only weighs 33 centigrammes (5½ grains). It takes 450 to 500 full or fresh mulberry cocoons to weigh a kilogramme, while 200 of the oak worm will make the same weight. One square metre, nearly 40 inches square, of oak underwood will support 15 or 20 cocoons; but taking it at only ten, then a single hectare (2½ acres) will produce 100,000 cocoons, or 500 kilogrammes.—I am, Sir, yours, &c., T. O. WARD, M. D.

Another correspondent, Mr. E. P. Robertson, of the Bombay Civil Service, states that he has discovered the same species of worm in Matheran, where it feeds on the tree called by the natives áloo.

THE SUEZ CANAL.—Mr. Lange, the Company's Agent in London, furnishes some interesting particulars regarding the progress of this important work. The western jetty at Port Said has advanced considerably, and now forms part of the isolated island, thus forming an uninterrupted pier of 4,800 feet long, with a depth of from 9 to 16 feet, the result of dredging operations. The number of vessels which have discharged their cargoes at this new town of Port Said, five years ago a blank and dismal waste, is no less than 2,037, including all the vessels registered up to the 1st of July, 1865, and their cargoes being chiefly materials and provisions for carrying out this great work, it will be readily seen with what unabated vigour it is being pushed forward. All along the maritime canal the greatest activity prevails. Nor are the accessory fresh-water canals, meanwhile, neglected. At the end of December 80,000 Egyptian workmen were busy excavating the line of fresh-water canal between Bulbeis and Abassie. This portion of the work is being completed by the Viceroy of Egypt, under the superintendence of the company's engineers. It is generally known that a passage between the two seas has been effected, and that it is the intention of the Canal Company to throw it open to the commerce of all nations. Of course, for the present, and until they have obtained a depth of 26 feet, and a width proportionate to that depth, only the smaller class of vessels will be able to take advantage of the opening, and the Mediterranean ports may find their commercial geographical positions suddenly changed and brought almost face to face with countries now the most remote from them. M. de Lesseps is now in Egypt, directing everything with his usual energy.

THE AUSTRALIAN TEA TRADE.—An argument, heard against the last reduction of the tea duty in this country, was that such reduction would go only to enhance the profits of the importer, or the demands of the producer, instead of benefiting the consumer. That such is not the case we have abundant evidence, and further illustration is afforded in Victoria, where the Ministry, on its own responsibility,—the Legislative Council having proved contumacious—reduced the customs duty on tea to 2d. per lb. The effect of the reduction has been the importation of a finer class of teas and increased consumption. The shipments from Foochow for Melbourne up to the latest dates far exceeded those of any previous season. The late Ministerial Act, whether constitutional or not, by which the importer is henceforth relieved from the obligation of making, in view of possible liabilities through the refusal of the Legislative Council to pass the Tariff Bill, to make a deposit of 3d. per lb., a sum representing the difference between the old and new tariff duties, is a further boon to the trade. So long as it was demanded, the prices to the consumer were increased on its account. At last Melbourne advices, common congou in chests and half-chests was quoted at 1s. 3d.; medium congou, 2s. 2d. to 2s. 4½d. per lb.

Continental Intelligence.

HOLLAND.

(FROM OUR CORRESPONDENT.)

ROTTERDAM, JAN. 15.

We have had a very dull week, nothing of political interest having transpired. We wait for the royal decree, by which the new Minister of the Financial Department will be appointed. I need not say that many rumours are current, but it seems to be more than probable that Mr. Geertsema, member of the Second Chamber of the States General and notary at Groningen, will be the successor of Mr. Betz. As to our Minister of Marine, Mr. Huysen van Kattendyke, is still very dangerously ill.

On the 15th February the Second Chamber will meet again, and without doubt a Parliamentary war will be opened directly about the East Indian affairs and our Financial State.

The Japanese ambassadors, the head officer, Hida Hamagora, and naval officers Eda and the Foesce, who arrived here last year, departed on the 12th for Paris, and from thence they will return to their mother country. They ordered here several steam engines for agriculture, &c., of which I will give you a specified list when they are shipped.

COMMERCIAL.

COFFEE.—With important transactions during the last week, which amount to about 9,000 b. Java, 1,600 b. Macassar, and 1,000 b. Ceylon. The market is very firm; fair quality with much demand, because all the parcels which arrive are green.

SUGAR.—Raw Java: There is much inquiry, and principally for floating cargoes. About 5,000 kranjangs were sold at prices somewhat above those paid in auction in November last.

TEA.—The market is unaltered; firm, but without transactions, by want of supply.

SPICES.—The market is dull, but holders decline to operate under last quotations.

TOBACCO.—Java leaves: There are no parcels brought into the market, and, in consequence, there are no transactions to report. The stock only amounts to 3,007 bales Java.

COTTON.—The market was animated; about 300 b. Java were sold a firm prices.

HIDES.—Several parcels changed hands, viz., 1,611 E. I., ex Boni; 767 do., ex Luconia; 606, ex Prinz Carl; 1,169, ex Maria Magdalena; 1,910 do., ex Noord-Brabant; 469 do., ex Paul Johan. In the following week 4,025 per Rinder, and 686 per Buffalo, will be offered by inscription.

JAVA INDIGO.—The market remains in a favourable condition; the 35 chests offered were sold at very firm prices.

RATTANS.—For first quality there is a good inquiry. The following parcels were sold:—1,226 bund. 170 piculs ex Arrow, 234 bund. 45 piculs ex Herrog Ernst, 1,400 bund. and 110 piculs ex Agra.

BANCA TIN.—The market is rather dull. 1,000 slabs were sold at 57¼f., 1,700 slabs at 56½f., and 2,500 slabs at 56¼f. Holders now, however, decline to operate under 56¾f.

ROTTERDAM, JAN. 24.

Early in May last year Messrs. A. van Hoboken and Sons, Reynst and Ninju, and Anemaet and Co., requested that a concession should be granted to them for ten years, to establish a regular monthly steam communication between Java (Batavia), *via* Timor Koepang and Cape York, to Brisbane and Sydney, they receiving a yearly subsidy from the East Indian Government of 100,000f.; on the condition, however, of the Governments of Queensland and New South Wales giving their consent also. They calculated that the time required for the distance between Batavia and Sydney—viz., 960 miles, would be 16 days. The steamers, which were to be of the best construction, should be able, it was calculated, to carry from 600 to 800 tons merchandise, and to accommodate forty to fifty first-class and sixty to one hundred second-class passengers. The petitioners showed the great importance of this line, as the Australian Steam Navigation Company (English) were inclined to open a mail service between Sydney and Singapore, without calling at Batavia; and they urged that the subsidy they asked was very small, because the English company wanted a subsidy of 56 shillings, or f.33.60 per geographical mile. The petitioners further stated that they proposed to open negotiations with the Governments of New South Wales and Queensland for obtaining a subsidy of £15,000. The capital required to establish this company and to build the three fine paddle-wheel steamers would amount to two and a-half millions of guilders, while the expenses were estimated at f.975,000 a-year, against a revenue of f.1,310,000; viz.:—Subsidies, f.414,000; passengers, f.434,640; freights, f.459,000. The expenses were set down at:—Administration, f.230,150; coals, f.272,000; reparation of ships, f.317,250; insurance, f.100,000; sundry expenses, f.56,000. Leaving a net profit of f.335,000, or a dividend of 13 per cent.

The Indian Board of Trade at once supported the proposal, from motives of both a political and commercial character. Little, however, has since been heard of this affair, as regards our Government. The Governors of New South Wales and Queensland, on the contrary, expressed their warm approbation of the project, as is proved by a letter written by Mr. John Young to the Consul-General of the Netherlands at Sydney, which was inserted in the *Bataviaasch Handelsblad* of the 14th September last. The Consul himself also warmly supported the project, as did the Australian press; and the general opinion was that when the Dutch Government granted the subsidy the line would be immediately established. Our Government, however, kept silent; but as the matter was of very great importance to Queensland, a parliamentary inquiry was instituted there, by a special committee, which sat from the 22nd May to the 17th August. They reported that it was necessary to give up the idea of calling at Timor Koepang, but that a regular steam communication between the East Coast of Australia and Java through Torres Straits would be highly beneficial, and that it was necessary to begin the work at once instead of losing time in conference. The committee recommended that the experiment should be tried for a full year, and that a line should be established between Somerset and Timor. (Vide *Bataviaasch Handelsblad* of the 15th Nov.)

Digitized by Google

The Board of Trade at Batavia at once communicated on the subject with the Indian Government, and pressed them for a speedy decision. The Home Government, however, remained deaf. The *Java Bode* of the 29th Nov. expressed its deep regret that no decision had been come to upon the proposal of the petitioners. That paper complained of the "apathy shown upon a question of such importance." Hoping that our Government would by this time have settled on their course, I myself made inquiries of those interested and of the Minister of the Colonial Department; but all that has transpired shows that the Government is still undecided, and that it is more than probable the subsidy will not be granted.

While writing I have received the report of the sections in the Second Chamber of the States General on the Culture Bill. The volume contains not less than 69 folio pages, so that it is impossible to give you to-day the quintessence of the mass. Fifty-nine members of the Second Chamber took part in the discussions in the sections, so that not less than 16 members were absent. Thus it is impossible to conjecture the fate of the Bill from this report, which in general is not so favourable as the Liberal party would wish. Both the Radicals and Conservatives made very sharp criticisms, and disapproved some of the stipulations of the Bill.

We are still waiting for the appointment of a Minister of Finance. In my last letter I told you that Mr. I. H. Geertsema would be appointed; but that gentleman seems to have so many and such important difficulties in the way, that it is generally regarded as doubtful whether he will accept the proposal.

P.S.—The news has just reached me that M. Thorbecke, the Minister of the Interior, and M. Olivier, the Minister of Justice, have resigned. The other Ministers, also, have offered to place their resignations in the hands of the King.

As the export of refined sugars during the six last months has augmented to 42 millions of pounds, against 32 millions in the first six months of 1865, the Government will levy, from the 25th of February next, 1 per cent. more upon the "rendements" of raw sugar of the first and second class, according to the law of June 2, 1865. I need not say that this decree has created much opposition in our sugar-trade.

The Council of State has given its report to his Majesty about the question to abolish the capital punishment and had advised to abrogate that penalty. It is also more than probable that the Government will soon lay before the members of Parliament a Bill in that sense.

The rinderpest spreads more and more. For the week ending the 13th, 2,921 were attacked, of which 559 died; 319 were slaughtered, and 367 recovered. Since the outbreak of the typhus, 28,737 were attacked, of which 8,775 died, 6,964 were slaughtered, and 9,486 recovered.

Dr. K. W. Gratama, medical officer, 2nd class, will start by this mail for Japan to fulfil a Government mission.

Mulhatuli, the author so well known in the East Indies, has been condemned to 15 days' imprisonment and to pay a fine of 8f. for boxing in a public place. He declined to defend his cause before the court.

The war steamer *Kai-yoo*, which was built here for account of the Government of Japan, will sail in a few days for her destination under the command of the naval officer (1st class) Dinaux.

According to the Government returns, the income of the Treasury amounted during 1864 to f.62,718,955·53½, and was valued for 1865 at f.61,549,027·50. In that year, however, the revenue surpassed the valuation by f.2,907,625·91½.

Mr. H. van Ryckevorsel, the well-known East Indian and West Coast trader, died some days ago in a lunatic asylum at St. Blaize, near Neufchatel.

COMMERCIAL.

COFFEE.—The market remains unaltered, but a trifling business doing. The parcels sold consisted of 4,500 b. Java, ex Kosmopoliet, and 2,100 b., ex Edouard Marie, at different prices. Nothing was transacted in Trading Company's sorts in waiting for the announcement of the auction of February.

SUGAR.—The market is firm but dull. Nothing was sold ssnce the last mail.

TEA.—Scarcely any demand.

RICE.—Business is confined to the execution of a few small orders for consumption. The trade would be animated, but there is no disposable stock.

SPICES.—Firm. There is much inquiry; but holders decline to operate without an advance. The actual quotations are—Nutmegs: No. 1, 84c. to 85c.; No. 2, 73c. to 75c.; No. 3, 54c. to 56c.; No. 4, 33c. to 35c. Mace: D, 90c.; E, 85c. to 86c. Cloves: No. 2, 27c.; No. 3, 26c. Cinnamon: No. 3, 1865, is offered at 131c. Vanilla: Very dull, and largely offered, so that it can be bought now at prices never known before.

TOBACCO.—The market has continued inactive.

COTTON.—A good demand for export. Several parcels E. I. were sold. Japan sorts in more request at firmer rates.

HIDES.—The market was animated. The following parcels were sold:—369 E. I., ex Laconia; 394 do., ex Prinz Carl; 1,500 do., ex Bengaal; 617 E. I., ex Suzanna; 257 ex Maria Elizabeth. The prices did not transpire, but they are supposed to be very firm.

INDIGO.—There was a lively demand, and all that was brought into the market (170 ch., private import) was sold at full prices. There was also a good demand for Bengal, and some parcels were sold with an advance.

TIN.—The market remains unaltered; the prices rule from 56½f. to 56¾f.; at this quotation 2,000 slabs were sold.

COCOA-NUT OIL.—There is want of stock, and nothing can be bough under 33f.

RATTANS.—1,600 bdls. ex Agra were sold. Within a few days important quantities will be brought into the market.

DRUGS.—Cassia Vera: The parcels arrived ex Caduceus were partly sold at firm prices. Gum Elastic: Without transactions, because holders decline to operate without an advance. Gutta Percha: With a good demand, and a considerable business was done. Mother-'o-Pearl Shells: The 20,500 kilo arrived per Mainlust, from Macassar, will be offered by inscription within a few days.

MONEY.—The stock market remains unaltered and dull, and there has only been a speculative inquiry for American and Spanish stock. Dutch Two-and-a-Half per Cents., 61¼; Three per Cents., 71 15-16ths; Four per Cents., 95 7-16ths; Netherlands Bank, 250; Trading Company, 146½; Rotterdam Bank, 100¼.. There is no change in the money market. The rate of discount of the Netherlands Bank is still fixed at 7 per cent. for acceptances, and 6½ per cent. for bills. Open market, 6½ and 7 per cent.

'CHANGE—London: 3 months, f.11.65; 2 months, f.11.72; short, f.11.86. Paris, 3 months, f.46.50; 2 months, f.46.70; short, f.47.20. Hamburg, 3 months, f.34.95; 2 months, f.35.15; short, f.35.45. Bremen, 3 months, 189.40. St. Petersburg, 3 months, 148.

SHIPPING.—ARRIVALS.—Jan. 17, at Texel, from Batavia, Maria Adriana; 18, Henriette; 21, at Brouwershaven, from Batavia, Onrust; from Passaroeang, Ida Maria; from Samarang, Noach; 22, at Brouwershaven, from Batavia, Isis; from Foo-chow-Foo, Yeavering Bell (with 8,222 chests of tea); 22, at Texel, from Batavia, Henderika; at Zierikzee, from Batavia, Twee Gezusters.

PASSENGERS INWARD.

From Java, per Maria Adriana: Mr. Dezlaas; per Whampoa, Mr. Stort; per Noach, Mr. Wynen and family, Mr. van der Mark and family; per Jason, Messrs. P. H. van der Wedden and E. Haitsma Mulier.

RUSSIA, GERMANY, &c.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, JAN. 14.

In consequence of a healthful competition that has sprung up of late between the Austrian Lloyd's and the Italian line of steamers plying between Trieste and Alexandria, and the consequent reduction of freight on goods between those two ports, the merchants of the former city are beginning to open their eyes to the fact that they are now enabled to import India and China produce direct at a much cheaper rate and at less cost of time than by supplying their wants from the London and Liverpool markets, as they have hitherto been accustomed to do. It certainly does seem paradoxical that the Trieste merchants have not long since emancipated themselves from their dependance on the English markets, not only for East India and China silks, drugs, and spices, but for such a comparatively low-priced article as cotton, worth at the present rates about 100 florins per centner. Let us take this commodity as an example and examine how the case stands. Assuming that Trieste houses are able to buy cotton at Bombay at as cheap a rate as English merchants, they would be subject to the following charges, were the article shipped to them direct:—Steam freight to Suez and railway transit to Alexandria, £6 per ton, is 3 florins per centner; freight per steamer from Alexandria to Trieste, 75 kreuzers; insurance, 1½ per cent., 1 fl. 50 kr.; interest for one month, say ½ per cent., or 50 kr., and, with 25 kr. for petty charges, the whole expense from Bombay to Trieste would be 6 fl. per centner, or 6 per cent. on the value. On the other hand, let us analyse in the same way what a Trieste house has to pay by purchasing its cotton at Liverpool, and we shall find that the same article is saddled with the following charges:—Freight from Bombay to England by sailing vessel, say only £2 per ton, is 1 fl. per centner; freight from Liverpool to Trieste, per steamer, £3 per ton, is 1 fl. 50 kr.; interest for 8½ months at 6 per cent. is 4 fl. 25 kr.; landing charges in England, reshipping, commission on sale, do. on purchase, del credere on the sale in England, &c., say, 9 per cent., or 9 fl.; insurance from Bombay to Liverpool and from England to Trieste, 4 per cent., or 4 fl., and, with 25 kr. for minor charges, the total cost will come to 20 fl., or 20 per cent. on the value—as compared to only 6 per cent. if sent direct, and with the saving of 7½ months' time. If the difference is so great with such an article as cotton, it stands to reason that it must be very considerably more so in proportion on silk, spices, indigo, tea, and drugs, the value of which may range from 500 to 1,500 florins per centner, or from five to fifteen times the value of cotton. And it may here be observed that, on the completion of the Suez Canal the facilities for opening the direct trade between Trieste and the Far East will be greatly increased. The Trieste merchants appear to recognise the importance of the traffic, and there is reason to believe that they are willing to take steps to obtain these advantages, and emancipate themselves from the trammels of the indirect trade, which under no circumstances can ever be so lucrative as direct

Digitized by Google

commercial communication, requiring much less time, and consequently far less capital to carry on the trade.

In conformity with the stipulations contained in the International Telegraph Treaty that came into operation on the 1st inst. (January), the Russian Government have published in the St. Petersburg journals the new tariff for telegrams to foreign countries from the 165 telegraph stations in Russia. According to this new tariff a telegram to and from England costs 12½ francs, and from St. Petersburg to Eastern Siberia (that is to say between the stations of Tomsk and Werkche-Udinsk) 16 francs, making together 28½ francs. It is allowed to telegraph in cipher.

The directors of the Oldenburg East India Shipping Company give official notice that the resolution passed at the last special general meeting of the shareholders held on the 13th of July to dissolve the Company and wind up its affairs (as mentioned in one of my former letters) has now received the confirmation of the Oldenburg Government. Creditors are therefore invited to send in their accounts of outstanding debts for examination and payment without delay.

COMMERCIAL.

COFFEE.—Considerable purchases have been made in execution of orders, and full prices paid. The business would have been no doubt much more extensive had not the scarcity of money been so keenly felt. Sales, 19,000 bags.

SUGAR.—Market calm, both for raw and refined, but prices tolerably firm.

RICE.—But little has been done in any description, and there is no alteration to report in values.

SPICES.—Transactions were of limited extent, at previous quotations.

SPELTER.—This article is in a very favourable position, with a decided tendency to a further improvement. At the beginning of the week 10,000 centners were sold at 15 Marks, 4 Sch. Bco., since then 4,000 centners at 15.5, 2,000 centners at 15,5½, and 8,500 centners for spring delivery at 15.6. The market closes firm, and nothing to be had under 15.8. It is generally expected that in a short time prices will be much higher. Discount, 7 to 7½ per cent.

SHIPPING.—Loading at Hamburg: For Singapore, Carlota; for Hong Kong, Peiho; for Singapore and Hong Kong, Albis; for Shanghai, Manila II.; for Nicolayefsky (Amoor), Jessen. Weather mild and navigation still open.

HAMBURG, JAN. 23.

The St. Petersburg official journal, the *Gazette of the Academy*, published in the Russian language, contains the following observations on the new postal arrangements between Kiachta and Peking, the details of which were given in your paper:—"By the Treaty of Peking the Chinese Government has bound itself to forward a mail once a month between the capital and Kiachta for the conveyance of letters and despatches, and every two months a mail coach for passengers and parcels. The *Siberian Messenger* now announces that a more frequent and regular postal service between Peking and Kiachta has just been started by the enterprise of Mr. Nemtchinow, under the auspices of the Russian and Chinese Governments. The new mail coaches are to leave each of the two ends of the line once a week, and the postage charged for letters is extremely moderate, being only 15 copeks from Kiachta to Ourga and 30 copeks to Peking, whilst parcels and small packages of goods pay 40 copeks per lb. from Kiachta to Peking, and 15 copeks to Ourga, and *vice versâ*. It is evident that if this spirited undertaking succeeds—and there is every probability of its soon becoming such a perfect success as to induce the contractor to increase the departures from each end to twice or three times a week—it cannot fail to offer immense advantages to the correspondence and goods traffic between the two countries, and greatly increase the number of passengers travelling over that route, by freeing them from the delays and annoyances to which they have hitherto been unavoidably exposed."

By recent letters received from Irkutzk we learn that the American workmen while digging holes for the posts to support the wires of the Americo-Siberian telegraph in the island of Sitka discovered there some valuable gold mines. The above-named island is part of the territory of the Russian-American Company. The above intelligence has, however, hitherto had no favourable effect on the value of the shares of that company, which, originally issued at 150 roubles, are stationary at 120 rubles.

The Austrian Minister for Commerce has received supplementary despatches from the Imperial Consul at Singapore containing additional particulars about Japanese silkworms' eggs, which he has published for general information. The Minister then goes on to say that he has received despatches from the Austrian Consul at Liverpool who reports himself authorised by the firm of Messrs. Charles Saunders and Co., of that port, to make known that they have received from their house at Yokahama a considerable supply of genuine Japan green and white eggs, which may be purchased at Marseilles of their correspondents, Messrs. Salevy, Son, and Co., packed in original boxes, each containing 200 cartoons, at 15 francs per cartoon.

Referring to the statement in the *China Overland Trade Report*, "that a Prussian frigate is cruising in the Chinese waters with orders to occupy the Island of Formosa," I would mention that your own leading article, as far back as the 26th of July last (superscribed "Prussian Colonisation in the Far East") contains full particulars of the Prussian intentions at that time, since which, as no enthusiasm was awakened in favour of the plan, either in Prussia or any other part of Germany, the subject appears to have been dropped, or perhaps died a natural death, for nothing further has been done towards its execution. By a reference to the last Prussian navy list, I find that there is no frigate at present on the China station. They have but three altogether—the *Gefion*, 48, an old unseaworthy wooden sailing ship, taken from the Danes in the war of 1850 and captured by the land batteries at Eckernfiorde; the *Thetis*, 36, also an old wooden ship, English built, and exchanged for two iron gunboats during the Crimean war, now H.M. ships *Weser* and *Recruit*; and the *Niobe*, a "jackass" frigate of 26 guns, also a sailing vessel, built in the Baltic—and these three are on the home station, and not in a condition to "cruise in the Chinese waters" without risking to sink with all hands, and thus follow the melancholy fate of their late consort the sailing corvette *Amazone*. It is only a few months ago that the iron-built screw corvette *Vineta*, of 28 guns and 400-horse power, sailed from Kiel for the Brazils *en route* for China and Japan, as duly reported in my correspondence at the time; but since then counter-orders have been sent out by the mail in consequence of the Spanish blockade of the ports of Chili, and she has been directed to proceed to Valparaiso to protect the Germans and watch the proceedings of the Spaniards.

That the Prussians have entertained the idea of taking possession of Formosa cannot be doubted, and last year a series of articles (believed to have been written by Count Eulenberg, who was at the head of the Prussian diplomatic expedition to China and Japan) appeared in the Ministerial official organ at Berlin, evidently intended to prepare the public for such a *coup d'etat*, and advocating the expediency of such a step on the part of Prussia. But since then Count Bismarck has had other more important affairs on his hand nearer home, and appears to have given up the idea of colonising Formosa, or at least postponed it to a more convenient opportunity. Besides the noble Count has nearly run his race of Court favour, and it is a great question whether his successor will be inclined to carry out his ideas Experience teaches us that a change in the Prussian Cabinet always involves a change of principles, and not only the King but the people of Prussia are getting tired of the Count's uncontrolled sway, and are unmistakably looking forward to the day when the ambitious Prime Minister shall be obliged to descend from the pinnacle of power he has so long occupied.

COMMERCIAL.

COFFEE.—Fine qualities are in demand at full prices for the execution of orders. Inferior neglected, though to be had comparatively cheaper. Sales 9,000 bags.

SUGAR.—Sales of raw confined to the execution of the most pressing orders. The refined market is decidedly flat, with no alteration in the price of either.

RICE.—Cleaned firm, though the transactions reported are only of trifling extent. Of rough Bengal 8,000 bags were sold by importers at full values.

SPICES.—2,000 bags of Singapore pepper have been sold at 3½ Sch. Bco. Ginger is firmer. Cassia Lignea calm.

TEA.—Market steady. Among the sales of the week were 100 packages Congou, 230 Souchong, 20 Pecco, 60 Hyson, and 400 Imperial—all at full prices.

SPELTER.—This article is not so firm as it was, and there are but few orders on hand. The only sale reported this week was 3,000 centners for spring delivery at 15 Mks. 6 Sch. Bco.

SHIPPING.—Sailed, Jan. 16, Manila II. to Shanghai. Weather still open, with no signs of frost.

Literature.

Bhotan and the Story of the Dooar War, including Sketches of a Three Months' Residence in the Himalayas, and a Narrative of a Visit to Bhotan in May 1865. By Surgeon RENNIE, M.D., 20th Hussars. John Murray, Albemarle-street.—The author of the book whose title we have just given is already so favourably known by his volumes on China and Japan that we confess to looking with some interest for an account of recent transactions on the north-eastern frontier of our Indian posses-

Digitized by Google

sions coming from his hand. Nor has the result disappointed us. We have now a complete book on the subject, telling us all the past, and bringing our information down even to last December, by a note appended to the original text. Dr. Rennie, indeed, furnishes perhaps no more than was actually necessary for a proper comprehension of the matter he took in hand, seeing that we actually seem to have known very little more of Bhotan (to be pronounced "Boat-awn," we are instructed) up to the time of the Hon. Ashley Eden's mission, than was told us nearly three centuries ago, by Ralph Fitch, a London merchant who roamed over most parts of the East, and appears to have been a keen observer and an acute collector of facts. Mr. Eden's diplomatic journey is of so recent a date that there is no occasion to make further reference to it beyond notifying that Dr. Rennie presents us with a terse and connected history of the whole proceedings, from which no other conclusion can be arrived at than that whatever might have been the former's antecedent exhibition of "remarkable tact and judgment," his management on the occasion we are now dealing with is only saved from utter condemnation by the fact that the barbarians opposed to the English Envoy behaved so much worse, that the latter gains a redeeming light by the comparison. One of the last scenes of this mission's adventures was characterised by a little piece of *finesse* on the side of Mr. Eden, which might have befitted an agent of the East India Company, but was certainly derogatory to a representative of the Queen of Great Britain and Empress of India. The Bhotan Council—or rather the Tongso Penlow, who wielded their authority—were unwilling that the mission should leave till the presents it had brought were presented. Mr. Eden accordingly distributed them, "keeping back some small articles of jewellery, and the guns, which latter he did not think it expedient to give them." The act was as dangerous as it was mean. Fears were entertained that the mission would not be suffered to depart. If the apprehension had been realised, and the jewels found on a search being made, this silly parsimony might have so enraged the petty potentate abovenamed as to have caused the death of the whole suite.

That the Indian Government has taken the only possible course in annexing the Dooars is beyond a doubt; but it is questionable whether the best information is always supplied to Calcutta by its distant officers. Annexation is at best an ugly thing, and requires discretion all the more; and care should be taken to appropriate no more than is necessary for the security of a frontier, where that is the motive for annexation, and above all, not to stop short in a belt of country that can only prove a burying-place for the troops or officials condemned to reside in it. As to peace with the Bhotanese for near neighbours, unless held in tight restraint, the thing was evidently an impossibility. According to the Buddhist fashion—for strange to say the custom seems to prevail wherever that religion is dominant—the country is under the nominal rule of two Powers, the Dhurma and the Deb Rajas, the former the spiritual and the latter the temporal governor. But the rank of neither is hereditary, the dignity being vacant until, as with the Grand Lama-ship of Thibet, the body is discovered in which the soul of the last possessor has again become incarnate. Some child is always selected as the supposed recipient; thence of course repeated and long minorities; and thence naturally the real power of the sceptre passes into the hands of some one powerful chief, or of a knot of tyrannical and jealous oligarchs. Laws there are none; there is a tradition of their existence in by-gone days, but no copy is known to be now extant. Every petty chief doeth that which is good in his own eyes. This, indeed, was formally laid down as the true principle of government, in a letter purporting to be written by the Deb Raja in answer to complaints from the British authorities with regard to the frontier raids committed by his people, for which the following simple mode of adjustment was suggested:—"With regard to the quarrels of the frontier authorities they are not important enough to be heard by the Dhurma Rajah, and if your sahibs do the same, the East India Company also should not listen to them either"—a recommendation sufficiently explanatory of the amount of latitude the supreme Powers in Bhotan are either inclined or obliged to accord to their subordinates. Dr. Rennie's summing up of the political part of the subject, in his concluding note, will be readily concurred in by the major part of his readers:—

In conclusion, I may state that the Deb and Dhurma Rajahs having about as much control over what is passing in the country—the nominal Government of which they represent—as the figure-head over the steering of a vessel, it is not improbable that the simplest way of bringing existing difficulties to a speedy and satisfactory issue will be reducing the question to a matter of fact, by disregarding the idea of dealing with a central or practically responsible Government, and confining negotiations to the local chiefs who virtually rule Bhotan—namely, the Penlows of Paro and Tongso; paying a portion of the annual allowance of 50,000 rupees to the former for the Bengal Dooars, and a portion of it to the latter for those of Assam: the tribute formerly drawn from these sources having formed important items in their respective revenues—leaving it to them to settle accounts as they like with the nominal Government for the time being.

With regard to the agricultural and productive value of the Dooars, Dr. Rennie says:—

Next to rice, tobacco is their chief product, and is procurable in large quantities. The villagers, however, will not sell any of their produce except at the fairs, which are held at fixed periods during the week. This I observed on the journey from Dhalimkote, our servants meeting with refusal on every occasion that they endeavoured to purchase provisions, such as eggs and fowls. A good deal of cotton also is grown in different parts, especially near the foot of the hills. It has a large pod, and is of good quality; but little care, however, is expended in the cultivation. In regard to this product, I am told that a lucrative trade has—until lately arrested by our military operations—been carried on by Bengalese with the Bhotanese, the former taking up rice and bartering it weight for weight of cotton, thereby realising enormous profits on these transactions; the commercial ignorance displayed by the latter in this matter being nearly equal to that displayed by the Japanese at the commencement of our treaty intercourse in 1858, when gold could be purchased from them for but a few times its equivalent weight in silver.

The most interesting portion of Dr. Rennie's book is, however, the account of his own route with the 80th Foot from Calcutta to Darjeeling, from whence he makes a trip into the Dooars, as far as Dhalimcote, returning to his starting place by a different route, so as to see as much as possible of the country and the people. The Doctor's habits of close obvervation, and the wider extent of the subjects he takes an interest in, from his professional education and experience, will at once recur to the readers of his preceding works. There is an excellent sketch map of Bhotan and the Dooars accompanying the volume, so that the march of the regiment and the author's further excursion can be readily followed, and the reader is always satisfied as to his whereabouts, and not left bewildered among a jumble of names of places he never before heard of. We shall conclude our notice with an account of a visit to a tea-plantation, exhibiting the same clear style of description that we have before had occasion to note as possessed by the Doctor:—

At this period (8th April), through the kindness of Mr. Crossman, manager of the Darjeeling property belonging to the well-known Mr. David Wilson, of Calcutta, I had an opportunity of visiting the tea plantation belonging to the latter, which is situated on the slopes under the collection of houses at the northern end of Darjeeling station, known as "Wilson's Bustee." ["Bustee" is the Hindoostane name for village, or collection of houses.] The plantation ranges over an altitude varying from two to four thousand feet, and we descended to it through a distance of about four miles below Darjeeling, as far as a ravine with a mountain stream flowing through it, near which red-coloured monkeys were seen sporting about in the trees. The plantation was not at the time productive, an interval of three years being required in British Sikim from the period of sowing the seed until the bushes are fit for plucking. The soil of this plantation was light and stony, very similar to that in which the vine grows with great luxuriance in Western Australia. At Darjeeling and vicinity the tea-seed is sown about the beginning of the year, each seed being placed in the ground about two inches apart. The young plant is not interfered with for about eighteen months. It is then transplanted at the commencement of the rainy season in June; being placed in a hole two feet deep, having a clear space of four feet on each side. This hole, in the first instance, is only half filled with earth, the remainder being filled in as the plant gradually becomes rooted. While moisture is indispensable for the growth of the tea plant, it is also necessary for its well-doing that water should not remain for any length of time in contact with it. Hill-land, as being antagonistic to this occurring, is thus so far favourable to tea planting, but elevation appears to be a matter of much importance, and the candid opinion of a considerable portion of the tea-growing community in British Sikim is, that the attempt has hitherto been made at so great an elevation as to render the ultimate success of the existing plantations very doubtful. Large sums of money have unquestionably been made in connection with tea speculation in the Darjeeling district, but not as the produce of tea-growing, but of land-jobbing and the formation of tea-growing companies, promising handsome dividends, the realisation of which, however, has not, as far as I have been able to learn, yet commenced.

Two kinds of tea are grown in the Darjeeling plantations, the one from China seed, the other from the seed of the tea plant that is indigenous to Assam. The former is more bushy in shape, and throws its branches out nearer to the ground. It attains a height of from six to eight feet. The latter is longer on the stem, and grows to much greater height; being in shape not unlike a small poplar tree. The operation of picking the leaves commences in the third year, and is carried on from April to October. The labourers, who for the most part are Nepaulese, pick from six to sixteen pounds of leaves daily, according to the size and productiveness of the ground. Four pounds of the soft young leaves usually yield one pound of manufactured tea. The amount yielded per acre of course varies according to the age of the plantation, but it may be stated as averaging from one to four maunds—in other words, from 80 to 320 pounds.

It will be observed that the above completely bears out the remarks made in a former number of our journal as to the feat that will probably attend attempts at tea cultivation in the

Digitized by Google

Neilgherries. Plants may grow where they can never be said to thrive—particularly when the object in view is produce for profit.

Ten Years in Sarawak; by CHARLES BROOKE, Tuan Muda of Sarawak. London: Tinsley Brothers.—All who feel an interest in the history of the advances made by civilisation in our own day will turn eagerly to anything that purports to be a record of the arduous attempt made by Rajah Sir James Brooke to convert a whole coast of pirates and a vast interior of murderers and assassins into a community of peaceful traders and quiet agriculturists. The diplomatic and moral means brought into play for this end have been told in other works. The Rajah's nephew lays before us in the two volumes under notice a ten years' story of struggle and conflict—a tale of adventurous expeditions up the rivers of the interior, to overawe marauders and malcontents, and to inflict a dire punishment on chiefs and tribes who fancied themselves strong enough to become assailants, or misjudged their position so grossly as to turn rebels. The narrative is much of it evidently nothing more than a copy of the younger Brooke's diary, and is thence occasionally unconnected; as the reader is often supposed to be acquainted with facts which no doubt were so fresh in the writer's mind at the moment as to seem not to need recapitulation, but which required to be briefly sketched for the benefit of those who may have no previous knowledge of the circumstances. However, the Tuan Muda's life has been one of action, and some defects in the plan of composition may well be excused in a young man who, entering life as a midshipman on board a man-of-war at twelve years of age, leaves the service at the age of two or three-and-twenty to pass ten years of nearly total seclusion from European society in command of solitary forts and stations in Borneo. The volumes are plainly and pleasingly written, and the style and general tone of thought are such as to make us follow the fortunes of the author with sympathy and hearty good wishes, pardoning a touch of sentimentality every now and then as a result of the reveries and day-dreams incident to his way of life, and recognising the sense of self-importance continually peeping out as not unbecoming in a man who really had thousands of his fellows at his despotic beck and call. In some Introductory Remarks Sir James Brooke acquaints us that the writer is "looked up to in the country as the chief of all the Sea Dyaks, and his intimate knowledge of their language, their customs, their feelings, and their habits far exceeds that of any other person. His task has been successfully accomplished, of trampling out the last efforts of the piratical Malayan chiefs and their supporters among the Dyaks of Saribus and of the other countries he has described." But this is not the whole nor even the most important of the services rendered by the Tuan Muda to the cause of humanity. The Malay pirate was no doubt a curse to commerce; but the "head-hunting" of the Dyaks or aboriginal Borneans was one series of treacherous slaughter that could have ended in nothing else but the most degrading barbarism, and finally, in the utter depopulation of the district. Was there a feast to be celebrated, disease or evil of any kind to be averted, funeral obsequies to be duly solemnised, a wedding to be rejoiced over, or a bride to be wooed, one thing was indispensable—the head of a human being—man, woman, or child—and the more the better the omen, and the more frantic the yells of the assembled. This practice was put down by the strong hand. The Tuan Muda says:—

> Our Dyaks were eternally requesting to be allowed to go for heads, and their urgent entreaties often bore resemblance to children crying after sugarplums. My head Malay chief, a most trusty man—Abang Aing—had generally to bear the brunt of these incomers, and for more than a year they were a continual pest. Often parties of four and five would get away to the countries of Bugau and Kantu, in the vicinity of the Kapuas River, whose inhabitants are not so warlike as the Sakarang and Saribus Dyaks. As soon as ever one of these parties started, or even listened to birds of omen, preparatory to moving, a party was immediately despatched by Government to endeavour to cut them off, and to fine them heavily on their return; or in the event of their bringing heads, to demand the delivery up of them, and the payment of a fine into the bargain. This was the steady and unflinching work of years, but before many months were over my stock of heads became numerous and the fines considerable. Some refused to pay or follow the directions of Government. These were declared enemies, and had their houses burnt down forthwith, and the people who followed me to do the work would be Dyaks of some other branch tribe in the same river.

Some anxiety is felt in the Far East to know what is to be the future of this considerable territory, and we are sorry to see that in the Introductory Remarks Sir James Brooke speaks uncertainly and regretfully on this point. It must be recollected that the country comprises 220 miles of sea-coast, in a straight line facing the north-west, and that its depth inland extends from 80 to 100 miles. The tribes and branch tribes are very numerous, and the Tuan Muda roughly estimates the population at from 200,000 to 300,000 souls. Taking the eleven years from 1854 to 1864 inclusive, the lowest amount of imports into Sarawak was $252,333, in 1857, which year also returns the lowest amount of exports, $282,572. The highest amount of both belongs to 1864, which exhibits imports to the value of $1,224,435, and exports to the value of $1,155,201. To foster this increasing commerce, states Sir James, and "to secure permanency, Sarawak needs the protection of an enlightened nation to sustain her effort of self-government," and he leaves us with the conviction that Britain has refused this honourable post. He writes:—

> I once had a day dream of advancing the Malayan race by enforcing order and establishing self-government amongst them, and I dreamed, too, that my native country would derive the benefit of position, influence, and commerce, without the responsibilities from which she shrinks. But the dream ended with the first waking reality, and I found how true it was that nations were like men—that the young hope more than they fear, and that the old fear more than they hope; that England had ceased to be enterprising, and could not look forward to obtaining great ends by small means perseveringly applied; and that the dependencies are not now regarded as an outlay to yield abundant national returns, but as a wasteful expenditure to be wholly retrenched. The cost ultimately may verify an old adage, and some day England may wake from her dream of disastrous economy as I have awakened from my dream of extended usefulness. I trust the consequences may not be more hurtful to her than they have been to me.

The Kayan peace of October, 1863, was the great event of that year, and left Sarawak without an enemy in her dominions, and without an inter-tribal petty war of any description. A meeting was held at Kanowit, up the Rejang River, at which—

> There were representatives of 25,000 souls, who were all strangers to us, although living in the limits of Sarawak territory. Their trade evidently will be valuable in the extreme—camphor, gutta percha, and rattans abounding in their countries—besides the immense advantage of holding communication with tribes occupying the interior and centre of the island, extending over a line of communication by the Kotei River, completely through to the south-eastern side of Borneo. When peaceful relations among the intermediate tribes are a little better cemented, this line of route will be most advantageous to scientific explorers.

Some spot on the Rejang River, says the author, which is the largest and most navigable in the country, will be found the most central site for governing, and the best adapted for the eventual capital of the Sarawak territory. A sketch map of the province accompanies the work, as well as a few illustrations which are very effective specimens of wood-engraving Altogether the two volumes form a handsome addition to the library table, and are full of adventures of travel and war in a country where even the everyday life of the natives abounds in strange and novel details.

Messrs. Dean and Son have published a very useful record for the lovers of aquatic sports under the title of *The Rowing Almanac and Oarsman's Companion for* 1866. It contains a calendar of all the matches of the past year, both abroad and at home; the acknowledged rules and laws that govern aquatic matters; a list of winners of the great events in past years, going back to 1791 in the case of Doggett's Coat and Badge; and maps of the Rivers Thames and Isis, and of the Oxford and Cambridge racing courses; and lastly a list of the Rowing Clubs in all parts of the world, to perfect which the publishers solicit information from residents. The roll for Africa and India—"Africa and the East" would be better—stands at present as follows:—

> CAPE OF GOOD HOPE.—Alfred R.C.; Capetown Regatta Club; Civil Service R.C.; South African R. C.; Union R.C.
> CALCUTTA.—Calcutta R.C.; colours, blue and white stripe.
> CEYLON.—Ceylon R.C.; colours, red and white stripe.
> HONG KONG.—Hong Kong Rowing Club: J. Maidment, secretary.
> SHANGHAI.—Shanghai Rowing Club.

The idea of the Almanac is good, and the compiler has carried it out in a way that eminently entitles him to the patronage of the entire class for whose convenience he has laboured so successfully.

The Rev. Mr. Summers sent out by last mail the first number of his *Flying Dragon Reporter*, a lithographed paper intended exclusively for Chinese circulation. It endeavours to convey in their own language some idea of what is going on here, with explanations of the arts and sciences useful to China. Advertisements of our manufactures are also inserted, with diagrams, &c. As a newspaper its contents are certainly abridged to the utmost, and very little enough is left on the bone to satisfy the appetite of the people for whom it is intended may be a matter of doubt.

Digitized by Google

NOTICES TO CORRESPONDENTS.

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be authenticated by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

A REGISTER is kept of the addresses of all persons connected with the FAR EAST and reference can be made to the same by personal application at the office or by letter.

Any information required by Subscribers, in reference to Commercial or General matters in CHINA, JAPAN, SINGAPORE, *and other parts of the* FAR EAST, *will be supplied on application at the Office, where files may be seen of the Journals published in those countries.*

THE LONDON AND CHINA EXPRESS.

PUBLISHED on the departure of the Mails *via* Marseilles on the 10th, 17th, and 26th, contains a Summary of European, American, and General News; Commercial and Shipping Reports, and Special notices of Trade with the FAR EAST.

Subscription 5*l*s. per annum. including Postage. Export Supplement 12s. extra.

The London & China Telegraph.

LONDON, MONDAY, JAN. 29, 1866.

JAPAN.

THE complete success of the bold stroke of Sir HARRY PARKES and his colleagues at Osaka, so far as concerns the ratification of the treaties, is fully confirmed by the present, mail. With regard, however, to the opening of Hiogo on the 1st of the present month we are still in doubt, and although the brief telegraphic announcements we have received on this point are unusually intelligible and consistent, we are at present hardly justified in regarding it as *un fait accompli*.

This, however, is a point of minor importance which the arrival of another mail will doubtless elucidate, and in the meantime we have ample cause for congratulation in the achievement by our Minister of so signal a victory over Japanese exclusiveness in obtaining the MIKADO's ratification to our treaty. No doubt ever existed in our minds that this was the one thing needful to inaugurate a brighter phase in our relations with Japan; but we hardly ventured to hope that even the energy of Sir HARRY PARKES would have accomplished this desirable object in so short a time. On the one hand, it seemed almost hopeless to attempt to approach a monarch so hedged in with exclusiveness and superstition through the ordinary channels of diplomacy; and on the other, there appeared to be no slight danger of a violent termination to all peaceful intercourse being the result of any ill-advised attempt at coercion. By what cogent arguments Sir HARRY PARKES has prevailed we know not, but however obtained, such a triumph at the very outset of his career in Japan gives substantial promise of future success.

We shall watch with great interest the development and progress of this new port of Hiogo. Situated as it is in the immediate vicinity of the chief commercial and manufacturing emporium of the empire, it must necessarily become important as a trading settlement; while its proximity to Kioto, and its command of the Inland Sea, will doubtless cause it to be jealously regarded by those hostile factions whose rivalry so often threatens to plunge the country into war. It is greatly to be feared, too, that many difficulties may arise from the conduct of the first settlers at the new port. Apart from the mercantile community which quickly collects for purposes of legitimate trade at any newly opened port in the Far East, there is usually a large influx of that dangerous class of people termed in Chinese newspaper phraseology "rowdies." It is these "rowdies" who, flocking to every newly opened port, gain for us by their rapacity, violence, and drunkenness, the hatred and ill-will of the native populace. Of late years Shanghai has swarmed with them, and for some time hardly a local paper appeared without a record of some disgraceful outrage of which they were the authors. Consular Courts had no terrors for them, and it yet remains to be proved whether the Supreme Court, under Sir EDMUND HORNBY, will prove effectual in keeping them in subjection. It will be a great misfortune if the peace and goodwill which we hope soon to see established between our merchants and the natives at Hiogo are to be endangered by the like unworthy cause; and we trust the Consuls who are first placed there will suppress with a strong hand all irregularities among their respective subjects. Another evil which attended the opening of the original ports in Japan, and continued to exist long afterwards, arose out of the exchange allowed by the local government to all foreign residents. For a term originally intended to be limited to one year from the opening of each port, but which in reality was extended to a much longer period, every new comer was permitted to exchange at the Custom-house, for native coin, $3 per diem for himself, and $1 per diem for each servant in his employ, at the rate of three ichibous per dollar. The market value of the ichibou being then as now, much lower, this daily transaction gave a profit increasing with the number of servants employed; so that a person, for instance, who retained six servants was entitled to exchange $9 per day, or $270 per month; the profit on which, at the rate of about 70 ichibous per $100, would amount to 189 ichibous, or upwards of $80 per month. Servants' wages being about $4 per month, food cheap, and small houses in the native town obtainable at low rents, a number of useless drones—men either incapable of earning an honest living, or too indolent to attempt to do so, were enabled to live at their ease on the proceeds of their exchange. Of course, numbers of such persons flocked to the newly opened ports, and eagerly availed themselves of these advantages; and it need hardly be added, that they formed no very desirable addition to the community. Such an abuse as this should not be tolerated at Hiogo, or any other new ports that may in future be opened. It is surely enough that this questionable privilege of exchange should have such disastrous effects on the *morale* of our naval and military forces on the China station, without being suffered to imperil the prosperity of every new settlement we may obtain in Japan.

THE P. AND O. COMPANY'S STEAMERS.

SEVERAL letters have reached us complaining of the condition of the company's steamers *Rangoon* and *Salsette*. The *Rangoon* took on the passage from Suez to Bombay nearly 17 days, that is from Sept. 27 to Oct. 13. Our correspondent describes the engines and boilers of this vessel as thoroughly inefficient, and incapable of performing a speed averaging 7 miles. This was not exceptional but the normal condition of things. The *Rangoon* is a new vessel, and went through the usual trials to obtain her certificate of efficiency previous to leaving England; and it would appear that her present condition could not have been anticipated. It is, however, imperative that this vessel should be recalled from the service and fitted with new engines. It is manifestly unjust that passengers and mails should be sent by steamers taking 17 days instead of 11. With regard to the *Salsette*, which took 12 days from Singapore to Hong Kong, it seems the fault was owing to the leakage of the boilers. It appears that the engines and boilers were passed by competent engineers at Bombay as capable of performing the voyage to China, and we hear it alleged that the engineer on board was to blame for inattention or want of judgment in handling the boilers on the passage, and that the company had discharged him. On advice from the Superintendent at Bombay, the company have ordered a new set of boilers, which are now in course of shipment to Hong Kong, and the vessel will be laid up in the interim. It is not unreasonable on the part of the public to demand that the P. and O. Company should, for the handsome subsidy and high rates of freight and passage money, give vessels of undoubtedly first-class character, equal to an average speed of 10 miles. Of course, allowances must be made for exceptional cases, which will occur to this as well as all other companies; but the P. and O. of late have been most vexatiously irregular in their services. The mails of the 26th July and 10th Oct. both broke down before reaching Hong Kong, and did not arrive until the following mail, a fortnight after. In all large companies it happens, however, that the *bona fide* grievances are lost sight of in the host of absurd complaints which are constantly urged against them. For instance, the following letter imputes indirectly some responsibility, if not culpability, to the company for the inefficient arrangements by the authorities at Galle for the reception of passengers landed with infectious diseases. This is a matter that purely belongs to the local authorities at the various places. It is clearly the duty of the Company's officers to land such passengers *nolens volens* for the safety of all on board. Sir HERCULES ROBINSON should, however, see to this very important omission on the part of his Government at Galle:—

"Sir,—In the month of March last, on board the Peninsular and Oriental steamer *Benares*, two days after leaving Bombay for China, I was unfortunately attacked with the smallpox. Some days later I was put on shore at Point de Galle, with my disease at that time at its height. No house or hotel could, naturally enough, be found to take me in. The surgeon of the ship communicated with the authorities, and they ordered

Digitized by Google

me up to what was called the Smallpox Hospital, about four miles from the fort.

"Accompanied by the surgeon of the *Benares*, whose kindness I was indeed grateful for, I arrived in a garry at the foot of a nearly perpendicular hill on which the 'hospital' stood. It was one of the hot months in Ceylon. At 2 o'clock in the afternoon, under a burning sun, I had to climb this hill for well-nigh half a mile, and but for the assistance of my friend Dr. Gill, who literally dragged me along, I should assuredly have stuck fast on the road. The 'hospital' I found a wretched shed of a place, but certainly with walls and a stone floor. On the latter I was glad to throw myself, but I longed, as you may suppose, for a bed.

"I found here a gentleman, a fellow-countryman, taken with the disease on board of another Peninsular and Oriental steamer. He told me that he was, he believed, the first European who had ever been in the place, and that the hospital was evidently provided for natives only. He added that every necessary I wanted must be ordered through a contractor in the native bazaar, three miles off, and that there was only one old native to wait upon all the patients. To this latter I applied, and was told I must get an order from the hospital surgeon before the contractor would supply a bed, or anything else. To be brief, the result was I had to pass the night in sleepless agony—for it was literally that—on the hard floor, my bed arriving the following forenoon. The next day another passenger, a young Englishman, was brought up from another Peninsular and Oriental ship. Happily, he was but slightly attacked.

"I can assure you, Sir, it was a relief to me to find myself with my two companions, otherwise our 'ward,' as they called it, might not have been left to only one of us. The adjoining compartment, divided by a half wall, was occupied by two poor Africans, stokers from some steamer."

THE PROPOSED BREAKWATER AT GALLE.

THE Ceylon Government having communicated with the Colonial Office relative to Mr. GRINLINGTON'S scheme for a breakwater at Galle—a scheme which if carried fully out would enlarge the anchorage ground to 240 acres and render the harbour absolutely safe—the matter was referred to the Board of Admiralty, and by this Board to a Committee for an opinion on its practical merits. That Committee, in its report, admits, in a qualified form, the feasibility of the project, and without entering on the consideration of the supplementary portions of the project, such as the possession of a graving dock, landing stages and tramway, is inclined to consider that the cost of an efficient and permanent breakwater with central portion and eastern and western wing, would most probably exceed Mr. GRINLINGTON'S estimate; indeed, as much as £1,500,000 is named by the Committee, who place an emphasis on the gigantic character of the scheme. The Admiralty fails to discover in its own department any special advantages from the erection of a breakwater, Trincomalee answering existing naval requirements. It seems quite evident, that in setting down their estimate the Admiralty had in view the miserable failure of the lighthouse on Basses Rocks; and have been further influenced by the hope that they will get a scheme that will bring the mail steamers to Trincomalee. It is impossible to exclude the conviction that Government has no present intention and no desire of improving Galle. The advantages that would arise to trade from the erection of the breakwater did not come within the scope of the Admiralty inquiry, but there was an evident disposition on the part of the Board to treat the question of improvement as one that merely concerned the convenience of the Peninsular and Oriental Steamship Company; such an estimate is calculated to excite surprise both here and in Ceylon. Not to speak of the reputation Mr. GRINLINGTON has achieved by the execution of colonial works, he was aided by the engineering officers of the Portland Breakwater, the most competent authorities in the kingdom, and both his plans and estimates had their sanction. The plans have also the approval of Captain TWYNAM and other naval gentlemen long and practically acquainted with the harbour. The greater weight is to be attached to these, inasmuch as the Portland Breakwater is laid in eleven fathoms, whilst the Galle Breakwater at the most would have been seven fathoms; and, again, whilst the former must encounter tempestuous seas at all the different periods of the year, the latter would have only to meet the periodic monsoon. For fifteen years have the Government obstructed all the propositions made for the improvement of the harbour of Galle, without bringing forward any one of their own, and all for the purpose of adventitiously benefiting Trincomalee, which is remote from the route of steamers and sailing vessels; and if resorted to must involve loss of time. The British Government, however, is well aware that the question cannot be for ever shelved; commercial interests will assert themselves, and Galle, the natural emporium of Ceylon, be improved to the extent of which it is susceptible. Thus the Government would only have its opinion on Mr. GRINLINGTON'S plan regarded as tentative; and as to a guarantee for any works required to carry out the object in view, without denying that this may be accorded under certain circumstances, defers any decision until such time as the Colonial Government of Ceylon shall take the initiative for executing a project to be jointly approved. The Home Government so far, however, has not admitted that the case of the Indian railways is analagous as respects guarantee. The anticipation is expressed that when the trunk railway of Ceylon, and various contemplated lateral branches are completed, the Colonial Government will find itself in a better position to commence an undertaking the importance of which is admitted, but not its immediate urgency. In fact, it is evident that Mr. CARDWELL'S advice to the Colonial Government is not to have too many irons in the fire.

MUNICIPALITY OF COLOMBO.

WE congratulate the people of Colombo on achieving that great and indispensable requisite to good local government, a municipal council. An efficient organization cannot fail to act advantageously on the public interests and exercise a certain influence on the colony in general. In fact it reflects creditably on Sir HERCULES ROBINSON and the community. This body politic will give force as well as expression to public opinion. We trust, too, that from the outset its deliberations and decisions will assume a practical character. Manifestly there is abundant work on hand; indeed, it is a matter of unfeigned surprise that its existence should so long have been delayed; that whilst other British colonies are dotted over with municipalities, the commercial emporium of a colony so long in British possession should have foregone, by virtual abnegation, those civic rights of which a municipality rightly constituted is the most efficient as well as the most appropriate exponent. One of the first subjects that must engage the attention of the Council will be the supply of Gas and Water, necessities as well as luxuries; a remarkable want in a town with 10,000 houses and 50,000 inhabitants, possessing abundant means, intelligence and refinement. But the oil lamp must shortly be one of the things of the past, and Colombo shine as brightly as Hong Kong and Singapore. We understand that the Hong Kong Gas Company have tendered for the supply of gas and water, and that terms are likely to be concluded with them without delay.

THE DUTCH AGGRESSIONS IN SUMATRA.

THE memorial from Penang on the subject of the Dutch aggressions in Sumatra has duly reached the Foreign-office, and is now the subject of a negotiation between the Government of the Netherlands and our own. It is expected, however, that some action will be taken by gentlemen in this country interested in Penang, through Members of Parliament, as soon as the next session assembles. We understand that one of these gentlemen is Mr. John Crawfurd, the venerable octogenarian, who is ever ready to come to the rescue of the Straits trade. In the meantime the memorialists will have, no doubt, an acknowledgment of the memorial, which will be published in the local papers.

THE CEYLON COFFEE CROP.

A MORE than ordinary discrepancy is observable in the mercantile estimates formed at Colombo as to the proportion which the coffee crop of 1865-66 will bear to that of the past season. The latter, we know, was very generally underestimated. A continuance of the same favouring circumstances was not to be reckoned on, but allowing for the extensive acreage of coffee-bearing plants arriving at maturity this season, and guided in our judgment by private advices, we are disposed to consider that the falling off will not exceed 12 per cent. The earlier shipments, owing to certain retarding causes operating to prevent the forwarding of produce, are scarcely to be accepted as indices in the computation. The total shipments for the new coffee season up to Dec. 12th reached 71,782 cwt. (of which on the 15th. ult. nearly one half was afloat), against 105,457cwt. in the corresponding period of 1864. Of this season's shipments 23,579 cwt. were plantation and 8,170cwt. native; the early shipments to the same date of the preceding season comprised 74,098 cwt. plantation and 31,359 cwt. native. All experience goes to show that one effect of improved agricultural skill is to render unseasonable rains and storms less and less disastrous; and it is satisfactory to note the earnestness

Digitized by Google

with which Ceylon planters and their superintendents are seeking additional information on this and other points of culture. Whatever the temporary fluctuations in supply, it cannot be questioned that the Ceylon coffee yield will continue to be progressively augmented. We are being repeatedly reminded that the forest land, like everything else, is limited, but there are hundreds of thousands of acres yet to be reclaimed, and the eagerness with which new land is sought in a colony by no means replete with capital, shows the abiding conviction of those best calculated to judge in the rumunerative character of those investments. The *Colombo Observer* of the 15th ult. reports 8,000 acres as having been "lately sold" in the Moorowa Corle district, whilst in the Dickoya district 16,000 acres had just passed into the hands of private purchasers, chiefly for coffee growing, and it was estimated that there were there available upwards of 50,000 acres for the same purpose. As to decline in home consumption, which has been regarded in some quarters as a discouragement, we are very confident that that consumption reached a minimum point in 1865. The demand for Ceylon plantation, and the finer kinds of native Ceylon, has actually increased, and so it will continue. The export demand for the finer kinds likewise continues rapidly to improve. The following quotations for the past three years will show how well Ceylon coffee has held its position in the London market,—even native Ceylon, notwithstanding the heavy arrivals of native grown Mysore and other common East India kinds, together with enlarged supplies, consequent on extended cultivation, of plantation qualities from the same quarter. The prices held so firmly now must shortly advance with that relief to the money market which the returning gold will soon afford; indeed, during the past year it has been observable that coffee has been least sensitive of all articles of colonial produce to a high rate of discount, and even the decline of 1s. per cwt. on the lower descriptions as compared with the prices ruling previous to Christmas, will, in the opinion of the trade, speedily be recovered. The United States' demand must be allowed its influence in this result; the proportions that demand will assume are as yet problematical. Our stock at the end of last year was larger than at the close of 1864, but owing to the active export demand we may anticipate, as then, an upward tendency for several months to come. There is at present a good demand for the finer kinds of plantation Ceylon. The supply of Mocha for the present year will probably be even more limited than in 1865.

	Jan. 1, 1864. per. cwt.	Jan. 1, 1865. per cwt.	Jan. 17, 1866. per cwt.
	s. d. s. d.	s. d. s. d.	s. d. s. d.
Ceylon, native, good & fine	67 0 to 72 0	68 6 to 73 6	67 0 to 71 0
plantation, fine ..	89 0 „ 95 0	90 0 „ 93 0	90 0 „ 91 0
fine middling ..	84 0 „ 88 0	87 6 „ 89 0	88 0 „ 89 0
good middling ..	80 6 „ 83 0	85 0 „ 87 0	85 0 „ 87 0
middling	75 6 „ 79 0	80 0 „ 84 6	80 0 „ 84 0
fine ordinary to low mid.	73 0 „ 75 0	77 6 „ 79 6	75 0 „ 79 0
triage	58 0 „ 70 0	56 0 „ 71 0	50 0 „ 65 0

THE ISLAND OF FORMOSA.

The alleged intention of the Prussian Government to "annex" the Island of Formosa is the topic of interest adverted to in the letter of our Hamburg correspondent. The rumour is not worthy of any credence whatever. It is simply absurd to suppose that Prussia could see her way to occupy Formosa, especially when she has friendly relations with the Government of China and the English, French, and Russian Ministers to look after her. The following letter has appeared in *The Times*:—

Sir,—It seems that the Prussian Government is about to take possession of Formosa. Now, Formosa, under the name of Tai-wan-foo, or "the District of the Great Day," with a capital of that name, residence of a Chinese chi-foo, or prefect, belongs to the Government of Fo-kien, the Vice-royalty of Ming-che (Fo-kien and Che-kiang), and to the empire of China.

The island was taken from the Moslems in 1624 by the Dutch, who erected at Tai-wan the fort Zelandia.

About that time 25,000 Chinese, followed in this century by millions, took refuge in the island, escaping from the rule of the Manchoo conquerors.

Zelandia and the island were taken in 1662 from the Dutch by the Chinese pirate Ching-chi-koong, also known by the name of Coshinga. It was then opened to English traders. The pirate's son surrendered Formosa in 1683 to Kang-hi, Emperor of China. The island afterwards revolted two or three times, as other parts of the empire did, the last rebellion being crushed in 1834.

The Chinese quarterly Red-book gives Formosa as a district of the empire, and every Englishman who has been engaged in the civil service in China may be aware that it is really a part of it.

Have all strong nations a right to take hold of any possessions of other nations they think of some use to themselves,—such as Denmark, Montevideo, Chili, the guano islands, or Formosa? If not, what is to be done? The most striking fact is that the Prussian Government seems to have a treaty with China and a Minister at Peking.—I remain, Sir, your obedient servant,

A CHINESE SCHOLAR.

Jan. 16.

MR. T. W. SMITH has arrived from Shanghai, bringing home a Chinese dwarf, aged about 35, said to be the son of the pilot who conducted the English fleet into Chusan, and who was dwarfed by the Chinese authorities as a punishment for the sins of his father.

WE understand that the P. and O. Company will not carry out the intended arrangement of making the Suez and China steamers form the main line until they despatch a couple of large boats from this side for the service. It is intended shortly to run intermediate boats on the Suez and Bombay line, making four times a month. This increase will not be subject to a postal contract at present.

A TELEGRAM has been received announcing the opening of the service of the Netherlands India Steam Company in Java on the 1st of January, the time specified in the contract.

THE steamer *Eagle*, Capt. Lobnitz, noticed in our last as having put into Lisbon, has coaled, made good defects, and proceeded on the 25th to Nagasaki, calling at Labuan for coals *en route*. The *Eagle* has proved herself to be a first-rate seaboat and to have splendid engines. She was in one of the late terrific gales which culminated in the destruction of the *London* and *Amalia*.

AMONG the official appointments lately notified in the *Gazette* we observe that of Mr. Farquhar, Second Secretary of Legation at Athens, to be Second Secretary of Legation at Peking; and Mr. Callendar, Her Majesty's Consul at the Dardanelles, to be Her Majesty's Consul at Manila. On reference to the Foreign-office list we find the antecedents of Mr. Farquhar to be as follows:—nominated Attaché, 1856; appointed to Berne, 1857; transferred to Vienna in March, and to Paris in April, 1858; appointed Paid Attaché at Rio, 1859; transferred to Parana, 1861; appointed Second Secretary in the Diplomatic Service, 1862; and transferred to Athens, 1863.

Mr. Callendar was appointed Consul at St. Catharine's, Brazil, in 1852; transferred to Rhodes the same year; to Erzeroum in April, 1863; and to the Dardanelles in August, 1863. Mr. Brackenbury, his predecessor at Manila, only left this country to take charge of the Consulate there by the mail of the 26th of September last, and is now appointed to be Her Majesty's Consul at Lisbon.

THE MORTALITY OF TROOPS AT HONG KONG.

The article which appeared in our last on this subject has given dissatisfaction to those concerned who are now in England. At this we are of course not surprised, and we are glad, for their sakes, that *The Times*, in a leading article—which we give below—excuses them from any selfish or sordid intention in remaining in Japan for the sake of the itziboo exchange. We hope that such a view of the case may be satisfactorily borne out, but we very much doubt it. The *Army and Navy Gazette* on the subject says:—

The *Overland China Mail* of November 15, in alluding to the inspection of Her Majesty's 11th Regiment, at Hong Kong, on the 1st, states that the Principal Medical Officer was absent in Japan, and makes some sharp comments on General Guy's enjoying himself at Yokohama instead of looking after the health of the troops. There were but 102 men in the ranks on the occasion, some so weak as to be unable to carry arms. We need not allude to the trafficking in exchanges which is attributed to officers in Her Majesty's service by the *China Mail*, but it appears too true that Japan in its attractions of all kinds produces bad results on the Chinese stations.

(THE TIMES.)

The destruction of the 11th Regiment at Hong Kong recalls the scarcely greater calamity of the 44th at Cabul. In that case it was the work of Asiatic treachery, of frost and snow, of old English carelessness and incompetence, bad military command, bad material arrangements, and, as we were forced to confess, a bad political position. In this case there is nobody to blame but ourselves. The regiment has been sacrificed by bad quarters, a bad season, and a locality always more or less insalubrious, by injudicious or conflicting orders, by the neglect and absence of the local officials, and by the want of a comprehensive policy for supplying the numerous and distant outposts of this empire in a way to economise British blood by utilising the many millions under our sway or our influence. As a perfectly gratuitous and wanton immolation this surpasses that at Cabul, while the loss exceeds the carnage of the 24th at Chillianwallah, which still casts a shadow of its own over the glories of the Punjab. The present story has now been often told, but it will be often told again. The 2nd Battalion of the 11th Regiment arrived at

Digitized by Google

Hong Kong in June from the Cape, at least two months before it was expected, and before there was barrack accommodation for it. There was no resource but tents; the rainy season was impending, and tents in rain are fatal to the English constitution, there at least. The spot selected —we are not told whether there was a choice in this matter—was near a native burial ground. The certain doom of the battalion was immediately predicted by the residents. We have seen a letter written the very day after its arrival, and it was noticed as unfortunate, though not likely to make much difference in the result, that the Governor and chief medical officers were enjoying the more pleasant air, the more cheerful society, and certain pecuniary advantages at Yokohama, in Japan. It so happened that just then there was a hope that Hong Kong was not so unhealthy a place as it had been found hitherto, and that its character was undeserved. It so happens, too, that some who felt this hope as late as last June have found themselves sadly deceived. Nevertheless, the worst was expected for the devoted battalion, and the worst came to pass. The men immediately began to droop, to sicken, and to die. Everything was done for them that could be done, and three naval surgeons offered their services to supply the place of the absentees. The lists of death and disease have been already given in these columns; but as the tale is not yet told, and we have yet to learn who died at Hong Kong, who at Yokohama, to which the 11th was removed, and who in the further wanderings of the plague-smitten battalion, we will only quote at present a very brief announcement in our yesterday's columns. In our Naval and Military Intelligence we read what must be almost the last act in this strange and miserable history:—"The transport *Gresham*, from Hong Kong, arrived in Simon's Bay, December 7, bound to England. On departure she had on board 280 invalids, principally military from the 2nd, 9th, and 11th Regiments. Forty-two are reported to have died on the passage to the Cape, where Commodore Cockburn paid prompt attention to them. Twelve of the worst cases were transferred to the Naval Hospital, 50 of the sick were sent to the Seringapatam, and 68 others were placed under canvas at Simon's Town."

If we have any bias in this matter, it is one which, as far as it goes, tends to excuse the authorities—viz., our belief that Hong Kong is a very unhealthy place. But it has long had a bad name for health, and that was a circumstance to be taken into consideration by the authorities concerned in the moving of troops. Either conflicting orders were sent to Hong Kong or to the battalion at its previous station; or orders were disobeyed; or the authorities at Hong Kong had undertaken to have barracks ready but had not done so, or were not allowed time for it, or had not barrack room because the soldiers already there had not been moved on to Yokohama. So far as regards the arrangements, there has been a want of head somewhere, and it is only due to the people at Hong Kong, to the absent Governor and surgeons, and to the persons charged with preparing barracks, to repeat that all on the spot were surprised at the appearance of the battalion. The question of official blundering or personal blame may be left to the inevitable inquiry. But there are two questions which may be asked at once, and which will prejudge nobody in particular. The first of these concerns the selection of Hong Kong as the seat of our Anglo-Chinese Government and the head-quarters of our army in that part of the world; the second is a question we have often asked before, and it is whether more cannot be done to save our costly British soldiers by the substitution of natives from India or China. Hong Kong stands condemned as a place of residence by the deeds rather than the words of everybody who has a chance of getting away from it. We decline to follow certain Chinese authorities in an account of this matter, which would put officers holding high places of trust in Her Majesty's service on a level with sharpers. We cannot believe that all the civil, military, and naval authorities of Hong Kong were flocking to Japan in order to enjoy a paltry profit by a certain fixed rate of exchange between our money and the Japanese, enforced upon Japan by the terms of our Treaty, though in effect a gross wrong to that country. We will assume that the officials at Hong Kong find what has been said from the first, that the island is most unhealthy. No doubt, we were deceived by a national prejudice. English women and English men have a fixed belief, which nothing can shake, that a seashore, particularly one with a mountain behind, and most of all a mountainous island, must be healthy, nay, so superabundantly healthy as to supply a stock of health that will last many months afterwards. Even in England this is often found a mistake, or only true in a conditional and modified sense. But at Hong Kong there is an utter want of area for building, space for exercise, and even air for ventilation. We have gathered a population there, and there is not room for it, so it is poisoning us. The most fatal objection is one that we might perhaps be better prepared for, if we gave a little more attention at home to comparative salubrity of spots very near one another. The mountain there is said to be composed of a very friable granite, through which water is always oozing, more or less, from some unknown source—geologists even say, from the mainland of China. It is even said there is something deleterious in this water, or, rather, in the constant disintegration of the granite. It is not, however, necessary to suppose any positive malaria, such as would require a chymical explanation. Wherever, as on the slopes of our own sand-hills and gravel-hills, there is, at a certain level, a perpetual exudation of the water filtering through the mass above, there is sure to be a liability to fever. There will always be spots, even where no water shows, where the soil will be overcharged with moisture, and whence a vapour will ascend. Persons exposed to this vapour throughout all the diurnal changes of the temperature will be liable to chill, and to fever; of course all the more, if they are neglecting the usual conditions of health as to diet, exercise, clothing, artificial warmth, and the like. From all accounts, it is not easy to escape spots of this malarious character at Hong Kong; and if it ever is to be a healthy station, our soldiers must not be housed as they have been hitherto.

But that other question now pressed upon us is more important, and, we do not deny, more difficult. The difficulty, however, consists in the natural reluctance to give up a national tradition, and accept an actual necessity. There is no mincing the matter, we cannot find British soldiers for all the duty to be done. If we choose to have colonies and dependencies all over the world, and to assert a political influence over more than half the population of Asia, as well as half Africa, half North America, not to speak of Europe,—we must accommodate ourselves, not to our position, but to our own magnificent pretensions. We must do as other Empires have done, and use one nation to assist us in controlling another. Whatever may be alleged about the superstitious prejudices of Hindoos, there is no doubt that we can obtain any number of soldiers from India who would be quite equal to the defence of our positions and free cities on the coasts of China and Japan. Even if their employment is attended with difficulties, or positive disadvantages, this is a comparative question; we have to choose between evils, or rather to do one thing because it is no longer possible to do the other. Can anybody venture to say what will be the total money cost of carrying the 2nd Battalion of the 11th from England to Yokohama, and bringing its remains back again? It will be something enormous, and, after all, a small matter compared with the loss of life and, we must add, character. Even if there had been great cost, some mortality, and a few hitches, we might have done better from our Indian army. The British soldier was precious many years ago, when the great Sikh chieftain said that had he such soldiers he would have every one carried by natives, and only placed on the ground to do the fighting work. He is far more precious now, far more costly, and more scarce; that is, more difficult to be obtained on any terms. So we must save him if we can, and we must even be prepared to run risks in doing so.

The following letter on this subject has appeared in the *Standard*:—

SIR,—I hope that you will do me the favour of inserting the following extracts from a letter I have received from Hong Kong by this mail (date Dec. 1):—

"One of the worst summers that the settlement has known since Hong Kong became a British colony has just ended. Though by the almanac we should be well into the winter, yet the punkah, the white suit, and the solar topee have been in full use within the last fortnight. Cool days, however, have at last come to us, and people's spirits have begun to revive, and the sound of merrymaking is again heard, but it is merrymaking subdued by sad recollections, for who can forget the faces that last winter were amongst us, and now are not? Some of our best and brightest sleep in the 'Happy Valley'; others, broken in health, have gone back to Europe to try to restore constitutions undermined by this pestilent air. It has been a sad year enough for the civilians, but their loss has been trifling compared with that of the soldiers. The poor privates have suffered terribly, as they were certain to do, from night work, which entails loss of rest and exposure to the deadly night air, and also from want of space and air in their sleeping rooms. These are the chief among many evils that they have suffered from, and these, in conjunction with a bad season, have filled the hospitals of Hong Kong to overflowing with patients, the cemetery in the 'Happy Valley' with new-made graves, and invalid ships with melancholy freights of pale, emaciated creatures, many of whom will never breathe the native air they pine for so. I send you an accurate return of losses to the garrison from death and sickness between the 1st of June and the 31st of October, 1865. On the 1st of June the strength of the garrison was 93 officers and 1,871 men, and these are their losses:—

	Officers.	Men.	Women.	Children.	Total.
Died	4 ..	87 ..	9 ..	52 ..	152
Invalided ..	8 ..	223 ..	47 ..	57 ..	335
Total ..	12 ..	310 ..	56 ..	109 ..	487

"Since the end of October things have been improving a little, but many deaths have occurred, and even now 100 patients are waiting for another invalid ship to be chartered that they may proceed homewards. It is no sudden and violent epidemic that has devastated the ranks; for though cholera and fever have been the chief destroyers, here they are endemic, and many other disorders have done their part.

"Sleepless nights, and exposure to impure air, have undermined the men's constitutions and done most of the mischief. Was it necessary that this should have happened? Why should men, who in England ought to have six nights a week in bed (as any medical man will tell you), have had in Hong Kong often only two nights? Why should men, who in England ought to have good and airy quarters, at Hong Kong be crammed into damp, ill-ventilated storehouses, in such a summer, too, as the last? Why, the truth is, that our Whig-Radical Government wished to reduce army expenses on the China station, and this is the way they went to work. They withdrew from Hong Kong the native Indian troops (who could stand the climate and the night air), and they sent two British regiments to occupy a place where there is only proper barrack accommodation for a wing of one regiment, unless those huts at Kowloon, where whole companies sickened at once, are to be called quarters. The Indian troops were withdrawn in order that the Indian allowances might be taken away from the British troops, and so 'a great reduction' be announced when army estimates were talked of. This reduction has taken place, and officers, many of whom are of long service, find that, in return for a banishment to such a distant and unhealthy station, they have the miserable addition to the English pay of 13s. per diem for field officers, and 10s. for those of lower grade; and this in the most expensive of all British stations. This wise piece of economy will save the country a few hundreds per annum. Now look at the other side of the question. The outlay caused by the substitution of white for black troops is enormous. There is one item of £15,000 per annum for extra barrack and hospital quarters. There is the cost of invalid ships; of the sending patients home overland in urgent cases. There is the increase in the charges for medical comforts; and when it is found that the present year's estimate for military purposes in China exceeds that of last year by about £35,000 we shall not be surprised here, but perhaps you will at home, and the authors of the notable reduction scheme may begin to doubt whether they have been eminently successful. The past cannot be undone; the dead cannot be restored to life nor the sick to health; but the fatal mistake need not be persisted in. Let the Government restore the Indian troops, and with them the Indian allowances, or else take the community of Hong Kong at their word, and remove the troops altogether, which would be wisest. Singapore is a very healthy station, though a hot one, and there are magnificent barracks there never yet occupied. Or there is Japan, where we have already a sort of footing, which must ere long be extended. Either of these places would be a good position for troops in the East, as far as all

Digitized by Google

Imperial purposes are concerned. But, at all events, the men who have passed the last summer in Hong Kong should not be exposed to the next. One regiment has had for some time the advantage of Japanese air; it will be only fair that the other should have its turn."

I have but little to add, sir, to my correspondent's statement, except my earnest request that you will print it. Numerous letters on the same subject have already appeared, but I think the story of the great Hong Kong fiasco cannot be told too often. I have lately lost a valued friend at Hong Kong. I have many friends and some relations there. I think no one knows more than I do of the ceaseless anxiety which is felt in English homes for sons and brothers in that fatal place, and so I feel that I am justified in again bringing the subject forward.—I am, Sir, yours, &c.,

Jan. 15. CONFUCIUS.

THE ITZIBOO QUESTION.—PROFITS OF OFFICIALS.

(To the Editor of the *London and China Telegraph.*)

SIR,—As one who has lately visited Japan, I read with interest your remarks in your journal of the 13th instant on the advantage enjoyed by foreign officials in the itziboo exchange; and its bearing upon the movements and inclinations of our own officials in the Far East is assuredly a matter for grave consideration. But, whilst in Yokohama, the question struck me in a still more objectionable point of view. No one who has read anything of our short history in Japan, much less any one who has visited the country, but is aware what is the jealous distinction preserved by the ruling classes in Japan between the official and the trader, which in their sense is a very inclusive term.

Japan is a feudal country, and to a Japanese noble or gentleman, just awakening to a knowledge of the outer world, the recognition of commerce as a great civiliser of nations has, it may be supposed, never occurred. It is only a few of the interpreting class who have ever probably tudied the history of England. For this we cannot quarrel with them. If our ancestors of the days of King John were to rise from their graves they would be wholly unable to understand the present position of commerce, and of those who pursue it in its various ramifications.

The Jew, whose teeth the cruel ruler some centuries back would coolly draw, may fitly be classed with the trader of Japan now who, at the Tycoon's nod, pours forth his wealth for State requirements.

We would naturally expect, however, that those who represent our Sovereign in the East should know well what is due to the representatives of the great commercial power of England, for the extension of which alone we go to those countries. Surely they should be the last to pander to this antique prejudice of class on the part of an Eastern nation! Yet, Sir, what is the fact? Human nature, especially when elevated from its origin, has often found it impossible to resist the sensuous feeling that it has become moulded of another and holier clay.

As a casual traveller in Japan it was a source of no little surprise to me to find that under the administration of affairs by Sir R. Alcock British merchants at Yokohama—indeed all but those who were literally civil military, or naval servants of our Government—were subject to a certain indignity. The English Legation officials had closed with the manners and customs of Japan as far as embracing the opportunity of claiming privileges unknown to them at home; and the English merchant was called "a kindo" in the Custom house of Yokohama.

I do not suppose the English merchant would care for a moment to what extent his Ambassador or Consul overshadowed him with the assertion of his own importance they would always receive proper respect at his hands. But he may fairly be expected to complain if these functionaries allowed him to be classed with the *oi polloi* of a half civilised nation of Asiatics. It would be curious, if not amusing, to inquire into the relative social positions at home of the representatives of foreign Powers generally, in Japan. But though I have some little reliable data by me upon this head, I think it would be scarcely proper to occupy your columns with such details, though it ought at the same time to be a subject of some anxiety to know that the Japanese have the opportunity of forming a correct opinion of a European gentleman.

I hope, Sir, you will persevere to agitate this question of the itziboo exchange, which is an outward and visible sign of this exclusiveness of Japanese officials, dictating, as I think I have shown it does, a distinction among Europeans in the eyes of a half-enlightened nation which is in every way offensive, and there are few indeed who know anything of the history of Europe in Asia but who will, I believe, add that it is a distinction most pernicious to the extension of our influence in that country. —I am, Sir, &c., NOT A MERCHANT.

London, Jan. 17, 1866.

[This letter, with further information we have received, will be noticed in our next.]

FRENCH SILK MARKET.

During the first week of the year there passed through the hands of the officials of Lyons 45,846 kilogrammes of raw silk, against 44,407 kilogrammes in the same week of last year, but 12,000 less than in the preceding week, when the quantity reached 57,760 kilogrammes. The business of the first week of January was restrained only by the short supply. The quantity cleared last week amounted to 788 bales, weighing in all 56,181 kilogrammes, being an excess of 10,300 kilogrammes over the previous week. The greatest anxiety is evinced concerning the supply of Japanese eggs; of two millions of cards ordered only 1,400,000 have arrived to the present time. The sale of manufactured silks, especially plain goods, was large at the end of the year, and the looms are now hard at work to replace the drain. All branches of business seem to be in a healthy condition.

THE VALUE OF BHOOTAN.

(TO THE EDITOR OF "THE TIMES.")

Sir,—In all the articles relating to the war in Bhootan which I have seen that country is represented as being contemptible, and the question of its occupancy is regarded as matter of no moment to England, provided its occupants give us no trouble.

To any one who reflects on the natural features of Asia, on the products of its northern and southern halves, and on the rapid march of European civilisation on both sides of the Himalaya, the question of the occupation of this range (of which Bhootan is perhaps the richest section) must appear a very momentous one; for it separates regions of comparative sterility, though abounding in rich animal and mineral products, from those that teem with vegetable products of all kinds.

Hitherto this 1,200 miles of mountains has been so fully believed to present an insuperable barrier to commerce that we, the most enterprising commercial nation that India ever saw, have been content to leave the trade through its rich valleys in the hands of its barbarous inhabitants. Yet so great is the demand by the natives to the north of them for their products and those of the countries south of them, that these very barbarians find it profitable to transport annually many thousands of loads of timber, rice, sugar, tobacco, cotton cloths, silks, &c., across innumerable, almost pathless, passes from 12,000 to 18,500 feet elevations, and at all seasons of the year, from June to December, receiving in exchange tea, salt, gold-dust, jewels, borax, musk, shawl-wool, ponies, sheep, crockery, &c.; and, what is more extraordinary, the currency on the Bhootan frontier, as over a great part of Central Asia, is tea of the worst description, brought from China several thousand miles off; while we are producing tea of infinitely better quality, and at a fraction of the cost, only sixty miles south of the said frontier?

If these rude mountaineers, living in a state of incessant warfare, can sell with profit these products, taxed as they are to many-fold their value by the petty chiefs whose territories they must pass through, what may not English energy effect, with capital, roads, and free-trade? And these remarks apply especially to Bhootan, for the further eastward we go in the Himalaya the richer are the plains and valleys south of it, and the more populous the country north of it.

Many look with apprehension to Russia occupying Thibet; in my judgment the sooner she does so the better for us, provided we are prepared for the change; for then we ought to be in a position to feed Central and Northern Asia from India. But let it be remembered that Russia must be fed as she occupies, and at first by the occupants of the Himalayan valleys, just as the troops of the present masters of Thibet, the Chinese, are now fed by Sikkim and Bhootan. Russia, then, once on the frontier will have to depend on Nepaul, Sikkim, and Bhootan for a scanty supply of the worst and dearest food, or occupy those valleys herself, when she can raise the same food in any quantity and at a nominal price. Who can doubt the alternative she will choose, or blame her for the choice? And who then will displace her? If Nepaul is now aptly called "a drawn dagger pointed at the heart of Bengal," what shall we call the Himalaya when held by Russian guns and bayonets?

It is asserted that the Bhootanese would starve but for the dooars we propose to occupy, and for which we are to pay them rent. This is a mistake. They cling to the dooars because they there hold a timid race in slavery to grow crops which go partly to support themselves in idleness, while the rest is sold on the frontier to feed the Chinese troops at L'Hassa. Bhootan consists of a series of magnificent valleys as long as England is broad, where between 1,000 and 7,000 feet of rice, maize, millet, &c., are grown without tillage or irrigation, and above that elevation all European grains and vegetables flourish; its forests are immense and its timber excellent, while cattle, ponies, sheep, and poultry, are abundant and of most excellent quality. Sikkim, a far less productive province, was equally regarded as an unproductive wilderness, but has been redeemed from barbarism, and under every discouragement made to yield a revenue through the exertions of its late political agent and superintendent, Dr. Campbell; and half-a-dozen such men in Bhootan, with the frontier open on the north, and Assam to supply tea, rice, sugar, tobacco, &c., in the south, would raise a splendid revenue in a few years, and civilise a vast tract of country now held by a nation of as treacherous, indolent, debauched, and priest-ridden barbarians as the world ever saw. J. D. HOOKER.

Royal Gardens, Kew, Dec. 27.

THE "NEW YORK HERALD" ON ENGLISH POLICY IN CHINA.

The following article from the *New York Herald* is written in the usual self-glorious style. It would have been only fair to point out that American merchants joined in the good things derivable from the English forcing the opium trade, and that America is quite willing to enjoy the advantages conferred by the prestige of Russia in the way of telegraphy.

The latest advices from China reveal the fact that most of the European Powers are making very slow progress in establishing amicable relations with that country. The policy of alternately drugging with opium, bullying, and fighting, does not seem to convince the Celestials that those nations which adopt those styles of argument are entitled to their confidence and respect. A nation which has existed till late years for centuries without internal revolution of any moment, and has been free from wars for generations, very naturally looks with suspicion upon the Government which resorts to the means that England has been in the habit of using in Asia to advance her commerce. Almost the first step taken by England in her efforts to establish commercial intercourse with the Chinese was to demoralise the people by feeding them with opium. Then came the clandestine trade in that article in violation of the laws of the empire, which in turn led to wars and insurrections. A Government whose traditions have been that of non-intercourse with other nations must have had that policy strengthened in their own estimation when they saw that the first fruits of international intercourse were demoralisation of the people, war, murder and insurrection. Yet all of these were brought upon the Chinese by the Powers of Europe in their efforts to open that country to their commerce. This mode of procedure is so averse to that in vogue among the Chinese, that we are not surprised that but little progress is made in establishing full friendly relations.

Our Government has very wisely thrown the weight of its influence against this policy. The intercessions of our representatives at Peking succeeded for a time in breaking up the policy of demanding cession of territories by the Powers of Europe, and thus opened the doors of China,

Digitized by Google

by peaceful means, wider and more effectually than all the threats, bullying, and warlike operations of other nations combined could possibly do. But we now learn that the Governments of Europe are again resorting to their old dodge, and that efforts are being made to involve this country with them. We trust that our representatives in that quarter will be instructed to keep aloof from all such alliances. While we do not intend to pocket an insult from any foreign Government, yet it should not be our policy to plunge ourselves into a war, especially when the reverse of that policy will the best serve our interest, as it clearly will, with the Chinese. We want no cession of territory in Asia; we have sufficient on this continent for our purposes; nor should we assist England, France, or any other Government in securing grants of that kind from the Emperor of China. If England or any other country desires to engage in war for that purpose let them do it on their own responsibility, and accept the consequences. Our true policy is that of a masterly and energetic peace. We are so situated that we have everything to gain and nothing to lose by that course. The correctness of this view has already been shown by the large orders which our shipbuilders have received from the Chinese, and that, too, at the very time when England and other nations were trying to force their trade upon them. The moral effect of peaceful diplomacy has accomplished for us what the threats of war and bullying demands of other countries have failed to bring about. Such will unquestionably lead to this result hereafter.

It is but a short time since the efforts of Russia to construct a telegraph across the Chinese empire were interrupted by the Chinese Government. Serious complications were threatened; but we presume that Russia will finally carry her point, although it may arouse such animosity on the part of the authorities in China that it will embarrass for a long time its operations. As one end of this line is to terminate in this country, we can, if we are wise, be the first to receive the advantage and reap the fruits. It will make this country one of the great centres of the world, and by the time that the European Governments have overcome the prejudice among the Chinese which their belligerent demonstrations and threats have aroused, the current of trade of China will have so strongly set in towards our shores on the Pacific that it will be impossible to change it. That trade will soon become one of the most important of that of any nation. It will be specially valuable to us from the fact that the articles raised and manufactured there which we desire the most are not produced in this country. It is then clearly our policy to maintain friendly relations with the Chinese. The folly of the course of the European nations is too apparent for us to be misled in this respect. A nation that was constantly trying to stir up insurrection in our midst, and endeavouring to demoralise our people in every possible way, should be the last which we would desire to reward with our commerce. However, human nature is the same the world over, not excepting the Chinese. Those powers which are friendly to that country during the hours of trial will gain the respect and gratitude of both people and Government when the troubles disappear, and be rewarded with preference in all commercial intercourse. Let peace, then, be our policy with China.

Naval and Military.

By the mail from the Cape we find that the Gresham troopship, which left Hong Kong with 280 invalids, &c., of the 9th and 11th Regiments, lost by deaths on the way no less than 42 men. The kindness of the Commodore of the Station is thus described in a local paper:—

If there be any act of Commodore Cockburn's more worthy than another to be held up to public applause and general admiration it is his great kindness to the military invalids who arrived in Simon's bay on the 6th Dec. by the ship Gresham. This ship sailed from Hong Kong about two months ago, with 280 invalids (principally military) from the 2-9th and 11th Regiments. This transport was properly fitted and well ventilated, but, before the embarkation of the invalids, the deadly climate of China had done its work. Ere the arrival of the Gresham forty-two of the invalids were numbered among the dead, and many more are in a dying state. The Commodore, understanding the necessity of having the ship well cleaned, and anxious to provide for the comforts of the sick, set to work like a naval officer. On the 7th he had twelve of the worst cases sent to the naval hospital, fifty-two next worst removed to H.M.S. Seringapatam, and about sixty-eight of the convalescent placed under canvas south-east of Simonstown. Owing to the energy of the Commodore, and of the gallant Captain Forsyth, and to the despatch of Mr. Angell, military storekeeper, all this was effected in a few hours. Regarding the women and children, the Commodore had them comfortably located in the dockyard stores, where every attention is being paid them. The invalids in the naval hospital feel comfortable under the care of Dr. Stirling and Dr. Gross, and those on board the Seringapatam under the charge of Dr. Olive. There is no stint of good provisions, no want of good wine, good ale, good milk, &c.

A calculation has been made by a contemporary of the cost to the country in the policy which insisted on withdrawing the native troops from Hong Kong and the consequent mortality in the 9th and 11th Regiments. The items are thus given:—

Hire of buildings, including one for a hospital, over £11,000; two invalid ships, £10,000; invalids sent home by the Peninsular and Oriental steamer, £3,060; loss of 150 men, at £100 each, £15,000.—These figures include the casualities in the 2nd battalion of the 9th Regiment, but they do not include the transport of the 2nd battalion of the 11th from the Cape to Hong Kong, nor of the Indian regiment sent to Bombay to make room for them; nor the expense of sending out men to supply those who have died or been invalided, or served their time and will not re-engage in China: nor the wines and medicines used in hospital, nor the surplus cost of a European regiment over an Indian regiment. If these and other items were added to the figures given above, the total could scarcely be less than £50,000.

The object for which the movement of troops was made by the War Office was to reduce the allowances hitherto given to troops serving in China. This could not be done while the Indian troops in the same garrison were receiving these allowances; and the War Office has not at present the power of cutting down the allowances of Indian troops.—The estimated saving by this arrangement was £9,000. Its actual cost, as we have seen, will not be much less than £50,000.

The screw transport Conqueror, with marines, also arrived from Japan at the Cape on the 2nd December, all well, and sailed again on the 6th. The U. S. ships of war Hartford and Wachussetts also arrived outward, bound to the China station.

An order from the Horse Guards has been received at Chatham garrison, directing Captain Allen N. Adams, Ensign John Hugh Ford, and 51 non-commissioned officers and men of the 2nd Battalion of the 20th Regiment to be held in readiness to embark for China, there to join the service companies of that regiment.

Mr. O. A. Pease, Military Store Staff, Woolwich, is under orders to proceed to Hong Kong to carry out the duties of Mr. H. Payne Moors, invalided home.

Captain William M. Dowell, C.B., has been appointed to the Topaze, 39, screw frigate, at Devonport, and will take her on to Valparaiso, and bring back the Leander. This officer, who was made a C.B. for his gallant services when in command of the Barrosa, 21, in the operations in the Straits of Simonoseki, and who has also two medals and a clasp, and is an officer of the Legion of Honour, and has received the order of the Medjidie of the 5th class, entered the navy in 1839, and became lieutenant in 1847. He served in the Albion, 90, in the Black Sea fleet, during the Russian war, and was made commander in 1854, and was posted in 1858. He commanded the Barrosa at China and Japan, when he joined the Euryalus, and brought her home, and was paid off September 23, 1865.

MILDEW IN COTTON GOODS.—*The Times* has a leading article on the inquiry instituted by the Manchester Chamber of Commerce on this subject. It is admitted (says *The Times*) that the goods must be "sized," and if this is done with good soap and good starch,—we suppose we may add the substance called China clay,—the process not only improves their look, but preserves and strengthens them. It is common, indeed, to hear ladies affirm that starch destroys linen, but no chymical reasons can be given for that opinion, and everybody with a large, well-washed, and well-starched stock knows the contrary to be fact. "The best white curd soap," observes the committee, "is a definite compound, not a mere mechanical blending of tallow, water, and alkali. It contains 33 per cent. of water, 60 per cent. of tallow, and 7 per cent. of alkali. If such a soap be added to well-fermented flour, from which the acids, bran, sugar, gums, &c., have been removed by decantation and washing, the soap will remain in the size mixture as soap, and not be broken up into its constituents." No mildew can arise from the use of such articles, and if China clay be added to give bulk, it seems to be considered quite harmless. But there are countless substitutes, and spurious articles more or less injurious. The cupidity of the manufacturer, or his ignorance, or rather that compound which consists in a determination to know nothing contrary to one's interest, leads him to employ cheap soaps or soap substitutes, in which an excessive proportion of water is balanced or maintained by certain saline additions. A substance called "softening," extensively used to help the weaver, does its work by the alkali in it, and, meeting with the free acids of the size, produces deliquescent salts. The committee observe that pure tallow is as important as pure soap; that imperfectly refined tallow makes the cloth yellow; that the use of oils in large amount is liable to heat the cloth; that combinations of resin with alkali are unfit for the size box; that glue, animal size, linseed emulsions, Irish moss, and all such articles decompose rapidly; that chymical salts, the chlorides of magnesium, zinc, and sodium—the last common salt—are deliquescent and dangerous; and that artificial drying is only a temporary expedient. The goods soon recover the water from the air, and when in the hold of a ship may be held to be permanently damp. They severely reprehend the use of various drugs, and conclude that a return to undrugged size is of immediate necessity, and the most specific remedy for the evils that have gradually crept into the cloth trade. A *sound size*, they say, is found to protect the fibre. As long as the starch lasts there is no mildew. It is only when the starch has disappeared by dampness, or by the action of chymicals, or by fermentation after packing, that mildew comes on. The mildew shows itself before the goods leave this country. It is satisfactory to know, on the authority of the committee, that there is good reason to hope the different kinds of mildew may be respectively traced to the different kinds of substances employed,—an investigation not less curious than useful.

Monetary and Commercial.

A statement of the cargo sent overland for the *Shaftesbury* will be found in our Export Supplement.

The biddings for £350,000 in bills on India took place at the Bank of England. The proportions allotted were—to Calcutta, £190,200; to Madras, £59,800; and to Bombay, £102,500. The minimum price was as before—1s. 11¼d. on Calcutta and Madras, and 1s. 11⅜d. on Bombay. Tenders on Calcutta and Madras at 1s. 11⅞d. will receive about 19 per cent., and on Bombay at 2s. ⅛d., 50 per cent.; above these prices in full. The terms thus paid show an adverse movement of about ⅛ per cent.

The silver market is steady, and the higher rates obtained for the Councilb ills on Bombay indicate an increased demand for the means of remittance. The silver brought by the West India packet was sold for India at 61½d., a rise of ¼d., and there now remains little on the market. There is no demand at present for Mexican dollars for China.

Telegrams from Hamburg state that the Nord-Deutsche Bank has declared a dividend of 9 per cent. for the year 1865.

Digitized by Google

The death of Mr. R. B. Minturn, of Grinnell, Minturn, and Co., New York, has been announced.

A meeting was held at Manchester, on the 24th inst., for the purpose of condemning the policy of levying duties on cotton goods imported into India; of export duties like that of saltpetre; the advantages of a sale of waste lands in India in fee simple; the perpetual settlement of the land tax; the registration and enforcement of contracts; and the more active prosecution of public works, especially as regards roads and irrigation. Mr. M. Ross, the president, took the chair, and there were present Lord W. Hay, General Sir A. Cotton, Messrs. H. D. Seymour, M.P., T. Barnes, M.P., Mr. Cheetham, M.P., J. T. Hibbert, M.P., G. Watkin, M.P., J. B. Smith, M.P., T. Bazley, M.P., G. Hadfield, M.P., John Pender, M.P., John Peel, M.P., Mr. John Dickinson (London), and Mr. Knight, proprietor of the *Times of India*.

The Company noticed in the Indian papers as about to be established in London for running a line of steamers *via* Falmouth and *via* Brindisi to India and China has not yet been announced, but we believe has not been abandoned.

The screw steamer *Agamemnon*, of 1,600 tons, is announced from Liverpool for Singapore and China, to be followed by the *Ajax* and *Achilles*. The vessels are owned by Messrs. Holt, of Liverpool.

Another instance of the schemes which are resorted to in order to launch new companies under limited liability has been brought to light. It appears that a few months since a Mr. Ramsay, formerly in Peek Bros., the well-known wholesale grocers, conceived the idea on leaving that firm that a Tea Company (Limited) would be a good undertaking; and, after getting the promise of some gentlemen to become directors, the plan was adopted of heading the names of our first-class China houses with—"Merchants who wish the Tea Company formed and who will subscribe for shares." Amongst these names was that of Matheson and Co., and for some time they were in ignorance of the matter. As soon as they were acquainted with it they informed the City Editor of *The Times* that it was placed on the list entirely without their authority. Mr. Ramsay, having entered on other engagements, gave the matter over to a Mr. Barwise, who it would appear assumes the responsibility of the above by publishing the following rejoinder, which certainly makes the matter worse. That the name of any firm should be assumed because a clerk may have expressed his own opinion that he "thought it a good thing," is most unpardonable, to say the least of it:—

"London, Jan. 22.

"Sir,—I have not circulated a written document of the nature stated in *The Times* of to-day. In a single note I mentioned the merchants favourable to the proposed Tea Company, and among them Messrs. Matheson and Co., as Mr. Williams in that house had approved the undertaking, and stated he would take shares. On no other occasion have I written the names of any merchants connected with the China trade.—Your obedient servant, "C. A. BARWISE."

The following reports of banks and companies have been issued since our last:—

The London and Westminster Bank shows the available total, including a previous balance of £22,605, to be £204,954, and a dividen was declared at the rate of 6 per cent. per annum, together with a bonus of 14 per cent. The sum of £8,456 was added to reserve, now amounting to £346,706, and £10,000 was appropriated toward building alterations, leaving £16,497 to be carried forward. The liabilities of the bank on current accounts are £19 224,571, and on acceptances, £1,554,730.

The Bank of London report shows an available total of £42,087, and a dividend was declared at the rate of 10 per cent. per annum and a bonus of £2. 10s. per share, equal together to the rate of 20 per cent. per annum. The sum of £2 087 was carried to reserve, which is thus raised to £304,411. The liabilities of the bank on current, deposit, and "other" accounts are £4,335,877. A resolution was passed for converting the £100 shares into five of £20.

The English, Scottish, and Australian Chartered Bank report, to be presented on the 29th inst., shows an available total of £22,938, which would have been larger but for the necessity of providing for additional estimated loss arising out of transactions under the late management at Melbourne. A dividend is recommended at the rate of 7 per cent. per annum on the paid-up capital of £600,000, which will absorb £21,000, and £1,000 is to be applied to premises and furniture accounts, leaving £938 to be carried forward.

The Bank of Egypt shows an available total of £26,850, including a previous balance of £4,446, and recommends a dividend at the rate of 10 per cent. per annum, and a bonus of 10s. per share, together equal to 14 per cent. per annum, for the half-year, and the appropriation of £4.400 to reserve, which will then amount to £25,000, leaving £4,950 to be carried forward.

The Report of the North-Western Bank (formerly Moss and Co.), to be presented at Liverpool on the 29th, shows an available total of £26,095, and recommends a dividend of 7s.6d. per share, or at the rate of 10 per cent. per annum, which will absorb £20,250. The sum of £5,000 is to be appropriated to reserve, and £845 will remain to be carried forward. The business of the bank has considerably increased, and the rebuilding and extension of its premises have been decided upon.

The Midland Banking Company shows the available total to be £9,056 and recommends a dividend at the rate of 6 per cent. per annum, and the appropriation of £2,000 to reserve, which will then amount to £5,000; and £365 in reduction of preliminary expenses, leaving £2,158 to be carried forward. The liabilities of the bank are £619,537 on current accounts, and £23,000 on acceptances.

The East London Bank (established about two years ago) shows an available total of £6,318, and recommends a dividend for the half-year at the rate of 5 per cent. per annum on the paid-up capital of £100,000, which will leave £3,818 to be carried forward.

The National Bank of Liverpool shows a disposable balance for the half-year of £23,425, of which £15,000 was applied in payment of a dividend at the rate of 10 per cent. per annum, the balance, £8,425, being carried to next account.

The English and Foreign Credit Company state the available total to be £10.567, including a previous balance of £1,686, and recommends a dividend of 7s. 6d. per share (being at the rate of 10 per cent. per annum), and the appropriation of £4,000 to reserve, which will then amount to £9,000, leaving £1,636 to be carried forward.

The Royal Bank of Liverpool report showed an available total of £19,433, and recommended a dividend at the rate of 10 per cent., and the appropriation of £6,933 to the reserve fund, which now amounts to £106,933.

The amount of bullion by the P. and O. Company's steamer *Ripon*, from Southampton on the 20th inst, was—in gold, to Alexandria, £2,000; to Madras, £5,667; to Singapore, £1,000. In silver, to Madras, £902; to Hong Kong, £9,490; to Shanghai, £1,505; to Calcutta, £20,000. Total—in gold, £8,667; in silver, £31,897.

MANCHESTER MARKETS.

The Circular of Sam Mendel states:—The demand for cotton goods is rather more active, and prices in many cases against buyers without being quotably higher. Grey Shirtings, 7 lbs., 14s. 9d. to 15s. 3d.; 8 lbs. 4 oz., 18s. Water twist, Nos. 16-24, 2s. 2d. to 2s. 3d.; Nos. 28-32. 2s. 4d. to 2s. 5d.

BANK AND MISCELLANEOUS SHARES.

Shares.	Joint Stock Banks.	Paid.	Closing Prices.	Prices Jan. 17.
£20	Asiatic Bank Corporation, new shares	£10	20 to 22	20 to 22
50	Agra and Masterman's	25	54 to 56	56 to 57
20	Chartered Bank of India, Australia and China	All	22½ to 23½	22½ to 23½
25	Chartered Mercantile of India and China	All	15 to 17	41 to 46
25	Commercial of India and the East	All	27 to 29	28 to 30
20	Eastern Exchange	5	1½ to ¾ dis.	1½ to ¾ dis.
50	London Joint Stock	15	47 to 49	50 to 51
100	London and Westminster	20	95 to 97	95 to 97
25	Oriental Bank Corporation	All	50 to 52	50 to 52
50	Union of London	15	51 to 52xd.	50 to 52xd.
100	Hindustan, China, and Japan	25	17 to 19	17 to 19
100	Do. Issued at 2 pm.	25	17 to 19	17 to 19
100	Do. New	25	16 to 18	17 to 19
20	Scinde, Punjab, and Delhi	10	4½ to 8½ dis	4½ to 8½dis.
25	Bank of Egypt	All	32 to 34	29½ to 30½
100	Bank of London	50	145 to 150	145 to 150
20	Land Mortgage Bank of India	4	par to ¼ pm.	¼ dis. to ¼ pm.
	MISCELLANEOUS.			
10	Mediterranean Extension Telegraph	All	3 to 4	3 to 4
50	P. and O. Steam Company	All	70 to 72	71 to 73
50	Do. New	85	15 to 17pm.	15 to 17pm.
20	China Steamship & Labuan Coal Co	9	7 to 8 dis.	7 to 6 dis.
5	Bombay Gas	All	5⅛ to 5⅜	5¼ to 5⅜
10	Hong Kong Gas	All	1½ to 2½ pm.	1½ to 2½ pm.xd
20	C. I. Irrigation and Canal	12	4¼ to 3½ dis.	4 to 3½ dis.
20	Madras Irrigation and Canal	All	17 to 18	17¼ to 18¼
5	Oriental Gas	All	5⅛ to 5⅜	5⅛ to 5⅜
10	O. Inland Steam	All	1 to 2	1 to 2
100	West India Steam Company	60	107 to 110	106 to 109
—	Ceylon Debentures, Nov. 1868, 6 per cent.	100	101 to 103	100 to 103
—	Do. Do. 1878	100	106 to 108	104 to 107
20	Ceylon Company	7	2 to 3 pm.	2 to 3 pm.
20	Do. A shares	2	¼ to ¾ pm.	¼ to ¾ pm.
20	International Finance Society	5	¼ to ¼ pm.	¼ to ¼ pm.
20	General Credit & Finance Company	4	1¼ to 1¾pm.	1¼ to 2 pm.
20	Egyptian Com. & Trading Company	6	1¼ to 1¼ dis.	1¼ to 1¼ dis.
20	Société Financière d'Egypte	10	5 to 4 dis.	5 to 4 dis.
10	Upper Assam Tea	4½	par to 1 pm.	¼ to 1¼ pm.
10	Do.	All	12 to 14	13 to 15
50	Overend, Gurney, and Co.	15	5 to 5 pm.	5¼ to 5½ pm.

ARTICLES OF IMPORT.

TEA.—During the past fortnight our market has been very quiet, business being on an unusually limited scale for the period of the year, and prices have again ruled in favour of the buyers, to the extent of 2d. to 3d. on good Kaisows and Oopacks. The very high rate of money and the heavy prompts maturing about this time have been partially the cause of this dulness. The large arrivals of the last few days are as yet only partly on offer, but it will require great firmness on the part of importers to maintain present rates, the trade appearing to be unwilling buyers. Low and dusty kinds of Congou have sold at rather easier prices. Fair to good common have sold ½d. per lb. lower. Fair to good flavoury kinds, of old import, have sold at public sale, without reserve, at a decline of ½d. to 1d. per lb.; those of new season show a further reduction of 1d. to 2d. per lb., and even at this decline only go off slowly. Fine to finest show no material change, the quantity in first hands being small. Common to fair black-leaf kinds, of old import, have sold at a reduction of ½d. to 1d. per lb. In new season's the sales made show a further fall of 1d. per lb. for all kinds under 2s. per lb. Finer kinds much as before, but business limited. Canton-make, of good quality, have been fairly supported. Souchongs show no material alteration. Oolongs continue in fair request, at about

Digitized by Google

former prices. Flowery Pekoes remain much as before. Scented teas have been sold to a fair extent, but prices have ruled in favour of buyers, especially in good qualities of Foochow Orange Pekoe, of which large supplies have arrived, the decline being equal to about 2d. per lb. Common to fair Capers are in request up to 1s. 4d. per lb. Uncoloured Japans were sold in public sale, without reserve at from 1s. 2¾d. to 1s. 5d. per lb. for common to fair, being a decline of 4d. to 5d. per lb. from the highest point attained at the close of the year. The lowest quotation so far of this season's growth of red leaf, the cargo of the Fiwan, is the cheapest yet sold, which consisted of the grades under common Congou, and good flavoury to Kaisow kinds; in medium to finest Kaisow there have been a few purchases of the latter for Russia. Green teas have met with only a partial inquiry; the fresh supplies have been moderate, and prices show little if any alteration in the better qualities. Common kinds are difficult of sale. Canton Gunpowders of common quality sold at 11d. per lb. in public sale, showing a reduction of about 2d. per lb. Young Hysons remain without change. The stock on 1st January was computed at 80,000,000 against 95,000,000 in 1864. The public sales of the 16th instant comprised 19,000 packages, of which 18,200 packages were sold, 18,135 packages being printed without reserve. The quantity afloat is estimated at about 50,000,000.

SILK.—We have had an exceedingly quiet market since last mail, the transactions in both China and Japan silk being very limited. Prices on the whole have been well maintained, and importers, looking at the extent of the deliveries and the strengthening nature of the recent advices from China and Japan, show no disposition to press sales at the moment.

CHINA.	Usual Imports			
	s.	d.	s.	d.
CHINA:—Tsatlee, No. 1 & 2	31	6	to 33	0
,, No. 3 & 4	30	6	to 31	0
,, Hangchow	27	0	to 28	0
Yuenfa and Hamin, No. 1 & 2...	29	6	to 30	0
,, ,, ,, No. 3 & 4...	27	6	to 28	0
Taysaam, No. 1 & 2	27	6	to 28	0
,, No. 3 & 4	25	6	to 26	0
Long Reel	21	0	to 24	6
Skeins	22	6	to 23	0
Canton	21	0	to 25	0
JAPAN:—Mirrish & Sinchew, No. 1 & 2	35	6	to 36	6
No. 3 & 4	33	0	to 34	0
Ida, Bricks, No. 1 & 2	29	0	to 32	0
No. 3 & 4	25	0	to 27	0
Sodai, No. 1 & 2	29	0	to 31	0
No. 3 & Inf.	25	0	to 27	0

Deliveries from 1st to 24th inclusive:—

China	3,403 bales.
Japan	878 ,,
Total	4,281 bales

COTTON.—The business week closing on the 19th was dull throughout in the London market, and at the finish a decline of ¼d. per lb. was established from the prices of the 12th. This flatness has lasted throughout the present week, and the quotation is fully ¼d. per lb. lower. There are no sales of China and Japan to record. The closing quotations on the 24th were—Middling fair: Dhollerah, 16d.; Tinnivelly, 15¾d. Fair: Dhollerah, 17¼d.; Tinnivelly, 16d. Good fair: Dhollerah, 17½d.; Tinnivelly, 16¾d. The Liverpool market has evinced a similar flatness, producing an exactly equivalent decline.

SUGAR.—At the close of the week's business on the 19th the quotation was 6d. to 1s. per cwt. lower than on the 12th; but by the middle of the present week a better tone prevailed, and the tone is firmer.

COFFEE.—There is a good demand at auction, and the value is freely supported. On the 24th 120 casks 50 bags plantation Ceylon sold at 82s. 6d. to 90s. for middling to fine coloury; 150 bags Native sold at 25s. for black; of 2,351 bags Manila, about 200 bags sold at 70s. 6d. to 72s., two lots 65s. 6d. to 67s., rest bought in at 70s. 6d. to 82s. per cwt.

RICE.—Large supplies were brought on the market on the 23rd but were all bought in. Low middling to fine pearly white Bengal at 13s. 9d. to 15s. 6d., and soft grain at 11s. 3d. to 12s. 3d. per cwt. There were buyers 3d. under buying-in prices.

CARDAMONS.—Quiet; only 4 cases Malabar and 8 bags Madras at auction retired, and very little doing privately.

CAMPHOR.—Fair business accomplished since our last within our quotation, on the spot and for arrival; but the market has become rather quiet. Quotations—China, £5 10s. to £5 15s.; Japan, £5 15s. to £6.

CASSIA LIGNEA.—Steady, with moderate business at slightly improved prices. 235 cases at auction retired. Buds: Nothing of any moment doing.

CINNAMOM (CEYLON).—We quote first sort 2s. 2d. to 3s. per lb.; 2nd sort, 1s. 11d. to 2s. 10d.; 3rd sort, 1s. 10d. to 2s. 6d.; and 4th and Jungle 1s. 5d. to 1s. 10d. Quiet; and of 133 bales at auction two-thirds sold at 1d. to 2d. per lb. decline.

COCOANUT-OIL.—This market has been rather quiet, with very moderate trade, and without any alteration of consequence in terms. 346 casks Cochin, 50 casks Ceylon, and 187 casks Sydney at auction.

DRUGS.—Cubebs: Rather dearer; 52 bags sold at auction at 87s. to 87s. 6d. per cwt. Dragon's Blood: Recent importations, 15 cases middling quality in reed sold at auction at £11 to £14 per cwt. Galangal Root: Flat; and of 248 bags at auction a few only sold at 14s. per cwt. Rhubard: Nothing of any importance d,oing.

GUMS.—Benjamin: Flat, 101 cases Sumatra at auction, all retired. Damar: Steady, but quiet; 42 cases at auction retired. Gamboge: Scarce, and firm, but without transactions of importance.

GUTTA PERCHA.—Flat, of 33 tons at auction one-fourth sold at 5½d. o 8d. per lb.

HEMP (MANILA).—Markets very firm at the quotation of £43 to £46, and rather higher prices realised on the small sales made.

INDIA RUBBER.—Very scarce, and much dearer, limited business privately, and at auction 31 baskets Penang retired.

JAPAN WAX.—Firm; of 164 boxes at auction a few only sold at 72s. 6d. per cwt. for middling yellow block.

OILS.—Annised: Speculation has gone on, and a large business has been done on the spot and for arrival up to 9s. 3d. per lb., but the market is now quiet at 9s. though firm. Cassia: Is a little better; 20 cases at auction retired at 7s. 9d. per lb., and subsequently sold at 7s. 8d. at which price the oil is firm. Cinnamon: Only one case at auction, and that retired. Citronelle: Has brought previous value; and 31 cases at auction sold at 3¾d. to 4d. per oz.; of 50 cases of Winter's, 10 sold at 5½d. Lemon-Grass: Two cases at auction retired at 1s. 4d. per oz.; of 15 cases Winter's, one-fourth sold at 1s. 7d.

PEPPER.—Black: Sumatra, steady; Penang, 1-16d. lower; of 7,130 bags of the former at auction, a few sold at 3¾d. to 3¼d. per lb.; and of 8,001 bags of the latter, more than half sold at 3⅛d. to 3¼d. White: Firm; and of 1,580 bags Singapore at auction, half sold at 5⅝d. to 6d. per lb. for fair.

SPICES.—Cloves: Penang not in present demand; Zanzibar, ⅛d. dearer, and 4,752 bags at auction mostly sold at 3¼d. to 3¾d. per lb. for ordinary to very good. Mace: Steady; of 9 cases Penang and 4 cases Singapore at auction, half sold at 2s. to 2s. 4d. per lb., good reddish to middling pale. Nutmegs: Are rather cheaper for the small kinds; and of 118 cases Penang and 16 cases Singapore at auction, half sold at 3s. 8d. per lb. for good bold, and 1s. 2d. to 2s. 1d. for middling small to fine medium.

SAGO.—1s. 6d. to 1s. per cwt. cheaper; and of 4,127 packages at auction, nearly half sold at 19s. 6d. to 22s. per cwt. for middling to good small; and 20s. to 22s. large. Flour: Rather lower; 2,359 bags at auction mostly sold at 14s. to 15s. per cwt. for middling to good, but old import. At public sale 524 bags Borneo were bought in.

TAPIOCA.—403 bags good Penang were taken at 4d. per lb.; 70 boxes Pearl were withdrawn.

TERRA JAPONICA.—Cutch (Pegue): Firm, especially good and fine quality; 400 packages at auction retired. Gambier: 1s rather cheaper, but fair business has been done on the spot and for arrival. Of 2,487 bales at auction half sold at 20s. 6d. to 20s. 9d. per cwt. for middling heated, and 26s. to 28s. 3d. cubes.

TIN.—This market has been much depressed; since the beginning of the year prices fell rapidly to £90 for Straits and £92 for Banca, cash, and have since fluctuated between £90 and £92 for the former, and £92 and £94 for the latter. The nearest value of good Straits now is £90 10s. cash, and £92 to £92 10s. three months; a considerable quantity has changed hands in the month.

MISCELLANEOUS.—Blacklead: Cheaper, and of 968 barrels at auction only one-third sold at 18s. 6d. to 19s. per cwt. for fine lump; 12s. 6d. to 13s. chips; and 9s. to 10s. dust. Gails: Of China 310 bales brought to auction and retired; moderate business privately at 64s. to 65s. per cwt. for good; good Japan firm at the same prices, with buyers (being scarce). Ebony Wood: Steady; of 98 tons Ceylon at auction one-fourth sold at £7 10s. to £9 per ton. Musk: Steady; 35 caddies Tonquin at auction sold at 21s. 6d. to 25s. per oz. for ordinary to middling, and 15s. 6d. pickings. Rattans: Flat, and again cheaper; 26,312 bundles Singapore, and 7,310 bundles Penang at auction mostly sold at 3s. to 6s. 1d. per 100. Sapanwood: Only 9 tons Siam at auction, sold at £18 5s. per ton for good; being firm. Soy: Quiet; 9 casks at auction retired; small sales made privately. Star Anniseeds: Remain very scarce; nothing doing. Slicklac (Siam): Firm, but quiet; 123 cases at auction retired. Tortoiseshell: Of 4 cases Singapore and 3 cases Sidney at auction, all (but one Singapore) sold at 11s. to 11s. 6d. per lb. for the former, and 15s. 6d. for the latter. Vermilion: Very scarce, and dear; 5 boxes at auction retired at 3s. 10d. per lb.

ARTICLES OF EXPORT.

IRON.—The quotations in London are for Welsh bars, £7 to £7. 5s. nail rod, £8. 10s. to £9; hoops, £9. 15s. to £10; sheets, single, £10. 10s. to £10. 15s.; Staffordshire bars, £8. 10s. to £9. 10s.; rails, £7.

STEEL.—Swedish keg, £15. 10s.

COPPER.—Sheet and Sheathing, £101 to £103 per ton; yellow metal, 8½d. to 9d. per lb.

TIN.—£102 for block; £103 for common bars. Tin plates, best charcoal, I.C. 33s. 6d. to 35s.

LEAD, &c.—English pig, W.B., £22s. 10s.; shot, patent, £24. 5s.; sheet, £22. 5s. to £22. 10s.; spelter, £23. 10s.; zinc, English sheet, £30; quicksilver, £8.

The following is from the Circular of Messrs. French and Smit:—Mainly in consequence of the high rate of money, the Metal Market has been very dull indeed since the commencing of the year. Iron: The makers generally are fairly employed. The speculative operations in Scotch Pig continue, and the price still advances. Copper: The smelters have reduced their price £5 per ton, as the last fortnight business in this article has been quite at a stand. Tin: In Straits several sales were made at £90 to £91 per ton, and in one instance it was reported even a lower rate was accepted. The last few days it has gone better and appears firm at £92. English is quiet. Tin Plates are very firm, and prices continue to advance. Lead is firm, but without important transactions. Spelter: Holders are asking higher prices.

EXPORT OF BULLION TO CHINA, &c.

The following return shows the shipments of bullion from Southampton from the 1st January by the P. and O. Company's mail steamers.

	Gold.	Silver.
Shanghai	—	£3,205
Foo-chow-Foo	—	£500
Amoy	—	—
Hong Kong	—	£29,780
Singapore	£1,600	£11,400
Penang	—	—
Yokohama	—	—

FROM MARSEILLES.

(BY THE P. AND O. COMPANY'S STEAMERS.)

	Gold.	Silver.
Singapore	—	—
Penang	—	—
Hong Kong	—	—
Foo-chow-Foo	—	—
Shanghai	—	—
Yokohama	—	—

Digitized by Google

PER FRENCH MAIL STEAMERS.

	Gold.	Silver.
To Singapore	—	—
To Saigon	—	—
To Batavia	—	—
To Hong Kong	—	—
To Shanghai	—	—
To Yokhama	—	—

GOLD AND SILVER.

Bar Gold (per ounce)	£3 17 9
Spanish Doubloon	3 16 0 to 3 17
United States Gold Coin	3 16 4
Silver in Bars	0 5 1½
Mexican Dollars	0 5 0

Shipping Intelligence.

ARRIVALS.

Date.	At	From	Ship.	Captain.
Jan. 5	Off Plymouth	Batavia	Maria Diederika	
—	Gironde	Singapore	Giscours	Laine.
— 8	Texel	Batavia	Aletta Augusta	Tinholt.
Dec. 28	New York	Manila	Shirley	Mullen.
— 27	Boston	Singapore	Rainbow	Kelly.
Jan. 9	Off Dungeness	Batavia	Iodad (?)	
— 9	Do.	Do.	Theodore Dill	
— 12	London	Shanghai	Fi-Wan	Shiel.
— 10	Texel	Batavia	Jedo	v. Rossen.
Dec. 2	Callao	Hong Kong	Mandarin	Mutter.
— 7	Do.	Amoy	Alexander	Williams.
— 8	Do.	Hong Kong	David M. Farr	Gaze.
Jan.—	Off Dungeness	Batavia	Dionysia Catharina	Sprenkel.
— 14	London	Singapore	Ernte	Bradhering.
Dec. 2	Callao	Hong Kong	Mistress of the Seas	
Nov. 27	Do.	Do.	Crusader	
Jan. 5	Longhope	Rangoon	Hindostan	Emslie.
— 11	Texel	Batavia	Dionysia Catharina	Sprenkel.
— 17	Liverpool	Bassein	Lady Douglas	Evans.
—	Deal	China	Neville	Robinson.
— 18	Do.	Do.	Red Deer	Bruce.
— 16	Off Dungeness	Java	Maria Adriana	
— 17	Do.	Do.	Henrietta	Loenens.
— 19	Deal	China	Kelso	Black.
—	Cowes	Foo-chow-Foo	Yeavering Belle	Peart.
— 15	Zierikzee	Batavia	Baron v. Heemstra	Nepperus.
— 18	Off the Start	Shanghai	Norwood	Bristow.
— 18	Havre	Java	Malabar	Outre.
— 20	London	Shanghai	Dunkeld	Toms
— 20	Do.	Do.	Ellen Rodgers	Tomkins.
— 21	Do.	Yokohama	Eleanor	Silk.
— 21	Do.	Foo-chow-Foo	Berwickshire	Thomas.
— 21	Deal	China	Art Union	Polsen.
— 21	Do.	Do.	Queen Bee	Goodwin.
— 20	Falmouth	Macao	Albatross	Kaempfer.
— 21	Liverpool	Hong Kong	Veronica	
— 19	Brouwershaven	Batavia	Jason	Rusman.
— 19	Do.	Do.	Noach	Lupcke.
Dec. 2	Buenos Ayres	Hong Kong	Millbrook	Bo n.
Jan.—	Falmouth	Padang	Lady of the Lake	
— 21	Brouwershaven	Passaroeang	Ida Maria	Kohler.
— 23	Liverpool	Singapore	Sparkler	Wilson.
— 22	Texel	Batavia	Hendrika	Bus.
— 21	Brouwershaven	Do.	Onrust	Wessenbruch.
— 22	Do.	Do.	Isis	Duwell.
— 22	Zierikzee	Do.	Twee Geezusters	Bemolt.
— 23	Off Dungeness	Do.	Anne Forster	Thomas.

DEPARTURES.

Date.	From	For	Ship.	Captain.
Jan. 5	Yarmouth	Batavia	Hendrina	Breem.
— 6	Liverpool	Shanghai	Prudhoe	Bartlett.
— 6	Do.	Batavia	Edith Haviland	Campbell.
— 4	Broomielaw	Manila	Union	Artaza.
— 9	London	Hong Kong	Devana	Thomson.
— 10	Clyde	Galle	Kurrachee	Fotheringham.
— 11	Do.	Batavia	County of Argyle	
— 10	Do.	Batavia & Singapore	Helen Baird	McDougall.
— 13	London	Shanghai	Hoang Ho	Carrington.
— 13	Do.	Sunderland & Amoor	Fychow	Matthew.
Nov. 29	Callao	China	Rocco Porto Longo	Profumo.
Dec. 4	Do.	Do.	Hortense Dusantoy	Prevel.
Jan. 11	Glasgow	Singapore	River Eden	Valder.
— 15	London	Cardiff & Shanghai	John Bull	Harries.
— 16	Liverpool	Hong Kong	Everest	Clarke.
— 16	Do.	Singapore	Falcon	Christensen.
— 16	Do.	Shanghai	Chalgrove	Armstrong.
— 19	Falmouth	Singapore	Hollandia	De Jonge.
—	Hamburg	Singapore	JanPeter	Molsen.
— 12	Cardiff	Yokohama	Helena	Athedita (?).
— 7	Gibraltar	Colombo	*Crouch Brothers	Squarey.
— 15	Sunderland	Galle	William Naizby	Burkett.
— 17	London	Hong Kong & Canton	Valdivia	Clements.
— 18	Do.	Cardiff & Hong Kong	Wm. Mitchell	Potter.
— 16	Cardiff	Singapore	Amelie	Ertand.
— 13	Longhope	Do.	Dunmore	Robertson.
— 22	London	Do.	Christian Rankin	Higglus.
— 18	Newport	Hong Kong	Red Rose	Evans.
— 21	Cardiff	Singapore	Nederland	v.d. Eb.
Dec. 21	Rio Janeiro	Shanghai	Kew Kei	Beaglehole.
Jan. 20	Lamlash	Singapore	River Eden	Valder.
— 24	London	Cardiff & Shanghai	Miriam	Rhind.
— 4	New York	Sumatra	Tarquin	Kimball.

*After repairing.

(See Commercial Postscript.)

LOADING.

At LONDON.—For Yokohama: James Longton, Isles of the South, Lorton, Eleanor. For Yokohama and Nagasaki: Chaa-sze. For Shanghai: Westminster, Star of China, Fi Wan, Dunkeld, Art Union For Hong Kong and Canton: Dunmail, Fychow, Mary Nicholson, Scawfell, Melbrek, Ellen Rodger. For Singapore: Eastern Star. For Singapore and Penang: Frederica. For Batavia and Sourabaya, Petronella Johanna, Zephyros. For Colombo: Boldon Lawn, Whinfell.

At LIVERPOOL.—For Yokohama: Recife. For Shanghai: Persia (via Cardiff). Vigil. For Hong Kong: Golden Hind, Eagle, Favourite, Addison. For Singapore: Bolivia, Henry Ellis. For Batavia and Sourabaya: Dagmar. For Manila: Eulalia, Espana. For Galle: Gabrielle Alice, Duc de Malakoff.

At GLASGOW.—For Singapore and Penang; Huntly Castle.

At GREENOCK.—For Shanghai: Statesman.

SPOKEN.

JAN VAN SCHAFFELAAR, Sunderland to Singapore, Dec. 9, 4 N., 23 W.
DUT. BARQ., 3rd d.p., No. 9,341, Bat. to Midbg., Nov. 11, 35 S., 20 E.
BERWICKSHIRE, China to London, Dec. 1, off Cape Agulhas.
CONSTANCE, Batavia to Rotterdam, in Java Sea, Oct. 22.
JACOB ROGGEVEEN, Batavia to Rotterdam, in Java Sea, Oct. 22.
GALILEI, Batavia to Amsterdam, Nov. 27, 34 S., 26 E.
LOUISE, Macassar to Amsterdam, Nov. 30, 35 S., 21 E.
NORTHERN CROWN, Nagasaki to London, Dec. 6, 28 S., 9 E.
GERARD PETER SERVATIUS, Bat. to Amstdm., Jan. 2, 36 N., 34 W.
MAIDEN QUEEN, for Shanghai, Nov. 18, 39 S., 32 E.
ALBLASSERDAM, Sunderland to Batavia, Nov. 18, 24 S., 32 W.
LIZZIE SCOTT, Colombo to London, Dec. 4, 28 S., 7 E.
ROWENA, Singapore to London, Oct. 20, 38 N., 107 E.
KORTENAAR, Batavia to Rotterdam, Nov. 29, 35 S., lon. 21.
CHINA, Rotterdam to Batavia, Dec. 25, 3 N., 24 W.
WALCHEREN, Batavia to Flushing, Jan. 4, 27 N., 42 W.
VANGUARD, Cardiff to Shanghai, Dec. 9, 25 S., 24 W.
LOUISA, Macassar to Amsterdam, Dec. 2, 34 S., 17 E.
FLORENCE NIGHTINGALE, Amoy to London, Dec. 9, 23 S., 1 E.
WALLAROO, Batavia to Rotterdam, Dec. 1, off Cape of Good Hope.
GLENAROS, Foochow to New York, Dec. 10, 20 S., 2 W.
VENCEDORA, Batavia to Rotterdam, Nov. 28, 35 S., 21 E.
SILVER CRAIG, from Batavia, Dec. 1, 33 S., 16 E.
LODOR, Sourabaya to Amsterdam, Dec. 29, 6 N., 24 W.
HENRIETTE GERTRUIDA, Amsterdam to Batavia, 32 S., 23 W.

FREIGHTS AND CHARTERS.

No perceptible change is noticeable in outward freights. Rates are firm at our last advices, and a fair amount of goods for shipment is still offering. Coal freights continue to improve.

Current Rates of Freight for Vessels on the Berth:—To Yokohama: 50s. weight, 40s. to 50s. meast. To Nagasaki: The same. To Shanghai: 40s. weight, 30s. to 35s. meast. To Hong Kong: 40s. weight, 30s. meast. To Singapore: 30s. weight or measurement. To Penang: 40s. weight or measurement. To Ceylon: 40s. weight, 20s. measurement.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per Keel. For Batavia: £26. 10s. For Hong Kong: £50 to £53. For Galle: £40 to £41. For Singapore: £33 to £35. For Shanghai: £63 to £64. From Newport, Cardiff or Swansea, per ton. For Batavia: £1. 7s. For Hong Kong: £2. 10s. For Manila: £1. 15s. For Galle: £1. 15s. For Singapore: £1. 10s. For Shanghai: £2. 17s. 6d. to £3.

The Admiralty have invited tenders for the conveyance of 245 tons naval provisions to Hong Kong, and 143 tons naval stores to Trincomalee, both from the River Thames.

The P. and O. Company have chartered the Agincourt to convey machinery, boilers, &c., to Hong Kong.

CASUALTIES.

The Prudhoe, of Liverpool, which sailed from thence for Shanghai on the 6th Jan., has been lost with all on board, as wreckage identified as belonging to her has been thrown on shore at Fleetwood.

The County of Argyle, Edington, from the Clyde to Batavia, has put back to Greenock in a sinking state, having been in collision off Tuskow, 17th Jan., with the Helen Baird, also from the Clyde to Batavia, which sank. The County of Argyle lost bowsprit and had two holes knocked in her fore compartment, and was subsequently beached in Cartsdyke Bay. She has since been temporarily repaired, and taken into dock to discharge.

The Malabar, Outre, from Java for the Channel for orders, put into Havre through stress of weather, Jan. 18, with part of cabin stove, one man lost overboard, and others injured. Her cargo was also heated, and required to be quickly discharged.

The Whampoa, Metz, from Batavia to Amsterdam with sugar and coffee, lost anchors and ran on shore on the Southwall, Jan. 17. She has since got off, by discharging part of her cargo, and is now lying in Nieuwe Diep.

The Dunmore, from Sunderland for Singapore with coals, drove on shore on a sandbank in Cairston Roads, Jan. 21, and was assisted off by a steamer and towed into harbour. She is not expected to have received much damage, but will, however, be surveyed.

Telegraphic advices, under date Galle, Jan. 21, state that the Eurydice, Gibb, from Foo-chow to London, had struck on Pagoon Rock, and was discharging.

MISCELLANEOUS.

At ST. HELENA.—Dec. 17, from Batavia, Matheran, Henry; 18, Maria Veronica, Schol, and sailed 19 for Amsterdam; Schwinge, Junge, and sailed 21 for Rotterdam; 19, from Sourabaya, Lady Alice, Shanack, and sailed 21 for Amsterdam; 20, from Singapore, Preciosa, Hallengren.

Off ASCENSION.—Dec. 19, from Java for Amsterdam, Fagel; from Batavia for Amsterdam, Anna and Sophia.

At ASCENSION.—Dec. 12, from Singapore, Panic, Bell, and sailed 15 for Liverpool.

At MAURITIUS.—Dec. 8, from Singapore, Hooghly, Veillet.

At TABLE BAY.—Dec. 12, from Singapore, Caldbeck, Garside, and sailed 13 for London; 13, from Macao for Havana, Tamatave, Bernard.

Digitized by Google

THE BANGKOK DOCK COMPANY'S NEW DOCK.

This magnificent Dock is now ready to receive Vessels of any burthen, and the attention of Shipowners, Agents, and Masters is respectfully solicited to the advantages for REPAIRING and SPARRING VESSELS, which no other Dock in the East can offer.

The following description of the Premises is submitted for the information of the public. The dimensions and depth of water being:—

Length ... ... 300 feet.
(To be extended.)
Breadth ... ... 100 „
Depth of water ... ... 15 „

The Dock is fitted with a Caisson, has a splendid entrance of 120 feet from the River, with a spacious Jetty on each side, where vessels of any size may lay at any state of the tides, to lift Masts, Boilers, &c., with powerful Lifting Shears, which are now in the course of construction.

The Dock is fitted with Steam Pumps of great power, insuring despatch in all states of the tides.

WORKSHOPS.

The Workshops comprise the different departments of Shipwrights, Mast and Block Makers, Blacksmiths, Engineers, Foundry, &c.

The whole being superintended by Europeans, who have had many years' experience in the different branches.

The workmen are the best picked men from Hong Kong and Whampoa.

The Company draws particular attention to the great advantages this Dock offers, being in a Port where the best Teak and other Timber can be had at the cheapest cost.

A Steam Saw Mill is also in connection with the Dock, to insure despatch in work.

The Keel Blocks are four feet in height, and can be taken out or shifted without cutting or causing any expense to ships having to get them removed.

The Company is also prepared to give estimates or enter into Contracts for the Repairs of Wooden or Iron Ships, the Building of New Ships, Steamboats, &c., or any kind of work connected with shipping.

All Material supplied at Market price. Vessels for Docking may lay at the Company's Buoys or Wharf free of charge, until ordered to remove by the Superintendent.

Captains of vessels before leaving the Dock must approve and sign their Dockage Bills.

All communications respecting the docking to be addressed, until further notice, to the undersigned, by whom all Bills will be signed and collected.

JOHN BUSH, Managing Director.

Bangkok, 18th Sept., 1865.
Hong Kong, 20th Oct., 1865.

ASIATIC BANKING CORPORATION

Incorporated by Royal Charter.
Authorised Capital, £2,000,000. Paid-up Capital, £500,000. Reserve Fund, £175,000.
Head Office, No. 4, Lombard-street.

BOARD OF DIRECTORS.

FRANCIS BOYKETT, Esq, Chairman, (Messrs. Timothy Wiggin and Co).

JOHN A. RUSSELL, Esq., Deputy Chairman (Messrs Grey and Coles, and Grey and Co. Bombay).

THOMAS CARDWELL, Esq. (Messrs Thomas Cardwell and Co., and Cardwell, Parsons and Co., Bom

CHARLES A. FEARON, Esq. (Messrs Fearon and Co. late of Messrs. Augustine Heard and Co., China)

WILLIAM MAITLAND, Esq. (Messrs. M'Killop, Stewart and Co., Calcutta).

Agencies and Branches are established at Bombay, Calcutta, Madras, Singapore, Penang, Ceylon, Hong Kong, Shanghai, and Melbourne.

The Corporation grant Drafts, collect and negotiate Bills of Exchange, payable at the above places, issue Letters of Credit and Circular notes, and conduct every description of Banking business connected with the East. They effect the purchase and sale of Indian Securities, the receipt of Pay, Dividends, &., and undertake the safe custody of securities. They also receive Deposits, bearing interest, for fixed periods. Rates of interest and Exchange may be ascertained at the Head Office.

By order of the Board, F. W. Lawrence.
Acting General Manager.

THE CHINA TRADERS' MARINE INSURANCE SOCIETY OF HONG KONG (Limited).

CAPITAL 1,000,000 dols.
in 200 Shares of 5,000 dols. each. 1,000 dols. per Share Paid up.

CONSULTING COMMITTEE.

William Neilson, Esq. (Messrs. Olyphant and Co)
J. W. Maclellan, Esq. (Manager Commercial Bank Corporation.
Richard Deacon, Esq. (Messrs. John Burd and Co.)

GENERAL AGENTS.
Messrs. Augustine Heard and Co.

The Allotment of Shares will take place on the 3rd day of October next, and further Applications for Shares will be received until the 3rd of October next.

Application to be made in the form given below, and addressed to the General Agents, from whom any information can be obtained.

FORM OF APPLICATION FOR SHARES.

To the General Agents of the China Traders' Marine Insurance Society of Hong Kong (Limited).

Gentlemen,—I hereby request that the Committee will allot to me shares in the above Company, and I agree to accept such shares, or any less number which may be allotted to me, and to pay the first call of One thousand Dollars per Share, and further calls to such amount and at such times and in such manner as may be authorised by the Articles of Association of the said Company, and to subscribe the Articles of Association when called on to do so.

I am, Gentlemen,
Your obdient Servant.

Hong Kong, Sept. 7, 1865.

PORT OF AMOY.

SHIPOWNERS, AGENTS and COMMANDERS are informed that the Dock Company's Establishments at the above Port afford every facility for REPAIRING and SPARRING VESSELS, and for CLEANING and PAINTING Iron and Steam Ships.

Their large Granite Dock, 286 feet long on the blocks, is in complete working order, and at average spring tides can take vessels drawing 16 to 17 feet water. The Dock is fitted with a Caisson Gate and with a Centrifugal Steam Pump of great power ensuring despatch in all states o the tide. An ample stock is kept on hand of Timber, Oregon Spars, Sheathing Copper and Yellow Metal, and of every description of material for Dockyard use.

The premises comprise an Engineer's Workshop, Brass Foundry, a large Smithy and Carpenter's Workshops, and the works are superintended by Resident Europeans, viz., a Shipwright, an Engineer, and a Blacksmith. Dry Godowns for the reception of vessel's stores, &c., when requiring to discharge them.

Amoy, March, 1865.

CHARTERED MERCANTILE BANK of INDIA, LONDON, and CHINA.

Incorporated by Royal Charter.
Paid-up capital, £750,000. Reserve Fund, £250,000.

BRANCHES AND AGENCIES.

Bombay.	Colombo.	Penang.	Hong Kong.	Yokohama
Calcutta.	Kandy.		Shanghai.	
Madras.	Galle.	Singapore.	Hankow.	Mauritius

The Bank negotiates and collects bills and grants draft payable at the places above mentioned, issues letters of credit and circular notes for the use of travellers by the Overland Route, terms for which can be ascertained at the Head Office in London.

The Bank will effect the purchase or sale of Indian securities, undertakes the safe custody of same, and the receipt of interest, dividends, pay, pensions, and other moneys, for remittance through the Bank or otherwise.

The Bank receives money on deposit, on which interest will be allowed according to the length of time deposited. Particulars as to rates can be ascertained at the Head Office, 52, Threadneedle-street, London.

Office hours from 10 a.m. to 3 p.m.; Saturdays, from 10 a.m. to 2 p.m.

No. 52, Threadneedle-street, London, E.C.

THE BANK OF HINDUSTAN, CHINA, AND JAPAN (Limited).

1, BANK-BUILDINGS, LOTHBURY, LONDON.

CAPITAL	... ...	... £4,000,000
Subscribed	... ...	... 3,696,100
Paid-up	... ...	... 924,025
Reserve Fund	... ...	120,500

BANKERS.

The Bank of England | The National Bank
The Alliance Bank.

EDINBURGH BRANCH.

DIRECTORS.

William Forbes, Esq., of Medwyn.
Patrick Arkley, Esq., of Duninald.
James Mackintosh, Esq., jun., of La Mancha, and late of Calcutta.
John A. Macrae, Esq., W.S., 39, Frederick-street, Agent.

BRANCHES AND AGENCIES.

Henry Turner, Esq., Inspector.

Bombay	Manila	Hankow
Calcutta	Hong Kong	Nagasaki
Point de Galle	Foochow	Yokohama
Colombo	Ningpo	Melbourne
Kandy	Shanghai	Sydney
Singapore	Kiu-kiang	

Deposits received, subject to ten days' notice, on the usual terms, and for fixed periods at rates subject to special agreement.

Drafts issued, and Bills negotiated, payable in India, China, &c. Circular Notes and Letters of Credit, payable throughout Europe, are also issued for the convenience of Travellers per Overland Route.

The purchase and sale of Indian and other Securities, and the safe custody of the same, undertaken. Dividends, Pay, Pensions, Interest, or other moneys realised, and the registry of Indian Government Loan Notes effected, so that the interest may be paid in England.

Every other description of Banking and Agency business in connection with India, China, &c., conducted on the most favourable terms.

JOHN OUSELEY, General Manager.

CAUTION.

WHEREAS Persons are shipping Wines to India marked with a Crown in imitation of CHILLINGWORTH and SON'S WINES, which are branded with a Crown, they having the appointment of WINE MERCHANTS to HER MAJESTY QUEEN VICTORIA, it is deemed expedient for the protection of dealers and consumers of their superior Wines selected from their extensive and valuable stock expressly for the Indian market, which have been so well known and approved by connoisseurs for the last thirty years for their extreme quality and purity, combining flavour and softness, together with great age, body, delicacy, and bouquet, being more free from acidity or alcohol that any other Wines, to caution all purchasers to ask for

CHILLINGWORTH & SON'S

CROWN SHERRIES AND OTHER WINE

And to be particular in observing that the Cases and Cask-heads are branded with their names at full length; also, on the side of the Corks, inside the bottles, as well as the Crown; and also on the seals, in accordance with the heading of this notice, as a necessary precaution, to ascertain that they are CHILLINGWORTH and SON'S CROWN WINES, in order to prevent a common low class of Wines being improperly foisted on the public, and which are in no way to be compared with those of CHILLINGWORTH and SON'S.

Wholesale Agents:—Bombay, Messrs. Hormarjee Bomanjee and Co.; Madras, Messrs. Parry and Co.; Calcutta, Messrs. Gordon, Stuart, and Co.; Kurrachee, Messrs. Hormarjee Bomanjee and Co.; Colombo, Messrs. Darley, Butler and Co.; Rangoon, Messrs. Gladstone, Wyllie and Co.; Hong Kong, Messrs. Robert S. Walker and Co.

HUBBUCK'S PATENT WHITE ZINC PAINT.

THE most durable and beautiful paint known, is cheaper than White Lead, and is proved to be superior for all purposes than the pernicious Lead Paint, and equally adapted for all climates.

Its whiteness is unaffected by bilge water, boiling sugar, or noxious gases.

It is free from any poisonous ingredient, and suited in all respects to the use of the painter.

Each Cask of Pure White Zinc is Stamped "HUBBUCK, LONDON PATENT."

Inferior Zinc Paint, so marked, having been sold in Foreign Markets, the Patentees offer a Reward of FIFTY POUNDS for information which will lead to the conviction, in an English or Colonial Court, of those who have pirated their Mark. Both Exporters and Retailers are liable for its sale.

THOMAS HUBBUCK AND SON,

WHITE LEAD, OIL, PAINT, AND VARNISH WORKS,
24, LIME-STREET, LONDON.

HUBBUCK'S ANTI-CORROSIVE PAINTS

Are very durable, and the most valuable protection to Iron Roofs, Bridges, Piers, Ships and Buildings, exposed to stormy weather and scorching sun; they soon become extremely hard, and do not blister.

They are made of Stone, Slate, Copper, White, Blue, Green, or any other Colour that is desired.

HUBBUCK'S ANTI-OXIDATION COMPOSITION,

For Coating Iron and Wood Ships' Bottoms; a preservative against fouling and corrosion This Composition is ready for immediate use, and obviates the waste of carrying unmixed Paints, Oils, Driers, &c. It is also applicable to all the purposes of other Paints.

HUBBUCK'S PALE BOILED OIL

Has less colour than Raw Linseed Oil, is a quick, hard and certain drier for White and Light Coloured Paints.

PAINTS AND OILS PROPERLY PACKED FOR EXPORTATION.

Digitized by Google

NOTICES TO CORRESPONDENTS.

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be authenticated by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

A REGISTER is kept of the addresses of all persons connected with the FAR EAST and reference can be made to the same by personal application at the office or by letter.

Any information required by Subscribers, in reference to Commercial or General matters in CHINA, JAPAN, SINGAPORE, *and other parts of the* FAR EAST, *will be supplied on application at the Office, where files may be seen of the Journals published in those countries.*

THE LONDON AND CHINA EXPRESS.

PUBLISHED on the departure of the Mails *via* Marseilles on the 10th, 17th, and 26th, contains a Summary of European, American, and General News; Commercial and Shipping Reports, and Special notices of Trade with the FAR EAST.

Subscription 54s. per annum. including Postage. Export Supplement 12s. extra.

The London & China Telegraph.

LONDON, MONDAY, JAN. 29, 1866.

—o—

JAPAN.

THE complete success of the bold stroke of Sir HARRY PARKES and his colleagues at Osaka, so far as concerns the ratification of the treaties, is fully confirmed by the present, mail. With regard, however, to the opening of Hiogo on the 1st of the present month we are still in doubt, and although the brief telegraphic announcements we have received on this point are unusually intelligible and consistent, we are at present hardly justified in regarding it as *un fait accompli*.

This, however, is a point of minor importance which the arrival of another mail will doubtless elucidate, and in the meantime we have ample cause for congratulation in the achievement by our Minister of so signal a victory over Japanese exclusiveness in obtaining the MIKADO's ratification to our treaty. No doubt ever existed in our minds that this was the one thing needful to inaugurate a brighter phase in our relations with Japan; but we hardly ventured to hope that even the energy of Sir HARRY PARKES would have accomplished this desirable object in so short a time. On the one hand, it seemed almost hopeless to attempt to approach a monarch so hedged in with exclusiveness and superstition through the ordinary channels of diplomacy; and on the other, there appeared to be no slight danger of a violent termination to all peaceful intercourse being the result of any ill-advised attempt at coercion. By what cogent arguments Sir HARRY PARKES has prevailed we know not, but however obtained, such a triumph at the very outset of his career in Japan gives substantial promise of future success.

We shall watch with great interest the development and progress of this new port of Hiogo. Situated as it is in the immediate vicinity of the chief commercial and manufacturing emporium of the empire, it must necessarily become important as a trading settlement; while its proximity to Kioto, and its command of the Inland Sea, will doubtless cause it to be jealously regarded by those hostile factions whose rivalry so often threatens to plunge the country into war. It is greatly to be feared, too, that many difficulties may arise from the conduct of the first settlers at the new port. Apart from the mercantile community which quickly collects for purposes of legitimate trade at any newly opened port in the Far East, there is usually a large influx of that dangerous class of people termed in Chinese newspaper phraseology "rowdies." It is these "rowdies" who, flocking to every newly opened port, gain for us by their rapacity, violence, and drunkenness, the hatred and ill-will of the native populace. Of late years Shanghai has swarmed with them, and for some time hardly a local paper appeared without a record of some disgraceful outrage of which they were the authors. Consular Courts had no terrors for them, and it yet remains to be proved whether the Supreme Court, under Sir EDMUND HORNBY, will prove effectual in keeping them in subjection. It will be a great misfortune if the peace and goodwill which we hope soon to see established between our merchants and the natives at Hiogo are to be endangered by the like unworthy cause; and we trust the Consuls who are first placed there will suppress with a strong hand all irregularities among their respective subjects. Another evil which attended the opening of the original ports in Japan, and continued to exist long afterwards, arose out of the exchange allowed by the local government to all foreign residents. For a term originally intended to be limited to one year from the opening of each port, but which in reality was extended to a much longer period, every new comer was permitted to exchange at the Custom-house, for native coin, $3 per diem for himself, and $1 per diem for each servant in his employ, at the rate of three ichibous per dollar. The market value of the ichibou being then as now, much lower, this daily transaction gave a profit increasing with the number of servants employed; so that a person, for instance, who retained six servants was entitled to exchange $9 per day, or $270 per month; the profit on which, at the rate of about 70 ichibous per $100, would amount to 189 ichibous, or upwards of $80 per month. Servants' wages being about $4 per month, food cheap, and small houses in the native town obtainable at low rents, a number of useless drones—men either incapable of earning an honest living, or too indolent to attempt to do so, were enabled to live at their ease on the proceeds of their exchange. Of course, numbers of such persons flocked to the newly opened ports, and eagerly availed themselves of these advantages; and it need hardly be added, that they formed no very desirable addition to the community. Such an abuse as this should not be tolerated at Hiogo, or any other new ports that may in future be opened. It is surely enough that this questionable privilege of exchange should have such disastrous effects on the *morale* of our naval and military forces on the China station, without being suffered to imperil the prosperity of every new settlement we may obtain in Japan.

THE P. AND O. COMPANY'S STEAMERS.

SEVERAL letters have reached us complaining of the condition of the company's steamers *Rangoon* and *Salsette*. The *Rangoon* took on the passage from Suez to Bombay nearly 17 days, that is from Sept. 27 to Oct. 13. Our correspondent describes the engines and boilers of this vessel as thoroughly inefficient, and incapable of performing a speed averaging 7 miles. This was not exceptional but the normal condition of things. The *Rangoon* is a new vessel, and went through the usual trials to obtain her certificate of efficiency previous to leaving England; and it would appear that her present condition could not have been anticipated. It is, however, imperative that this vessel should be recalled from the service and fitted with new engines. It is manifestly unjust that passengers and mails should be sent by steamers taking 17 days instead of 11. With regard to the *Salsette*, which took 12 days from Singapore to Hong Kong, it seems the fault was owing to the leakage of the boilers. It appears that the engines and boilers were passed by competent engineers at Bombay as capable of performing the voyage to China, and we hear it alleged that the engineer on board was to blame for inattention or want of judgment in handling the boilers on the passage, and that the company had discharged him. On advice from the Superintendent at Bombay, the company have ordered a new set of boilers, which are now in course of shipment to Hong Kong, and the vessel will be laid up in the interim. It is not unreasonable on the part of the public to demand that the P. and O. Company should, for the handsome subsidy and high rates of freight and passage money, give vessels of undoubtedly first-class character, equal to an average speed of 10 miles. Of course, allowances must be made for exceptional cases, which will occur to this as well as all other companies; but the P. and O. of late have been most vexatiously irregular in their services. The mails of the 26th July and 10th Oct. both broke down before reaching Hong Kong, and did not arrive until the following mail, a fortnight after. In all large companies it happens, however, that the *bona fide* grievances are lost sight of in the host of absurd complaints which are constantly urged against them. For instance, the following letter imputes indirectly some responsibility, if not culpability, to the company for the inefficient arrangements by the authorities at Galle for the reception of passengers landed with infectious diseases. This is a matter that purely belongs to the local authorities at the various places. It is clearly the duty of the Company's officers to land such passengers *nolens volens* for the safety of all on board. Sir HERCULES ROBINSON should, however, see to this very important omission on the part of his Government at Galle:—

"Sir,—In the month of March last, on board the Peninsular and Oriental steamer *Benares*, two days after leaving Bombay for China, I was unfortunately attacked with the smallpox. Some days later I was put on shore at Point de Galle, with my disease at that time at its height. No house or hotel could, naturally enough, be found to take me in. The surgeon of the ship communicated with the authorities, and they ordered

Digitized by Google

me up to what was called the Smallpox Hospital, about four miles from the fort.

"Accompanied by the surgeon of the *Benares*, whose kindness I was indeed grateful for, I arrived in a garry at the foot of a nearly perpendicular hill on which the 'hospital' stood. It was one of the hot months in Ceylon. At 2 o'clock in the afternoon, under a burning sun, I had to climb this hill for well-nigh half a mile, and but for the assistance of my friend Dr. Gill, who literally dragged me along, I should assuredly have stuck fast on the road. The 'hospital' I found a wretched shed of a place, but certainly with walls and a stone floor. On the latter I was glad to throw myself, but I longed, as you may suppose, for a bed.

"I found here a gentleman, a fellow-countryman, taken with the disease on board of another Peninsular and Oriental steamer. He told me that he was, he believed, the first European who had ever been in the place, and that the hospital was evidently provided for natives only. He added that every necessary I wanted must be ordered through a contractor in the native bazaar, three miles off, and that there was only one old native to wait upon all the patients. To this latter I applied, and was told I must get an order from the hospital surgeon before the contractor would supply a bed, or anything else. To be brief, the result was I had to pass the night in sleepless agony—for it was literally that—on the hard floor, my bed arriving the following forenoon. The next day another passenger, a young Englishman, was brought up from another Peninsular and Oriental ship. Happily, he was but slightly attacked.

"I can assure you, Sir, it was a relief to me to find myself with my two companions, otherwise our 'ward,' as they called it, might not have been left to only one of us. The adjoining compartment, divided by a half wall, was occupied by two poor Africans, stokers from some steamer."

THE PROPOSED BREAKWATER AT GALLE.

THE Ceylon Government having communicated with the Colonial Office relative to Mr. GRINLINGTON'S scheme for a breakwater at Galle—a scheme which if carried fully out would enlarge the anchorage ground to 240 acres and render the harbour absolutely safe—the matter was referred to the Board of Admiralty, and by this Board to a Committee for an opinion on its practical merits. That Committee, in its report, admits, in a qualified form, the feasibility of the project, and without entering on the consideration of the supplementary portions of the project, such as the possession of a graving dock, landing stages and tramway, is inclined to consider that the cost of an efficient and permanent breakwater with central portion and eastern and western wing, would most probably exceed Mr. GRINLINGTON'S estimate; indeed, as much as £1,500,000 is named by the Committee, who place an emphasis on the gigantic character of the scheme. The Admiralty fails to discover in its own department any special advantages from the erection of a breakwater, Trincomalee answering existing naval requirements. It seems quite evident, that in setting down their estimate the Admiralty had in view the miserable failure of the lighthouse on Basses Rocks; and have been further influenced by the hope that they will get a scheme that will bring the mail steamers to Trincomalee. It is impossible to exclude the conviction that Government has no present intention and no desire of improving Galle. The advantages that would arise to trade from the erection of the breakwater did not come within the scope of the Admiralty inquiry, but there was an evident disposition on the part of the Board to treat the question of improvement as one that merely concerned the convenience of the Peninsular and Oriental Steamship Company; such an estimate is calculated to excite surprise both here and in Ceylon. Not to speak of the reputation Mr. GRINLINGTON has achieved by the execution of colonial works, he was aided by the engineering officers of the Portland Breakwater, the most competent authorities in the kingdom, and both his plans and estimates had their sanction. The plans have also the approval of Captain TWYNAM and other naval gentlemen long and practically acquainted with the harbour. The greater weight is to be attached to these, inasmuch as the Portland Breakwater is laid in eleven fathoms, whilst the Galle Breakwater at the most would have been seven fathoms; and, again, whilst the former must encounter tempestuous seas at all the different periods of the year, the latter would have only to meet the periodic monsoon. For fifteen years have the Government obstructed all the propositions made for the improvement of the harbour of Galle, without bringing forward any one of their own, and all for the purpose of adventitiously benefiting Trincomalee, which is remote from the route of steamers and sailing vessels; and if resorted to must involve loss of time. The British Government, however, is well aware that the question cannot be for ever shelved; commercial interests will assert themselves, and Galle, the natural emporium of Ceylon, be improved to the extent of which it is susceptible. Thus the Government would only have its opinion on Mr. GRINLINGTON'S plan regarded as tentative; and as to a guarantee for any works required to carry out the object in view, without denying that this may be accorded under certain circumstances, defers any decision until such time as the Colonial Government of Ceylon shall take the initiative for executing a project to be jointly approved. The Home Government so far, however, has not admitted that the case of the Indian railways is analagous as respects guarantee. The anticipation is expressed that when the trunk railway of Ceylon, and various contemplated lateral branches are completed, the Colonial Government will find itself in a better position to commence an undertaking the importance of which is admitted, but not its immediate urgency. In fact, it is evident that Mr. CARDWELL'S advice to the Colonial Government is not to have too many irons in the fire.

MUNICIPALITY OF COLOMBO.

WE congratulate the people of Colombo on achieving that great and indispensable requisite to good local government, a municipal council. An efficient organization cannot fail to act advantageously on the public interests and exercise a certain influence on the colony in general. In fact it reflects creditably on Sir HERCULES ROBINSON and the community. This body politic will give force as well as expression to public opinion. We trust, too, that from the outset its deliberations and decisions will assume a practical character. Manifestly there is abundant work on hand; indeed, it is a matter of unfeigned surprise that its existence should so long have been delayed; that whilst other British colonies are dotted over with municipalities, the commercial emporium of a colony so long in British possession should have foregone, by virtual abnegation, those civic rights of which a municipality rightly constituted is the most efficient as well as the most appropriate exponent. One of the first subjects that must engage the attention of the Council will be the supply of Gas and Water, necessities as well as luxuries; a remarkable want in a town with 10,000 houses and 50,000 inhabitants, possessing abundant means, intelligence and refinement. But the oil lamp must shortly be one of the things of the past, and Colombo shine as brightly as Hong Kong and Singapore. We understand that the Hong Kong Gas Company have tendered for the supply of gas and water, and that terms are likely to be concluded with them without delay.

THE DUTCH AGGRESSIONS IN SUMATRA.

THE memorial from Penang on the subject of the Dutch aggressions in Sumatra has duly reached the Foreign-office, and is now the subject of a negotiation between the Government of the Netherlands and our own. It is expected, however, that some action will be taken by gentlemen in this country interested in Penang, through Members of Parliament, as soon as the next session assembles. We understand that one of these gentlemen is Mr. John Crawfurd, the venerable octogenarian, who is ever ready to come to the rescue of the Straits trade. In the meantime the memorialists will have, no doubt, an acknowledgment of the memorial, which will be published in the local papers.

THE CEYLON COFFEE CROP.

A MORE than ordinary discrepancy is observable in the mercantile estimates formed at Colombo as to the proportion which the coffee crop of 1865-66 will bear to that of the past season. The latter, we know, was very generally underestimated. A continuance of the same favouring circumstances was not to be reckoned on, but allowing for the extensive acreage of coffee-bearing plants arriving at maturity this season, and guided in our judgment by private advices, we are disposed to consider that the falling off will not exceed 12 per cent. The earlier shipments, owing to certain retarding causes operating to prevent the forwarding of produce, are scarcely to be accepted as indices in the computation. The total shipments for the new coffee season up to Dec. 12th reached 71,782 cwt. (of which on the 15th. ult. nearly one half was afloat), against 105,457cwt. in the corresponding period of 1864. Of this season's shipments 23,579 cwt. were plantation and 8,170cwt. native; the early shipments to the same date of the preceding season comprised 74,098 cwt. plantation and 31,359 cwt. native. All experience goes to show that one effect of improved agricultural skill is to render unseasonable rains and storms less and less disastrous; and it is satisfactory to note the earnestness

Digitized by Google

with which Ceylon planters and their superintendents are seeking additional information on this and other points of culture. Whatever the temporary fluctuations in supply, it cannot be questioned that the Ceylon coffee yield will continue to be progressively augmented. We are being repeatedly reminded that the forest land, like everything else, is limited, but there are hundreds of thousands of acres yet to be reclaimed, and the eagerness with which new land is sought in a colony by no means replete with capital, shows the abiding conviction of those best calculated to judge in the rumunerative character of those investments. The *Colombo Observer* of the 15th ult. reports 8,000 acres as having been "lately sold" in the Moorowa Corle district, whilst in the Dickoya district 16,000 acres had just passed into the hands of private purchasers, chiefly for coffee growing, and it was estimated that there were there available upwards of 50,000 acres for the same purpose. As to decline in home consumption, which has been regarded in some quarters as a discouragement, we are very confident that that consumption reached a minimum point in 1865. The demand for Ceylon plantation, and the finer kinds of native Ceylon, has actually increased, and so it will continue. The export demand for the finer kinds likewise continues rapidly to improve. The following quotations for the past three years will show how well Ceylon coffee has held its position in the London market,—even native Ceylon, notwithstanding the heavy arrivals of native grown Mysore and other common East India kinds, together with enlarged supplies, consequent on extended cultivation, of plantation qualities from the same quarter. The prices held so firmly now must shortly advance with that relief to the money market which the returning gold will soon afford; indeed, during the past year it has been observable that coffee has been least sensitive of all articles of colonial produce to a high rate of discount, and even the decline of 1s. per cwt. on the lower descriptions as compared with the prices ruling previous to Christmas, will, in the opinion of the trade, speedily be recovered. The United States' demand must be allowed its influence in this result; the proportions that demand will assume are as yet problematical. Our stock at the end of last year was larger than at the close of 1864, but owing to the active export demand we may anticipate, as then, an upward tendency for several months to come. There is at present a good demand for the finer kinds of plantation Ceylon. The supply of Mocha for the present year will probably be even more limited than in 1865.

	Jan. 1, 1864. per. cwt.	Jan. 1, 1865. per cwt.	Jan. 17, 1866. per cwt.
	s. d. s. d.	s. d. s. d.	s. d. s. d.
Ceylon, native, good & fine	67 0 to 72 0	68 6 to 73 6	67 0 to 71 0
plantation, fine	89 0 „ 95 0	90 0 „ 93 0	90 0 „ 91 0
fine middling	84 0 „ 88 0	87 6 „ 89 0	88 0 „ 89 0
good middling	80 6 „ 83 0	85 0 „ 87 0	85 0 „ 87 0
middling	75 6 „ 79 0	80 0 „ 84 6	80 0 „ 84 0
fine ordinary to low mid.	73 0 „ 75 0	77 6 „ 79 6	75 0 „ 79 0
triage	58 0 „ 70 0	56 0 „ 71 0	50 0 „ 65 0

THE ISLAND OF FORMOSA.

The alleged intention of the Prussian Government to "annex" the Island of Formosa is the topic of interest adverted to in the letter of our Hamburg correspondent. The rumour is not worthy of any credence whatever. It is simply absurd to suppose that Prussia could see her way to occupy Formosa, especially when she has friendly relations with the Government of China and the English, French, and Russian Ministers to look after her. The following letter has appeared in *The Times*:—

Sir,—It seems that the Prussian Government is about to take possession of Formosa. Now, Formosa, under the name of Tai-wan-foo, or "the District of the Great Day," with a capital of that name, residence of a Chinese chi-foo, or prefect, belongs to the Government of Fo-kien, the Vice-royalty of Ming-che (Fo-kien and Che-kiang), and to the empire of China.

The island was taken from the Moslems in 1624 by the Dutch, who erected at Tai-wan the fort Zelandia.

About that time 25,000 Chinese, followed in this century by millions, took refuge in the island, escaping from the rule of the Manchoo conquerors.

Zelandia and the island were taken in 1662 from the Dutch by the Chinese pirate Ching-chi-koong, also known by the name of Coshinga. It was then opened to English traders. The pirate's son surrendered Formosa in 1683 to Kang-hi, Emperor of China. The island afterwards revolted two or three times, as other parts of the empire did, the last rebellion being crushed in 1834.

The Chinese quarterly Red-book gives Formosa as a district of the empire, and every Englishman who has been engaged in the civil service in China may be aware that it is really a part of it.

Have all strong nations a right to take hold of any possessions of other nations they think of some use to themselves,—such as Denmark, Montevideo, Chili, the guano islands, or Formosa? If not, what is to be done? The most striking fact is that the Prussian Government seems to have a treaty with China and a Minister at Peking.—I remain, Sir, your obedient servant,

A CHINESE SCHOLAR.

Jan. 16.

MR. T. W. SMITH has arrived from Shanghai, bringing home a Chinese dwarf, aged about 35, said to be the son of the pilot who conducted the English fleet into Chusan, and who was dwarfed by the Chinese authorities as a punishment for the sins of his father.

WE understand that the P. and O. Company will not carry out the intended arrangement of making the Suez and China steamers form the main line until they despatch a couple of large boats from this side for the service. It is intended shortly to run intermediate boats on the Suez and Bombay line, making four times a month. This increase will not be subject to a postal contract at present.

A TELEGRAM has been received announcing the opening of the service of the Netherlands India Steam Company in Java on the 1st of January, the time specified in the contract.

THE steamer *Eagle*, Capt. Lobnitz, noticed in our last as having put into Lisbon, has coaled, made good defects, and proceeded on the 25th to Nagasaki, calling at Labuan for coals *en route*. The *Eagle* has proved herself to be a first-rate seaboat and to have splendid engines. She was in one of the late terrific gales which culminated in the destruction of the *London* and *Amalia*.

AMONG the official appointments lately notified in the *Gazette* we observe that of Mr. Farquhar, Second Secretary of Legation at Athens, to be Second Secretary of Legation at Peking; and Mr. Callendar, Her Majesty's Consul at the Dardanelles, to be Her Majesty's Consul at Manila. On reference to the Foreign-office list we find the antecedents of Mr. Farquhar to be as follows:—nominated Attaché, 1856; appointed to Berne, 1857; transferred to Vienna in March, and to Paris in April, 1858; appointed Paid Attaché at Rio, 1859; transferred to Parana, 1861; appointed Second Secretary in the Diplomatic Service, 1862; and transferred to Athens, 1863.

Mr. Callendar was appointed Consul at St. Catharine's, Brazil, in 1852; transferred to Rhodes the same year; to Erzeroum in April, 1863; and to the Dardanelles in August, 1863. Mr. Brackenbury, his predecessor at Manila, only left this country to take charge of the Consulate there by the mail of the 26th of September last, and is now appointed to be Her Majesty's Consul at Lisbon.

THE MORTALITY OF TROOPS AT HONG KONG.

The article which appeared in our last on this subject has given dissatisfaction to those concerned who are now in England. At this we are of course not surprised, and we are glad, for their sakes, that *The Times*, in a leading article—which we give below—excuses them from any selfish or sordid intention in remaining in Japan for the sake of the itziboo exchange. We hope that such a view of the case may be satisfactorily borne out, but we very much doubt it. The *Army and Navy Gazette* on the subject says:—

The *Overland China Mail* of November 15, in alluding to the inspection of Her Majesty's 11th Regiment, at Hong Kong, on the 1st, states that the Principal Medical Officer was absent in Japan, and makes some sharp comments on General Guy's enjoying himself at Yokohama instead of looking after the health of the troops. There were but 102 men in the ranks on the occasion, some so weak as to be unable to carry arms. We need not allude to the trafficking in exchanges which is attributed to officers in Her Majesty's service by the *China Mail*, but it appears too true that Japan in its attractions of all kinds produces bad results on the Chinese stations.

(THE TIMES.)

The destruction of the 11th Regiment at Hong Kong recalls the scarcely greater calamity of the 44th at Cabul. In that case it was the work of Asiatic treachery, of frost and snow, of old English carelessness and incompetence, bad military command, bad material arrangements, and, as we were forced to confess, a bad political position. In this case there is nobody to blame but ourselves. The regiment has been sacrificed by bad quarters, a bad season, and a locality always more or less insalubrious, by injudicious or conflicting orders, by the neglect and absence of the local officials, and by the want of a comprehensive policy for supplying the numerous and distant outposts of this empire in a way to economise British blood by utilising the many millions under our sway or our influence. As a perfectly gratuitous and wanton immolation this surpasses that at Cabul, while the loss exceeds the carnage of the 24th at Chillianwallah, which still casts a shadow of its own over the glories of the Punjab. The present story has now been often told, but it will be often told again. The 2nd Battalion of the 11th Regiment arrived at

Digitized by Google

Hong Kong in June from the Cape, at least two months before it was expected, and before there was barrack accommodation for it. There was no resource but tents; the rainy season was impending, and tents in rain are fatal to the English constitution, there at least. The spot selected —we are not told whether there was a choice in this matter—was near a native burial ground. The certain doom of the battalion was immediately predicted by the residents. We have seen a letter written the very day after its arrival, and it was noticed as unfortunate, though not likely to make much difference in the result, that the Governor and chief medical officers were enjoying the more pleasant air, the more cheerful society, and certain pecuniary advantages at Yokohama, in Japan. It so happened that just then there was a hope that Hong Kong was not so unhealthy a place as it had been found hitherto, and that its character was undeserved. It so happens, too, that some who felt this hope as late as last June have found themselves sadly deceived. Nevertheless, the worst was expected for the devoted battalion, and the worst came to pass. The men immediately began to droop, to sicken, and to die. Everything was done for them that could be done, and three naval surgeons offered their services to supply the place of the absentees. The lists of death and disease have been already given in these columns; but as the tale is not yet told, and we have yet to learn who died at Hong Kong, who at Yokohama, to which the 11th was removed, and who in the further wanderings of the plague-smitten battalion, we will only quote at present a very brief announcement in our yesterday's columns. In our Naval and Military Intelligence we read what must be almost the last act in this strange and miserable history:—"The transport *Gresham*, from Hong Kong, arrived in Simon's Bay, December 7, bound to England. On departure she had on board 280 invalids, principally military from the 2nd, 9th, and 11th Regiments. Forty-two are reported to have died on the passage to the Cape, where Commodore Cockburn paid prompt attention to them. Twelve of the worst cases were transferred to the Naval Hospital, 50 of the sick were sent to the Seringapatam, and 68 others were placed under canvas at Simon's Town."

If we have any bias in this matter, it is one which, as far as it goes, tends to excuse the authorities—viz., our belief that Hong Kong is a very unhealthy place. But it has long had a bad name for health, and that was a circumstance to be taken into consideration by the authorities concerned in the moving of troops. Either conflicting orders were sent to Hong Kong or to the battalion at its previous station; or orders were disobeyed; or the authorities at Hong Kong had undertaken to have barracks ready but had not done so, or were not allowed time for it, or had not barrack room because the soldiers already there had not been moved on to Yokohama. So far as regards the arrangements, there has been a want of head somewhere, and it is only due to the people at Hong Kong, to the absent Governor and surgeons, and to the persons charged with preparing barracks, to repeat that all on the spot were surprised at the appearance of the battalion. The question of official blundering or personal blame may be left to the inevitable inquiry. But there are two questions which may be asked at once, and which will prejudge nobody in particular. The first of these concerns the selection of Hong Kong as the seat of our Anglo-Chinese Government and the head-quarters of our army in that part of the world; the second is a question we have often asked before, and it is whether more cannot be done to save our costly British soldiers by the substitution of natives from India or China. Hong Kong stands condemned as a place of residence by the deeds rather than the words of everybody who has a chance of getting away from it. We decline to follow certain Chinese authorities in an account of this matter, which would put officers holding high places of trust in Her Majesty's service on a level with sharpers. We cannot believe that all the civil, military, and naval authorities of Hong Kong were flocking to Japan in order to enjoy a paltry profit by a certain fixed rate of exchange between our money and the Japanese, enforced upon Japan by the terms of our Treaty, though in effect a gross wrong to that country. We will assume that the officials at Hong Kong find what has been said from the first, that the island is most unhealthy. No doubt, we were deceived by a national prejudice. English women and English men have a fixed belief, which nothing can shake, that a seashore, particularly one with a mountain behind, and most of all a mountainous island, must be healthy, nay, so superabundantly healthy as to supply a stock of health that will last many months afterwards. Even in England this is often found a mistake, or only true in a conditional and modified sense. But at Hong Kong there is an utter want of area for building, space for exercise, and even air for ventilation. We have gathered a population there, and there is not room for it, so it is poisoning us. The most fatal objection is one that we might perhaps be better prepared for, if we gave a little more attention at home to comparative salubrity of spots very near one another. The mountain there is said to be composed of a very friable granite, through which water is always oozing, more or less, from some unknown source—geologists even say, from the mainland of China. It is even said there is something deleterious in this water, or, rather, in the constant disintegration of the granite. It is not, however, necessary to suppose any positive malaria, such as would require a chymical explanation. Wherever, as on the slopes of our own sand-hills and gravel-hills, there is, at a certain level, a perpetual exudation of the water filtering through the mass above, there is sure to be a liability to fever. There will always be spots, even where no water shows, where the soil will be overcharged with moisture, and whence a vapour will ascend. Persons exposed to this vapour throughout all the diurnal changes of the temperature will be liable to chill, and to fever; of course all the more, if they are neglecting the usual conditions of health as to diet, exercise, clothing, artificial warmth, and the like. From all accounts, it is not easy to escape spots of this malarious character at Hong Kong; and if it ever is to be a healthy station, our soldiers must not be housed as they have been hitherto.

But that other question now pressed upon us is more important, and, we do not deny, more difficult. The difficulty, however, consists in the natural reluctance to give up a national tradition, and accept an actual necessity. There is no mincing the matter, we cannot find British soldiers for all the duty to be done. If we choose to have colonies and dependencies all over the world, and to assert a political influence over more than half the population of Asia, as well as half Africa, half North America, not to speak of Europe,—we must accommodate ourselves, not to our position, but to our own magnificent pretensions. We must do as other Empires have done, and use one nation to assist us in controlling another. Whatever may be alleged about the superstitious prejudices of Hindoos, there is no doubt that we can obtain any number of soldiers from India who would be quite equal to the defence of our positions and free cities on the coasts of China and Japan. Even if their employment is attended with difficulties, or positive disadvantages, this is a comparative question; we have to choose between evils, or rather to do one thing because it is no longer possible to do the other. Can anybody venture to say what will be the total money cost of carrying the 2nd Battalion of the 11th from England to Yokohama, and bringing its remains back again? It will be something enormous, and, after all, a small matter compared with the loss of life and, we must add, character. Even if there had been great cost, some mortality, and a few hitches, we might have done better from our Indian army. The British soldier was precious many years ago, when the great Sikh chieftain said that had he such soldiers he would have every one carried by natives, and only placed on the ground to do the fighting work. He is far more precious now, far more costly, and more scarce; that is, more difficult to be obtained on any terms. So we must save him if we can, and we must even be prepared to run risks in doing so.

The following letter on this subject has appeared in the *Standard*:—

SIR,—I hope that you will do me the favour of inserting the following extracts from a letter I have received from Hong Kong by this mail (date Dec. 1):—

"One of the worst summers that the settlement has known since Hong Kong became a British colony has just ended. Though by the almanac we should be well into the winter, yet the punkah, the white suit, and the solar topee have been in full use within the last fortnight. Cool days, however, have at last come to us, and people's spirits have begun to revive, and the sound of merrymaking is again heard, but it is merrymaking subdued by sad recollections, for who can forget the faces that last winter were amongst us, and now are not? Some of our best and brightest sleep in the 'Happy Valley'; others, broken in health, have gone back to Europe to try to restore constitutions undermined by this pestilent air. It has been a sad year enough for the civilians, but their loss has been trifling compared with that of the soldiers. The poor privates have suffered terribly, as they were certain to do, from night work, which entails loss of rest and exposure to the deadly night air, and also from want of space and air in their sleeping rooms. These are the chief among many evils that they have suffered from, and these, in conjunction with a bad season, have filled the hospitals of Hong Kong to overflowing with patients, the cemetery in the 'Happy Valley' with new-made graves, and invalid ships with melancholy freights of pale, emaciated creatures, many of whom will never breathe the native air they pine for so. I send you an accurate return of losses to the garrison from death and sickness between the 1st of June and the 31st of October, 1865. On the 1st of June the strength of the garrison was 93 officers and 1,871 men, and these are their losses:—

	Officers.	Men.	Women.	Children.	Total.
Died	4 ..	87 ..	9 ..	52 ..	152
Invalided ..	8 ..	223 ..	47 ..	57 ..	335
Total ..	12 ..	310 ..	56 ..	109 ..	487

"Since the end of October things have been improving a little, but many deaths have occurred, and even now 100 patients are waiting for another invalid ship to be chartered that they may proceed homewards. It is no sudden and violent epidemic that has devastated the ranks; for though cholera and fever have been the chief destroyers, here they are endemic, and many other disorders have done their part.

"Sleepless nights, and exposure to impure air, have undermined the men's constitutions and done most of the mischief. Was it necessary that this should have happened? Why should men, who in England ought to have six nights a week in bed (as any medical man will tell you), have had in Hong Kong often only two nights? Why should men, who in England ought to have good and airy quarters, at Hong Kong be crammed into damp, ill-ventilated storehouses, in such a summer, too, as the last? Why, the truth is, that our Whig-Radical Government wished to reduce army expenses on the China station, and this is the way they went to work. They withdrew from Hong Kong the native Indian troops (who could stand the climate and the night air), and they sent two British regiments to occupy a place where there is only proper barrack accommodation for a wing of one regiment, unless those huts at Kowloon, where whole companies sickened at once, are to be called quarters. The Indian troops were withdrawn in order that the Indian allowances might be taken away from the British troops, and so 'a great reduction' be announced when army estimates were talked of. This reduction has taken place, and officers, many of whom are of long service, find that, in return for a banishment to such a distant and unhealthy station, they have the miserable addition to the English pay of 13s. per diem for field officers, and 10s. for those of lower grade; and this in the most expensive of all British stations. This wise piece of economy will save the country a few hundreds per annum. Now look at the other side of the question. The outlay caused by the substitution of white for black troops is enormous. There is one item of £15,000 per annum for extra barrack and hospital quarters. There is the cost of invalid ships; of the sending patients home overland in urgent cases. There is the increase in the charges for medical comforts; and when it is found that the present year's estimate for military purposes in China exceeds that of last year by about £35,000 we shall not be surprised here, but perhaps you will at home, and the authors of the notable reduction scheme may begin to doubt whether they have been eminently successful. The past cannot be undone; the dead cannot be restored to life nor the sick to health; but the fatal mistake need not be persisted in. Let the Government restore the Indian troops, and with them the Indian allowances, or else take the community of Hong Kong at their word, and remove the troops altogether, which would be wisest. Singapore is a very healthy station, though a hot one, and there are magnificent barracks there never yet occupied. Or there is Japan, where we have already a sort of footing, which must ere long be extended. Either of these places would be a good position for troops in the East, as far as all

Digitized by Google

Imperial purposes are concerned. But, at all events, the men who have passed the last summer in Hong Kong should not be exposed to the next. One regiment has had for some time the advantage of Japanese air; it will be only fair that the other should have its turn."

I have but little to add, sir, to my correspondent's statement, except my earnest request that you will print it. Numerous letters on the same subject have already appeared, but I think the story of the great Hong Kong fiasco cannot be told too often. I have lately lost a valued friend at Hong Kong. I have many friends and some relations there. I think no one knows more than I do of the ceaseless anxiety which is felt in English homes for sons and brothers in that fatal place, and so I feel that I am justified in again bringing the subject forward.—I am, Sir, yours, &c.,

Jan. 15. CONFUCIUS.

THE ITZIBOO QUESTION.—PROFITS OF OFFICIALS.

(To the Editor of the *London and China Telegraph.*)

SIR,—As one who has lately visited Japan, I read with interest your remarks in your journal of the 13th instant on the advantage enjoyed by foreign officials in the itziboo exchange; and its bearing upon the movements and inclinations of our own officials in the Far East is assuredly a matter for grave consideration. But, whilst in Yokohama, the question struck me in a still more objectionable point of view. No one who has read anything of our short history in Japan, much less any one who has visited the country, but is aware what is the jealous distinction preserved by the ruling classes in Japan between the official and the trader, which in their sense is a very inclusive term.

Japan is a feudal country, and to a Japanese noble or gentleman, just awakening to a knowledge of the outer world, the recognition of commerce as a great civiliser of nations has, it may be supposed, never occurred. It is only a few of the interpreting class who have ever probably tudied the history of England. For this we cannot quarrel with them. If our ancestors of the days of King John were to rise from their graves they would be wholly unable to understand the present position of commerce, and of those who pursue it in its various ramifications.

The Jew, whose teeth the cruel ruler some centuries back would coolly draw, may fitly be classed with the trader of Japan now who, at the Tycoon's nod, pours forth his wealth for State requirements.

We would naturally expect, however, that those who represent our Sovereign in the East should know well what is due to the representatives of the great commercial power of England, for the extension of which alone we go to those countries. Surely they should be the last to pander to this antique prejudice of class on the part of an Eastern nation! Yet, Sir, what is the fact? Human nature, especially when elevated from its origin, has often found it impossible to resist the sensuous feeling that it has become moulded of another and holier clay.

As a casual traveller in Japan it was a source of no little surprise to me to find that under the administration of affairs by Sir R. Alcock British merchants at Yokohama—indeed all but those who were literally civil military, or naval servants of our Government—were subject to a certain indignity. The English Legation officials had closed with the manners and customs of Japan as far as embracing the opportunity of claiming privileges unknown to them at home; and the English merchant was called "a kindo" in the Custom house of Yokohama.

I do not suppose the English merchant would care for a moment to what extent his Ambassador or Consul overshadowed him with the assertion of his own importance they would always receive proper respect at his hands. But he may fairly be expected to complain if these functionaries allowed him to be classed with the *oi polloi* of a half civilised nation of Asiatics. It would be curious, if not amusing, to inquire into the relative social positions at home of the representatives of foreign Powers generally, in Japan. But though I have some little reliable data by me upon this head, I think it would be scarcely proper to occupy your columns with such details, though it ought at the same time to be a subject of some anxiety to know that the Japanese have the opportunity of forming a correct opinion of a European gentleman.

I hope, Sir, you will persevere to agitate this question of the itziboo exchange, which is an outward and visible sign of this exclusiveness of Japanese officials, dictating, as I think I have shown it does, a distinction among Europeans in the eyes of a half-enlightened nation which is in every way offensive, and there are few indeed who know anything of the history of Europe in Asia but who will, I believe, add that it is a distinction most pernicious to the extension of our influence in that country.

—I am, Sir, &c., NOT A MERCHANT.

London, Jan. 17, 1866.

[This letter, with further information we have received, will be noticed in our next.]

FRENCH SILK MARKET.

During the first week of the year there passed through the hands of the officials of Lyons 45,846 kilogrammes of raw silk, against 44,407 kilogrammes in the same week of last year, but 12,000 less than in the preceding week, when the quantity reached 57,760 kilogrammes. The business of the first week of January was restrained only by the short supply. The quantity cleared last week amounted to 788 bales, weighing in all 56,181 kilogrammes, being an excess of 10,300 kilogrammes over the previous week. The greatest anxiety is evinced concerning the supply of Japanese eggs; of two millions of cards ordered only 1,400,000 have arrived to the present time. The sale of manufactured silks, especially plain goods, was large at the end of the year, and the looms are now hard at work to replace the drain. All branches of business seem to be in a healthy condition.

THE VALUE OF BHOOTAN.

(TO THE EDITOR OF "THE TIMES.")

Sir,—In all the articles relating to the war in Bhootan which I have seen that country is represented as being contemptible, and the question of its occupancy is regarded as matter of no moment to England, provided its occupants give us no trouble.

To any one who reflects on the natural features of Asia, on the products of its northern and southern halves, and on the rapid march of European civilisation on both sides of the Himalaya, the question of the occupation of this range (of which Bhootan is perhaps the richest section) must appear a very momentous one; for it separates regions of comparative sterility, though abounding in rich animal and mineral products, from those that teem with vegetable products of all kinds.

Hitherto this 1,200 miles of mountains has been so fully believed to present an insuperable barrier to commerce that we, the most enterprising commercial nation that India ever saw, have been content to leave the trade through its rich valleys in the hands of its barbarous inhabitants. Yet so great is the demand by the natives to the north of them for their products and those of the countries south of them, that these very barbarians find it profitable to transport annually many thousands of loads of timber, rice, sugar, tobacco, cotton cloths, silks, &c., across innumerable, almost pathless, passes from 12,000 to 18,500 feet elevations, and at all seasons of the year, from June to December, receiving in exchange tea, salt, gold-dust, jewels, borax, musk, shawl-wool, ponies, sheep, crockery, &c.; and, what is more extraordinary, the currency on the Bhootan frontier, as over a great part of Central Asia, is tea of the worst description, brought from China several thousand miles off; while we are producing tea of infinitely better quality, and at a fraction of the cost, only sixty miles south of the said frontier?

If these rude mountaineers, living in a state of incessant warfare, can sell with profit these products, taxed as they are to many-fold their value by the petty chiefs whose territories they must pass through, what may not English energy effect, with capital, roads, and free-trade? And these remarks apply especially to Bhootan, for the further eastward we go in the Himalaya the richer are the plains and valleys south of it, and the more populous the country north of it.

Many look with apprehension to Russia occupying Thibet; in my judgment the sooner she does so the better for us, provided we are prepared for the change; for then we ought to be in a position to feed Central and Northern Asia from India. But let it be remembered that Russia must be fed as she occupies, and at first by the occupants of the Himalayan valleys, just as the troops of the present masters of Thibet, the Chinese, are now fed by Sikkim and Bhootan. Russia, then, once on the frontier will have to depend on Nepaul, Sikkim, and Bhootan for a scanty supply of the worst and dearest food, or occupy those valleys herself, when she can raise the same food in any quantity and at a nominal price. Who can doubt the alternative she will choose, or blame her for the choice? And who then will displace her? If Nepaul is now aptly called "a drawn dagger pointed at the heart of Bengal," what shall we call the Himalaya when held by Russian guns and bayonets?

It is asserted that the Bhootanese would starve but for the dooars we propose to occupy, and for which we are to pay them rent. This is a mistake. They cling to the dooars because they there hold a timid race in slavery to grow crops which go partly to support themselves in idleness, while the rest is sold on the frontier to feed the Chinese troops at L'Hassa. Bhootan consists of a series of magnificent valleys as long as England is broad, where between 1,000 and 7,000 feet of rice, maize, millet, &c., are grown without tillage or irrigation, and above that elevation all European grains and vegetables flourish; its forests are immense and its timber excellent, while cattle, ponies, sheep, and poultry, are abundant and of most excellent quality. Sikkim, a far less productive province, was equally regarded as an unproductive wilderness, but has been redeemed from barbarism, and under every discouragement made to yield a revenue through the exertions of its late political agent and superintendent, Dr. Campbell; and half-a-dozen such men in Bhootan, with the frontier open on the north, and Assam to supply tea, rice, sugar, tobacco, &c., in the south, would raise a splendid revenue in a few years, and civilise a vast tract of country now held by a nation of as treacherous, indolent, debauched, and priest-ridden barbarians as the world ever saw. J. D. HOOKER.

Royal Gardens, Kew, Dec. 27.

THE "NEW YORK HERALD" ON ENGLISH POLICY IN CHINA.

The following article from the *New York Herald* is written in the usual self-glorious style. It would have been only fair to point out that American merchants joined in the good things derivable from the English forcing the opium trade, and that America is quite willing to enjoy the advantages conferred by the prestige of Russia in the way of telegraphy.

The latest advices from China reveal the fact that most of the European Powers are making very slow progress in establishing amicable relations with that country. The policy of alternately drugging with opium, bullying, and fighting, does not seem to convince the Celestials that those nations which adopt those styles of argument are entitled to their confidence and respect. A nation which has existed till late years for centuries without internal revolution of any moment, and has been free from wars for generations, very naturally looks with suspicion upon the Government which resorts to the means that England has been in the habit of using in Asia to advance her commerce. Almost the first step taken by England in her efforts to establish commercial intercourse with the Chinese was to demoralise the people by feeding them with opium. Then came the clandestine trade in that article in violation of the laws of the empire, which in turn led to wars and insurrections. A Government whose traditions have been that of non-intercourse with other nations must have had that policy strengthened in their own estimation when they saw that the first fruits of international intercourse were demoralisation of the people, war, murder and insurrection. Yet all of these were brought upon the Chinese by the Powers of Europe in their efforts to open that country to their commerce. This mode of procedure is so averse to that in vogue among the Chinese, that we are not surprised that but little progress is made in establishing full friendly relations.

Our Government has very wisely thrown the weight of its influence against this policy. The intercessions of our representatives at Peking succeeded for a time in breaking up the policy of demanding cession of territories by the Powers of Europe, and thus opened the doors of China,

Digitized by Google

by peaceful means, wider and more effectually than all the threats, bullying, and warlike operations of other nations combined could possibly do. But we now learn that the Governments of Europe are again resorting to their old dodge, and that efforts are being made to involve this country with them. We trust that our representatives in that quarter will be instructed to keep aloof from all such alliances. While we do not intend to pocket an insult from any foreign Government, yet it should not be our policy to plunge ourselves into a war, especially when the reverse of that policy will the best serve our interest, as it clearly will, with the Chinese. We want no cession of territory in Asia; we have sufficient on this continent for our purposes; nor should we assist England, France, or any other Government in securing grants of that kind from the Emperor of China. If England or any other country desires to engage in war for that purpose let them do it on their own responsibility, and accept the consequences. Our true policy is that of a masterly and energetic peace. We are so situated that we have everything to gain and nothing to lose by that course. The correctness of this view has already been shown by the large orders which our shipbuilders have received from the Chinese, and that, too, at the very time when England and other nations were trying to force their trade upon them. The moral effect of peaceful diplomacy has accomplished for us what the threats of war and bullying demands of other countries have failed to bring about. Such will unquestionably lead to this result hereafter.

It is but a short time since the efforts of Russia to construct a telegraph across the Chinese empire were interrupted by the Chinese Government. Serious complications were threatened; but we presume that Russia will finally carry her point, although it may arouse such animosity on the part of the authorities in China that it will embarrass for a long time its operations. As one end of this line is to terminate in this country, we can, if we are wise, be the first to receive the advantage and reap the fruits. It will make this country one of the great centres of the world, and by the time that the European Governments have overcome the prejudice among the Chinese which their belligerent demonstrations and threats have aroused, the current of trade of China will have so strongly set in towards our shores on the Pacific that it will be impossible to change it. That trade will soon become one of the most important of that of any nation. It will be specially valuable to us from the fact that the articles raised and manufactured there which we desire the most are not produced in this country. It is then clearly our policy to maintain friendly relations with the Chinese. The folly of the course of the European nations is too apparent for us to be misled in this respect. A nation that was constantly trying to stir up insurrection in our midst, and endeavouring to demoralise our people in every possible way, should be the last which we would desire to reward with our commerce. However, human nature is the same the world over, not excepting the Chinese. Those powers which are friendly to that country during the hours of trial will gain the respect and gratitude of both people and Government when the troubles disappear, and be rewarded with preference in all commercial intercourse. Let peace, then, be our policy with China.

Naval and Military.

By the mail from the Cape we find that the Gresham troopship, which left Hong Kong with 280 invalids, &c., of the 9th and 11th Regiments, lost by deaths on the way no less than 42 men. The kindness of the Commodore of the Station is thus described in a local paper:—

If there be any act of Commodore Cockburn's more worthy than another to be held up to public applause and general admiration it is his great *kindness* to the military invalids who arrived in Simon's bay on the 6th Dec. by the ship Gresham. This ship sailed from Hong Kong about two months ago, with 280 invalids (principally military) from the 2-9th and 11th Regiments. This transport was properly fitted and well ventilated, but, before the embarkation of the invalids, the deadly climate of China had done its work. Ere the arrival of the Gresham forty-two of the invalids were numbered among the dead, and many more are in a dying state. The Commodore, understanding the necessity of having the ship well cleaned, and anxious to provide for the comforts of the sick, set to work like a naval officer. On the 7th he had twelve of the worst cases sent to the naval hospital, fifty-two next worst removed to H.M.S. Seringapatam, and about sixty-eight of the convalescent placed under canvas south-east of Simonstown. Owing to the energy of the Commodore, and of the gallant Captain Forsyth, and to the despatch of Mr. Angell, military storekeeper, all this was effected in a few hours. Regarding the women and children, the Commodore had them comfortably located in the dockyard stores, where every attention is being paid them. The invalids in the naval hospital feel comfortable under the care of Dr. Stirling and Dr. Gross, and those on board the Seringapatam under the charge of Dr. Olive. There is no stint of good provisions, no want of good wine, good ale, good milk, &c.

A calculation has been made by a contemporary of the cost to the country in the policy which insisted on withdrawing the native troops from Hong Kong and the consequent mortality in the 9th and 11th Regiments. The items are thus given:—

Hire of buildings, including one for a hospital, over £11,000; two invalid ships, £10,000; invalids sent home by the Peninsular and Oriental steamer, £3,060; loss of 150 men, at £100 each, £15,000.—These figures include the casualities in the 2nd battalion of the 9th Regiment, but they do not include the transport of the 2nd battalion of the 11th from the Cape to Hong Kong, nor of the Indian regiment sent to Bombay to make room for them; nor the expense of sending out men to supply those who have died or been invalided, or served their time and will not re-engage in China: nor the wines and medicines used in hospital, nor the surplus cost of a European regiment over an Indian regiment. If these and other items were added to the figures given above, the total could scarcely be less than £50,000.

The object for which the movement of troops was made by the War Office was to reduce the allowances hitherto given to troops serving in China. This could not be done while the Indian troops in the same garrison were receiving these allowances; and the War Office has not at present the power of cutting down the allowances of Indian troops.—The estimated saving by this arrangement was £9.000. Its actual cost, as we have seen, will not be much less than £50,000.

The screw transport Conqueror, with marines, also arrived from Japan at the Cape on the 2nd December, all well, and sailed again on the 6th. The U. S. ships of war Hartford and Wachussetts also arrived outward, bound to the China station.

An order from the Horse Guards has been received at Chatham garrison, directing Captain Allen N. Adams, Ensign John Hugh Ford, and 51 non-commissioned officers and men of the 2nd Battalion of the 20th Regiment to be held in readiness to embark for China, there to join the service companies of that regiment.

Mr. O. A. Pease, Military Store Staff, Woolwich, is under orders to proceed to Hong Kong to carry out the duties of Mr. H. Payne Moors, invalided home.

Captain William M. Dowell, C.B., has been appointed to the Topaze, 39, screw frigate, at Devonport, and will take her on to Valparaiso, and bring back the Leander. This officer, who was made a C.B. for his gallant services when in command of the Barrosa, 21, in the operations in the Straits of Simonoseki, and who has also two medals and a clasp, and is an officer of the Legion of Honour, and has received the order of the Medjidie of the 5th class, entered the navy in 1839, and became lieutenant in 1847. He served in the Albion, 90, in the Black Sea fleet, during the Russian war, and was made commander in 1854, and was posted in 1858. He commanded the Barrosa at China and Japan, when he joined the Euryalus, and brought her home, and was paid off September 23, 1865.

MILDEW IN COTTON GOODS.—*The Times* has a leading article on the inquiry instituted by the Manchester Chamber of Commerce on this subject. It is admitted (says *The Times*) that the goods must be "sized," and if this is done with good soap and good starch,—we suppose we may add the substance called China clay,—the process not only improves their look, but preserves and strengthens them. It is common, indeed, to hear ladies affirm that starch destroys linen, but no chymical reasons can be given for that opinion, and everybody with a large, well-washed, and well-starched stock knows the contrary to be fact. "The best white curd soap," observes the committee, "is a definite compound, not a mere mechanical blending of tallow, water, and alkali. It contains 33 per cent. of water, 60 per cent. of tallow, and 7 per cent. of alkali. If such a soap be added to well-fermented flour, from which the acids, bran, sugar, gums, &c., have been removed by decantation and washing, the soap will remain in the size mixture as soap, and not be broken up into its constituents." No mildew can arise from the use of such articles, and if China clay be added to give bulk, it seems to be considered quite harmless. But there are countless substitutes, and spurious articles more or less injurious. The cupidity of the manufacturer, or his ignorance, or rather that compound which consists in a determination to know nothing contrary to one's interest, leads him to employ cheap soaps or soap substitutes, in which an excessive proportion of water is balanced or maintained by certain saline additions. A substance called "softening," extensively used to help the weaver, does its work by the alkali in it, and, meeting with the free acids of the size, produces deliquescent salts. The committee observe that pure tallow is as important as pure soap; that imperfectly refined tallow makes the cloth yellow; that the use of oils in large amount is liable to heat the cloth; that combinations of resin with alkali are unfit for the size box; that glue, animal size, linseed emulsions, Irish moss, and all such articles decompose rapidly; that chymical salts, the chlorides of magnesium, zinc, and sodium—the last common salt—are deliquescent and dangerous; and that artificial drying is only a temporary expedient. The goods soon recover the water from the air, and when in the hold of a ship may be held to be permanently damp. They severely reprehend the use of various drugs, and conclude that a return to undrugged size is of immediate necessity, and the most specific remedy for the evils that have gradually crept into the cloth trade. A *sound size*, they say, is found to protect the fibre. As long as the starch lasts there is no mildew. It is only when the starch has disappeared by dampness, or by the action of chymicals, or by fermentation after packing, that mildew comes on. The mildew shows itself before the goods leave this country. It is satisfactory to know, on the authority of the committee, that there is good reason to hope the different kinds of mildew may be respectively traced to the different kinds of substances employed,—an investigation not less curious than useful.

Monetary and Commercial.

A statement of the cargo sent overland for the *Shaftesbury* will be found in our Export Supplement.

The biddings for £350,000 in bills on India took place at the Bank of England. The proportions allotted were—to Calcutta, £190,200; to Madras, £59,800; and to Bombay, £102,500. The minimum price was as before—1s. 11½d. on Calcutta and Madras, and 1s. 11⅝d. on Bombay. Tenders on Calcutta and Madras at 1s. 11⅞d. will receive about 19 per cent., and on Bombay at 2s. ½d., 50 per cent.; above these prices in full. The terms thus paid show an adverse movement of about ½ per cent.

The silver market is steady, and the higher rates obtained for the Councilb ills on Bombay indicate an increased demand for the means of remittance. The silver brought by the West India packet was sold for India at 61½d., a rise of ½d., and there now remains little on the market. There is no demand at present for Mexican dollars for China.

Telegrams from Hamburg state that the Nord-Deutsche Bank has declared a dividend of 9 per cent. for the year 1865.

Digitized by Google

The death of Mr. R. B. Minturn, of Grinnell, Minturn, and Co., New York, has been announced.

A meeting was held at Manchester, on the 24th inst., for the purpose of condemning the policy of levying duties on cotton goods imported into India; of export duties like that of saltpetre; the advantages of a sale of waste lands in India in fee simple; the perpetual settlement of the land tax; the registration and enforcement of contracts; and the more active prosecution of public works, especially as regards roads and irrigation. Mr. M. Ross, the president, took the chair, and there were present Lord W. Hay, General Sir A. Cotton, Messrs. H. D. Seymour, M.P., T. Barnes, M.P., Mr. Cheetham, M.P., J. T. Hibbert, M.P., G. Watkin, M.P., J. B. Smith, M.P., T. Bazley, M.P., G. Hadfield, M.P., John Pender, M.P., John Peel, M.P., Mr. John Dickinson (London), and Mr. Knight, proprietor of the *Times of India*.

The Company noticed in the Indian papers as about to be established in London for running a line of steamers *via* Falmouth and *via* Brindisi to India and China has not yet been announced, but we believe has not been abandoned.

The screw steamer *Agamemnon*, of 1,600 tons, is announced from Liverpool for Singapore and China, to be followed by the *Ajax* and *Achilles*. The vessels are owned by Messrs. Holt, of Liverpool.

Another instance of the schemes which are resorted to in order to launch new companies under limited liability has been brought to light. It appears that a few months since a Mr. Ramsay, formerly in Peek Bros., the well-known wholesale grocers, conceived the idea on leaving that firm that a Tea Company (Limited) would be a good undertaking; and, after getting the promise of some gentlemen to become directors, the plan was adopted of heading the names of our first-class China houses with—"Merchants who wish the Tea Company formed and who will subscribe for shares." Amongst these names was that of Matheson and Co., and for some time they were in ignorance of the matter. As soon as they were acquainted with it they informed the City Editor of *The Times* that it was placed on the list entirely without their authority. Mr. Ramsay, having entered on other engagements, gave the matter over to a Mr. Barwise, who it would appear assumes the responsibility of the above by publishing the following rejoinder, which certainly makes the matter worse. That the name of any firm should be assumed because a clerk may have expressed his own opinion that he "thought it a good thing," is most unpardonable, to say the least of it:—

"London, Jan. 22.

"Sir,—I have not circulated a written document of the nature stated in *The Times* of to-day. In a single note I mentioned the merchants favourable to the proposed Tea Company, and among them Messrs. Matheson and Co., as Mr. Williams in that house had approved the undertaking, and stated he would take shares. On no other occasion have I written the names of any merchants connected with the China trade.—Your obedient servant, "C. A. BARWISE."

The following reports of banks and companies have been issued since our last:—

The London and Westminster Bank shows the available total, including a previous balance of £22,605, to be £204,954, and a dividen was declared at the rate of 6 per cent. per annum, together with a bonus of 14 per cent. The sum of £8,456 was added to reserve, now amounting to £346,706, and £10,000 was appropriated toward building alterations, leaving £16,497 to be carried forward. The liabilities of the bank on current accounts are £19 224,571, and on acceptances, £1,554,730.

The Bank of London report shows an available total of £42,087, and a dividend was declared at the rate of 10 per cent. per annum and a bonus of £2. 10s. per share, equal together to the rate of 20 per cent. per annum. The sum of £2,087 was carried to reserve, which is thus raised to £304,411. The liabilities of the bank on current, deposit, and "other" accounts are £4,335,877. A resolution was passed for converting the £100 shares into five of £20.

The English, Scottish, and Australian Chartered Bank report, to be presented on the 29th inst., shows an available total of £22,938, which would have been larger but for the necessity of providing for additional estimated loss arising out of transactions under the late management at Melbourne. A dividend is recommended at the rate of 7 per cent. per annum on the paid-up capital of £600,000, which will absorb £21,000, and £1,000 is to be applied to premises and furniture accounts, leaving £938 to be carried forward.

The Bank of Egypt shows an available total of £26,850, including a previous balance of £4,446, and recommends a dividend at the rate of 10 per cent. per annum, and a bonus of 10s. per share, together equal to 14 per cent. per annum, for the half-year, and the appropriation of £4,400 to reserve, which will then amount to £25,000, leaving £4,950 to be carried forward.

The Report of the North-Western Bank (formerly Moss and Co.), to be presented at Liverpool on the 29th, shows an available total of £26,095, and recommends a dividend of 7s. 6d. per share, or at the rate of 10 per cent. per annum, which will absorb £20,250. The sum of £5,000 is to be appropriated to reserve, and £845 will remain to be carried forward. The business of the bank has considerably increased, and the rebuilding and extension of its premises have been decided upon.

The Midland Banking Company shows the available total to be £9,056 and recommends a dividend at the rate of 6 per cent. per annum, and the appropriation of £2,000 to reserve, which will then amount to £5,000, and £365 in reduction of preliminary expenses, leaving £2,158 to be carried forward. The liabilities of the bank are £619,537 on current accounts, and £23,000 on acceptances.

The East London Bank (established about two years ago) shows an available total of £6,318, and recommends a dividend for the half-year at the rate of 5 per cent. per annum on the paid-up capital of £100,000, which will leave £3,818 to be carried forward.

The National Bank of Liverpool shows a disposable balance for the half-year of £23,425, of which £15,000 was applied in payment of a dividend at the rate of 10 per cent. per annum, the balance, £8,425, being carried to next account.

The English and Foreign Credit Company state the available total to be £10,567, including a previous balance of £1,686, and recommends a dividend of 7s. 6d. per share (being at the rate of 10 per cent. per annum), and the appropriation of £4,000 to reserve, which will then amount to £9,000, leaving £1,636 to be carried forward.

The Royal Bank of Liverpool report showed an available total of £19,433, and recommended a dividend at the rate of 10 per cent., and the appropriation of £6,933 to the reserve fund, which now amounts to £106,933.

The amount of bullion by the P. and O. Company's steamer *Ripon*, from Southampton on the 20th inst, was—in gold, to Alexandria, £2,000; to Madras, £5,667; to Singapore, £1,000. In silver, to Madras, £902; to Hong Kong, £9,490; to Shanghai, £1,505; to Calcutta, £20,000. Total—in gold, £8,667; in silver, £31,897.

MANCHESTER MARKETS.

The Circular of Sam Mendel states:—The demand for cotton goods is rather more active, and prices in many cases against buyers without being quotably higher. Grey Shirtings, 7 lbs., 14s. 9d. to 15s. 3d.; 8 lbs. 4 oz., 18s. Water twist, Nos. 16-24, 2s. 2d. to 2s. 3d.; Nos. 28-32. 2s. 4d. to 2s. 5d.

BANK AND MISCELLANEOUS SHARES.

Shares.	Joint Stock Banks.	Paid.	Closing Prices.	Prices Jan. 17.
£20	Asiatic Bank Corporation, new shares	£10	20 to 22	20 to 22
50	Agra and Masterman's	25	54 to 56	56 to 57
20	Chartered Bank of India, Australia and China	All	22¾ to 23¼	22¾ to 23¼
25	Chartered Merc. of India and China	All	45 to 47	44 to 46
25	Commercial of India and the East	All	27 to 29	28 to 30
20	Eastern Exchange	5	1½ to ⅝ dis.	1½ to ⅝ dis.
50	London Joint Stock	15	47 to 49	50 to 51
100	London and Westminster	20	95 to 97	95 to 97
25	Oriental Bank Corporation	All	50 to 52	50 to 52
50	Union of London	15	51 to 52xd.	50 to 52xd.
100	Hindustan, China, and Japan	25	17 to 19	17 to 19
100	Do. Issued at 2 pm.	25	17 to 19	17 to 19
100	Do. New	25	16 to 18	17 to 19
20	Scinde, Punjab, and Delhi	10	4½ to 8½ dis	4½ to 3½dis.
25	Bank of Egypt	All	32 to 34	29½ to 30½
100	Bank of London	50	145 to 150	145 to 150
20	Land Mortgage Bank of India	4	par to ¼ pm.	⅛ dis. to ¼ pm.
	MISCELLANEOUS.			
10	Mediterranean Extension Telegraph	All	3 to 4	3 to 4
50	P. and O. Steam Company	All	70 to 72	71 to 73
50	Do. New	35	15 to 17pm.	15 to 17pm.
20	China Steamship & Labuan Coal Co	9	7 to 6 dis.	7 to 6 dis.
5	Bombay Gas	All	5⅛ to 5⅜	5¼ to 5⅜
10	Hong Kong Gas	All	1⅞ to 2⅛ pm.	1⅞ to 2⅛ pm.xd
20	S. I. Irrigation and Canal	12	4½ to 3½ dis.	4 to 3 dis.
20	Madras Irrigation and Canal.	All	17 to 18	17⅛ to 18¼
5	Oriental Gas	All	5⅜ to 5⅝	5¼ to 5⅜
10	O. Inland Steam	All	1 to 2	1 to 2
100	West India Steam Company	60	107 to 110	106 to 109
—	Ceylon Debentures, Nov. 1868, 6 per cent.	100	101 to 103	100 to 103
—	Do. Do. 1878	100	106 to 108	104 to 107
20	Ceylon Company	7	2 to 3 pm.	2 to 3 pm.
20	Do. A shares	2	¼ to ¼ pm.	¼ to ¾ pm.
20	International Finance Society	5	¼ to ¼ pm.	¼ to ¼ pm.
20	General Credit & Finance Company	4	1⅛ to 1¼ pm.	1¼ to 2 pm.
20	Egyptian Com. & Trading Company	6	1¼ to 1¼ dis.	1¼ to 1½ dis.
20	Société Financière d'Egypte	10	5 to 4 dis.	5 to 4 dis.
10	Upper Assam Tea	4½	par to 1 pm.	¼ to 1⅛ pm.
10	Do.	All	12 to 14	13 to 15
50	Overend, Gurney, and Co.	15	5 to 5 pm.	5¼ to 5½ pm.

ARTICLES OF IMPORT.

TEA.—During the past fortnight our market has been very quiet, business being on an unusually limited scale for the period of the year, and prices have again ruled in favour of the buyers, to the extent of 2d. to 3d. on good Kaisows and Oopacks. The very high rate of money and the heavy prompts maturing about this time have been partially the cause of this dulness. The large arrivals of the last few days are as yet only partly on offer, but it will require great firmness on the part of importers to maintain present rates, the trade appearing to be unwilling buyers. Low and dusty kinds of Congou have sold at rather easier prices. Fair to good common have sold ½d. per lb. lower. Fair to good flavoury kinds, of old import, have sold at public sale, without reserve, at a decline of ½d. to 1d. per lb.; those of new season show a further reduction of 1d. to 2d. per lb., and even at this decline only go off slowly. Fine to finest show no material change, the quantity in first hands being small. Common to fair black-leaf kinds, of old import, have sold at a reduction of ½d. to 1d. per lb. In new season's the sales made show a further fall of 1d. per lb. for all kinds under 2s. per lb. Finer kinds much as before, but business limited. Canton-make, of good quality, have been fairly supported. Souchongs show no material alteration. Oolongs continue in fair request, at about

Digitized by Google

former prices. Flowery Pekoes remain much as before. Scented teas have been sold to a fair extent, but prices have ruled in favour of buyers, especially in good qualities of Foochow Orange Pekoe, of which large supplies have arrived, the decline being equal to about 2d. per lb. Common to fair Capers are in request up to 1s. 4d. per lb. Uncoloured Japans were sold in public sale, without reserve at from 1s. 2½d. to 1s. 5d. per lb. for common to fair, being a decline of 4d. to 5d. per lb. from the highest point attained at the close of the year. The lowest quotation so far of this season's growth of red leaf, the cargo of the Fiwan, is the cheapest yet sold, which consisted of the grades under common Congou, and good flavoury to Kaisow kinds; in medium to finest Kaisow there have been a few purchases of the latter for Russia. Green teas have met with only a partial inquiry; the fresh supplies have been moderate, and prices show little if any alteration in the better qualities. Common kinds are difficult of sale. Canton Gunpowders of common quality sold at 11d. per lb. in public sale, showing a reduction of about 2d. per lb. Young Hysons remain without change. The stock on 1st January was computed at 80,000,000 against 95,000,000 in 1864. The public sales of the 16th instant comprised 19,000 packages, of which 18,200 packages were sold, 18,135 packages being printed without reserve. The quantity afloat is estimated at about 50,000,000.

SILK.—We have had an exceedingly quiet market since last mail, the transactions in both China and Japan silk being very limited. Prices on the whole have been well maintained, and importers, looking at the extent of the deliveries and the strengthening nature of the recent advices from China and Japan, show no disposition to press sales at the moment.

CHINA.	Usual Imports			
	s.	d.	s.	d.
CHINA:—Tsatlee, No. 1 & 2	31	6	to 33	0
,, No. 3 & 4	30	6	to 31	0
,, Hangchow	27	0	to 28	0
Yucafa and Hamin, No. 1 & 2... ...	29	6	to 30	0
,, ,, ,, No. 3 & 4... ...	27	6	to 28	0
Taysaam, No. 1 & 2	27	6	to 28	0
,, No. 3 & 4	25	6	to 26	0
Long Reel	21	0	to 24	6
Skeins	22	6	to 23	0
Canton	21	0	to 25	0
JAPAN:—Mirsh & Sinchew, No. 1 & 2	35	6	to 36	6
No. 3 & 4	33	0	to 34	0
Ida, Bricks, No. 1 & 2	30	0	to 32	0
No. 3 & 4	25	0	to 27	0
Sodai, No. 1 & 2	29	0	to 31	0
No. 3 & Inf.	25	0	to 27	0

Deliveries from 1st to 24th inclusive:—

China	3.403 bales.
Japan	878 ,,
Total	4.281 bales

COTTON.—The business week closing on the 19th was dull throughout in the London market, and at the finish a decline of ¼d. per lb. was established from the prices of the 12th. This flatness has lasted throughout the present week, and the quotation is fully ¼d. per lb. lower. There are no sales of China and Japan to record. The closing quotations on the 24th were—Middling fair: Dhollerah, 16d.; Tinnivelly, 15½d. Fair: Dhollerah, 17¼d.; Tinnivelly, 16d. Good fair: Dhollerah, 17½d.; Tinnivelly, 16¾d. The Liverpool market has evinced a similar flatness, producing an exactly equivalent decline.

SUGAR.—At the close of the week's business on the 19th the quotation was 6d. to 1s. per cwt. lower than on the 12th; but by the middle of the present week a better tone prevailed, and the tone is firmer.

COFFEE.—There is a good demand at auction, and the value is freely supported. On the 24th 120 casks 50 bags plantation Ceylon sold at 82s. 6d. to 90s. for middling to fine colour; 150 bags Native sold at 25s. for black; of 2,351 bags Manila, about 200 bags sold at 70s. 6d. to 72s., two lots 65s. 6d. to 67s., rest bought in at 70s. 6d. to 82s. per cwt.

RICE.—Large supplies were brought on the market on the 23rd but were all bought in. Low middling to fine pearly white Bengal at 13s. 9d. to 15s. 6d., and soft grain at 11s. 3d. to 12s. 3d. per cwt. There were buyers 3d. under buying-in prices.

CARDAMONS.—Quiet; only 4 cases Malabar and 8 bags Madras at auction retired, and very little doing privately.

CAMPHOR.—Fair business accomplished since our last within our quotation, on the spot and for arrival; but the market has become rather quiet. Quotations—China, £5 10s. to £5 15s.; Japan, £5 15s. to £6.

CASSIA LIGNEA.—Steady, with moderate business at slightly improved prices. 235 cases at auction retired. Buds: Nothing of any moment doing.

CINNAMOM (CEYLON).—We quote first sort 2s. 2d. to 3s. per lb.; 2nd sort, 1s. 11d. to 2s. 10d.; 3rd sort, 1s. 10d. to 2s. 6d.; and 4th and Jungle 1s. 5d. to 1s. 10d. Quiet; and of 133 bales at auction two-thirds sold at 1d. to 2d. per lb. decline.

COCOANUT-OIL.—This market has been rather quiet, with very moderate trade, and without any alteration of consequence in terms. 346 casks Cochin, 50 casks Ceylon, and 187 casks Sydney at auction.

DRUGS.—Cubebs: Rather dearer; 52 bags sold at auction at 87s. to 87s. 6d. per cwt. Dragon's Blood: Recent importations, 15 cases middling quality in reed sold at auction at £11 to £14 per cwt. Galangal Root: Flat; and of 248 bags at auction a few only sold at 14s. per cwt. Rhubard: Nothing of any importance doing.

GUMS.—Benjamin: Flat, 101 cases Sumatra at auction, all retired. Damar: Steady, but quiet; 42 cases at auction retired. Gamboge: Scarce, and firm, but without transactions of importance.

GUTTA PERCHA.—Flat, of 33 tons at auction one-fourth sold at 5½d. to 8d. per lb.

HEMP (MANILA).—Markets very firm at the quotation of £43 to £46, and rather higher prices realised on the small sales made.

INDIA RUBBER.—Very scarce, and much dearer, limited business privately, and at auction 31 baskets Penang retired.

JAPAN WAX.—Firm; of 164 boxes at auction a few only sold at 72s. 6d. per cwt. for middling yellow block.

OILS.—Anniseed: Speculation has gone on, and a large business has been done on the spot and for arrival up to 9s. 3d. per lb., but the market is now quiet at 9s. though firm. Cassia: Is a little better; 20 cases at auction retired at 7s. 9d. per lb., and subsequently sold at 7s. 8d. at which price the oil is firm. Cinnamon: Only one case at auction, and that retired. Citronelle: Has brought previous value; and 31 cases at auction sold at 3¾d. to 4d. per oz.; of 50 cases of Winter's, 10 sold at 5½d. Lemon-Grass: Two cases at auction retired at 1s. 4d. per oz.; of 15 cases Winter's, one-fourth sold at 1s. 7d.

PEPPER.—Black: Sumatra, steady; Penang, 1-16d. lower; of 7,130 bags of the former at auction, a few sold at 3¾d. to 3½d. per lb.; and of 8,001 bags of the latter, more than half sold at 3¾d. to 3½d. White: Firm; and of 1,580 bags Singapore at auction, half sold at 5⅞d. to 6d. per lb. for fair.

SPICES.—Cloves: Penang not in present demand; Zanzibar, ⅛d. dearer, and 4,752 bags at auction mostly sold at 3½d. to 3¾d. per lb. for ordinary to very good. Mace: Steady; of 9 cases Penang and 4 cases Singapore at auction, half sold at 2s. to 2s. 4d. per lb., good reddish to middling pale. Nutmegs: Are rather cheaper for the small kinds; and of 118 cases Penang and 16 cases Singapore at auction, half sold at 3s. 8d. per lb. for good bold, and 1s. 2d. to 2s. 1d. for middling small to fine medium.

SAGO.—1s. 6d. to 1s. per cwt. cheaper; and of 4,127 packages at auction, nearly half sold at 19s. 6d. to 22s. per cwt. for middling to good small; and 20s. to 22s. large. Flour: Rather lower; 2,359 bags at auction mostly sold at 14s. to 15s. per cwt. for middling to good, but old import. At public sale 524 bags Borneo were bought in.

TAPIOCA.—403 bags good Penang were taken at 4d. per lb.; 70 boxes Pearl were withdrawn.

TERRA JAPONICA.—Cutch (Pegue): Firm, especially good and fine quality; 400 packages at auction retired. Gambier: Is rather cheaper, but fair business has been done on the spot and for arrival. Of 2,487 bales at auction half sold at 20s. 6d. to 20s. 9d. per cwt. for middling heated, and 26s. to 28s. 3d. cubes.

TIN.—This market has been much depressed; since the beginning of the year prices fell rapidly to £90 for Straits and £92 for Banca, cash, and have since fluctuated between £90 and £92 for the former, and £92 and £94 for the latter. The nearest value of good Straits now is £90 10s. cash, and £92 to £92 10s. three months; a considerable quantity has changed hands in the month.

MISCELLANEOUS.—Blacklead: Cheaper, and of 968 barrels at auction only one-third sold at 18s. 6d. to 19s. per cwt. for fine lump; 12s. 6d. to 13s. chips; and 9s. to 10s. dust. Galls: Of China 310 bales brought to auction and retired; moderate business privately at 64s. to 65s. per cwt. for good; good Japan firm at the same prices, with buyers (being scarce). Ebony Wood: Steady; of 98 tons Ceylon at auction one-fourth sold at £7 10s. to £9 per ton. Musk: Steady; 35 caddies Tonquin at auction sold at 21s. 6d. to 25s. per oz. for ordinary to middling, and 15s. 6d. pickings. Rattans: Flat, and again cheaper; 26,312 bundles Singapore, and 7,310 bundles Penang at auction mostly sold at 3s. to 6s. 1d. per 100. Sapanwood: Only 9 tons Siam at auction, sold at £18 5s. per ton for good; being firm. Soy: Quiet; 9 casks at auction retired; small sales made privately. Star Anniseeds: Remain very scarce; nothing doing. Slicklac (Siam): Firm, but quiet; 123 cases at auction retired. Tortoiseshell: Of 4 cases Singapore and 3 cases Sidney at auction, all (but one Singapore) sold at 11s. to 11s. 6d. per lb. for the former, and 15s. 6d. for the latter. Vermilion: Very scarce, and dear; 5 boxes at auction retired at 3s. 10d. per lb.

ARTICLES OF EXPORT.

IRON.—The quotations in London are for Welsh bars, £7 to £7. 5s. nail rod, £8. 10s. to £9; hoops, £9. 15s. to £10; sheets, single, £10. 10s. to £10. 15s.; Staffordshire bars, £8. 10s. to £9. 10s.; rails, £7.

STEEL.—Swedish keg, £15. 10s.

COPPER.—Sheet and Sheathing, £101 to £103 per ton; yellow metal, 8½d. to 9d. per lb.

TIN.—£102 for block; £103 for common bars. Tin plates, best charcoal, I.C. 33s. 6d. to 35s.

LEAD, &c.—English pig, W.B., £22s. 10s.; shot, patent, £24. 5s.; sheet, £22. 5s. to £22. 10s.; spelter, £23. 10s.; zinc, English sheet, £30; quicksilver, £8.

The following is from the Circular of Messrs. French and Smit:—Mainly in consequence of the high rate of money, the Metal Market has been very dull indeed since the commencing of the year. Iron: The makers generally are fairly employed. The speculative operations in Scotch Pig continue, and the price still advances. Copper: The smelters have reduced their price £5 per ton, as the last fortnight business in this article has been quite at a stand. Tin: In Straits several sales were made at £90 to £91 per ton, and in one instance it was reported even a lower rate was accepted. The last few days it has gone better and appears firm at £92. English is quiet. Tin Plates are very firm, and prices continue to advance. Lead is firm, but without important transactions. Spelter: Holders are asking higher prices.

EXPORT OF BULLION TO CHINA, &c.

The following return shows the shipments of bullion from Southampton from the 1st January by the P. and O. Company's mail steamers.

	Gold.	Silver.
Shanghai	—	£3,205
Foo-chow-Foo	—	£500
Amoy	—	—
Hong Kong	—	£29,780
Singapore	£1,600	£11,400
Penang	—	—
Yokohama	—	—

FROM MARSEILLES.

(BY THE P. AND O. COMPANY'S STEAMERS.)

	Gold.	Silver.
Singapore	— ...	—
Penang	— ...	—
Hong Kong	— ...	—
Foo-chow-Foo	— ...	—
Shanghai	— ...	—
Yokohama	— ...	—

Digitized by Google

PER FRENCH MAIL STEAMERS.

	Gold.	Silver.
To Singapore	—	—
To Saigon	—	—
To Batavia	—	—
To Hong Kong	—	—
To Shanghai	—	—
To Yokhama	—	—

GOLD AND SILVER.

Bar Gold (per ounce)	£3 17 9
Spanish Doubloon	3 16 0 to 3 17
United States Gold Coin	3 16 4
Silver in Bars	0 5 1½
Mexican Dollars	0 5 0

Shipping Intelligence.

ARRIVALS.

Date.	At	From	Ship.	Captain.
Jan. 5	Off Plymouth	Batavia	Maria Diederika	
—	Gironde	Singapore	Giscours	Laine.
— 8	Texel	Batavia	Aletta Augusta	Tinholt.
Dec. 28	New York	Manila	Shirley	Mullen.
— 27	Boston	Singapore	Rainbow	Kelly.
Jan. 9	Off Dungeness	Batavia	Iodad (?)	
— 9	Do.	Do.	Theodore Dill	
— 12	London	Shanghai	Fi-Wan	Shiel.
— 10	Texel	Batavia	Jedo	v. Rossen.
Dec. 2	Callao	Hong Kong	Mandarin	Mutter.
— 7	Do.	Amoy	Alexander	Williams.
— 8	Do.	Hong Kong	David M. Farr	Gaze.
Jan.—	Off Dungeness	Batavia	Dionysia Catharina	Sprenkel.
— 14	London	Singapore	Ernte	Bradhering.
Dec. 2	Callao	Hong Kong	Mistress of the Seas	
Nov. 27	Do.	Do.	Crusader	
Jan. 5	Longhope	Rangoon	Hindostan	Emslie.
— 11	Texel	Batavia	Dionysia Catharina	Sprenkel.
— 17	Liverpool	Bassein	Lady Douglas	Evans.
—	Deal	China	Nevilie	Robinson.
— 18	Do.	Do.	Red Deer	Bruce.
— 16	Off Dungeness	Java	Maria Adriana	
— 17	Do.	Do.	Henrietta	Loenens.
— 19	Deal	China	Kelso	Black.
—	Cowes	Foo-chow-Foo	Yeavering Belle	Peart.
— 15	Zierikzee	Batavia	Baron v. Heemstra	Nepperus.
— 18	Off the Start	Shanghai	Norwood	Bristow.
— 18	Havre	Java	Malabar	Outre.
— 20	London	Shanghai	Dunkeld	Toms
— 20	Do.	Do.	Ellen Rodgers	Tomkins.
— 21	Do.	Yokohama	Eleanor	Silk.
— 21	Do.	Foo-chow-Foo	Berwickshire	Thomas.
— 21	Deal	China	Art Union	Polsen.
— 21	Do.	Do.	Queen Bee	Goodwin.
— 20	Falmouth	Macao	Albatross	Kaempfer.
— 21	Liverpool	Hong Kong	Veronica	
— 19	Brouwershaven	Batavia	Jason	Rusman.
— 19	Do.	Do.	Noach	Lupcke.
Dec. 2	Buenos Ayres	Hong Kong	Millbrook	Bo n.
Jan.—	Falmouth	Padang	Lady of the Lake	
— 21	Brouwershaven	Passaroeang	Ida Maria	Kohler.
— 23	Liverpool	Singapore	Sparkler	Wilson.
— 22	Texel	Batavia	Hendrika	Bus.
— 21	Brouwershaven	Do.	Onrust	Wessenbruch.
— 22	Do.	Do.	Isis	Duwell.
— 22	Zierikzee	Do.	Twee Geezusters	Bemolt.
— 23	Off Dungeness	Do.	Anne Forster	Thomas.

DEPARTURES.

Date.	From	For	Ship.	Captain.
Jan. 5	Yarmouth	Batavia	Hendrina	Breem.
— 6	Liverpool	Shanghai	Prudhoe	Bartlett.
— 6	Do.	Batavia	Edith Haviland	Campbell.
— 4	Broomielaw	Manila	Union	Artaza.
— 9	London	Hong Kong	Devana	Thomson.
— 10	Clyde	Galle	Kurrachee	Fotheringham.
— 11	Do.	Batavia	County of Argyle	
— 10	Do.	Batavia & Singapore	Helen Baird	McDougall.
— 13	London	Shanghai	Hoang Ho	Carrington.
— 13	Do.	Sunderland & Amoor	Fychow	Matthew.
Nov. 29	Callao	China	Rocco Porto Longo	Profumo.
Dec. 4	Do.	Do.	Hortense Dusantoy	Prevel.
Jan. 11	Glasgow	Singapore	River Eden	Valder.
— 15	London	Cardiff & Shanghai	John Bull	Harries.
— 16	Liverpool	Hong Kong	Everest	Clarke.
— 16	Do.	Singapore	Falcon	Christensen.
— 16	Do.	Shanghai	Chalgrove	Armstrong.
— 12	Falmouth	Singapore	Hollandia	De Jonge.
—	Hamburg	Singapore	Jan Peter	Molsen.
— 12	Cardiff	Yokohama	Helena	Athedita (?).
— 7	Gibraltar	Colombo	*Crouch Brothers	Squarey.
— 15	Sunderland	Galle	William Nuizby	Burkett.
— 17	London	Hong Kong & Canton	Valdivia	Clements.
— 18	Do.	Cardiff & Hong Kong	Wm. Mitchell	Potter.
— 16	Cardiff	Singapore	Amelie	Ertand.
— 13	Longhope	Do.	Dunmore	Robertson.
— 22	London	Do.	Christian Rankin	Higgins.
— 18	Newport	Hong Kong	Red Rose	Evans.
— 21	Cardiff	Singapore	Nederland	v.d. Eb.
Dec. 21	Rio Janeiro	Shanghai	Kew Kei	Beaglehole.
Jan. 20	Lamlash	Singapore	River Eden	Valder.
— 24	London	Cardiff & Shanghai	Miriam	Rhind.
— 4	New York	Sumatra	Tarquin	Kimball.

*After repairing.

(See Commercial Postscript.)

LOADING.

At LONDON.—For Yokohama: James Longton, Isles of the South, Lorton, Eleanor. For Yokohama and Nagasaki: Chaa-sze. For Shanghai: Westminster, Star of China, Fi Wan, Dunkeld, Art Union For Hong Kong and Canton: Dunmail, Fychow, Mary Nicholson, Scawfell, Melbrek, Ellen Rodger. For Singapore: Eastern Star. For Singapore and Penang: Frederica. For Batavia and Sourabaya, Petronella Johanna, Zephyros. For Colombo: Boldon Lawn, Whinfell.

At LIVERPOOL.—For Yokohama: Recife. For Shanghai: Persia (via Cardiff), Vigil. For Hong Kong: Golden Hind, Eagle, Favourite, Addison. For Singapore: Bolivia, Henry Ellis. For Batavia and Sourabaya: Dagmar. For Manila: Eulalia, Espana. For Galle: Gabrielle Alice, Duc de Malakoff.

At GLASGOW.—For Singapore and Penang; Huntly Castle.

At GREENOCK.—For Shanghai: Statesman.

SPOKEN.

JAN VAN SCHAFFELAAR, Sunderland to Singapore, Dec. 9, 4 N., 23 W
DUT. BARQ., 3rd d.p., No. 9,341, Bat. to Midbg., Nov. 11, 35 S., 20 E.
BERWICKSHIRE, China to London, Dec. 1, off Cape Agulhas.
CONSTANCE, Batavia to Rotterdam, in Java Sea, Oct. 22.
JACOB ROGGEVEEN, Batavia to Rotterdam, in Java Sea, Oct. 22.
GALILEI, Batavia to Amsterdam, Nov. 27, 34 S., 26 E.
LOUISE, Macassar to Amsterdam, Nov. 30, 35 S., 21 E.
NORTHERN CROWN, Nagasaki to London, Dec. 6, 28 S., 9 E.
GERARD PETER SERVATIUS, Bat. to Amstdm., Jan. 2, 36 N., 34 W.
MAIDEN QUEEN, for Shanghai, Nov. 18, 39 S., 32 E.
ALBLASSERDAM, Sunderland to Batavia, Nov. 18, 24 S., 32 W.
LIZZIE SCOTT, Colombo to London, Dec. 4, 28 S., 7 E.
ROWENA, Singapore to London, Oct. 20, 38 N., 107 E.
KORTENAAR, Batavia to Rotterdam, Nov. 29, 35 S., lon. 21.
CHINA, Rotterdam to Batavia, Dec. 25, 3 N., 24 W.
WALCHEREN, Batavia to Flushing, Jan. 4, 27 N., 42 W.
VANGUARD, Cardiff to Shanghai, Dec. 9, 25 S., 24 W.
LOUISA, Macassar to Amsterdam, Dec. 2, 34 S., 17 E.
FLORENCE NIGHTINGALE, Amoy to London, Dec. 9, 23 S., 1 E.
WALLAROO, Batavia to Rotterdam, Dec. 1, off Cape of Good Hope.
GLENAROS, Foochow to New York, Dec. 10, 20 S., 2 W.
VENCEDORA, Batavia to Rotterdam, Nov. 28, 35 S., 21 E.
SILVER CRAIG, from Batavia, Dec. 1, 33 S., 16 E.
LODOR, Sourabaya to Amsterdam, Dec. 29, 6 N., 24 W.
HENRIETTE GERTRUIDA, Amsterdam to Batavia, 32 S., 23 W.

FREIGHTS AND CHARTERS.

No perceptible change is noticeable in outward freights. Rates are firm at our last advices, and a fair amount of goods for shipment is still offering. Coal freights continue to improve.

Current Rates of Freight for Vessels on the Berth:—To Yokohama: 50s. weight, 40s. to 50s. meast. To Nagasaki: The same. To Shanghai: 40s. weight, 30s. to 35s. meast. To Hong Kong: 40s. weight, 30s. meast. To Singapore: 30s. weight or measurement. To Penang: 40s. weight or measurement. To Ceylon: 40s. weight, 20s. measurement.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per Keel. For Batavia: £26. 10s. For Hong Kong: £50 to £53. For Galle: £40 to £41. For Singapore: £33 to £35. For Shanghai: £63 to £64. From Newport, Cardiff or Swansea, per ton. For Batavia: £1. 7s. For Hong Kong: £2. 10s. For Manila: £1. 15s. For Galle: £1. 15s. For Singapore: £1. 10s. For Shanghai: £2. 17s. 6d. to £3.

The Admiralty have invited tenders for the conveyance of 245 tons naval provisions to Hong Kong, and 143 tons naval stores to Trincomalee, both from the River Thames.

The P. and O. Company have chartered the Agincourt to convey machinery, boilers, &c., to Hong Kong.

CASUALTIES.

The Prudhoe, of Liverpool, which sailed from thence for Shanghai on the 6th Jan., has been lost with all on board, as wreckage identified as belonging to her has been thrown on shore at Fleetwood.

The County of Argyle, Edington, from the Clyde to Batavia, has put back to Greenock in a sinking state, having been in collision off Tuskow, 17th Jan., with the Helen Baird, also from the Clyde to Batavia, which sank. The County of Argyle lost bowsprit and had two holes knocked in her fore compartment, and was subsequently beached in Cartsdyke Bay. She has since been temporarily repaired, and taken into dock to discharge.

The Malabar, Outre, from Java for the Channel for orders, put into Havre through stress of weather, Jan. 18, with part of cabin stove, one man lost overboard, and others injured. Her cargo was also heated, and required to be quickly discharged.

The Whampoa, Metz, from Batavia to Amsterdam with sugar and coffee, lost anchors and ran on shore on the Southwall, Jan. 17. She has since got off, by discharging part of her cargo, and is now lying in Nieuwe Diep.

The Dunmore, from Sunderland for Singapore with coals, drove on shore on a sandbank in Cairston Roads, Jan. 21, and was assisted off by a steamer and towed into harbour. She is not expected to have received much damage, but will, however, be surveyed.

Telegraphic advices, under date Galle, Jan. 21, state that the Eurydice, Gibb, from Foo-chow to London, had struck on Pagoon Rock, and was discharging.

MISCELLANEOUS.

At ST. HELENA.—Dec. 17, from Batavia, Matheran, Henry; 18, Maria Veronica, Schol, and sailed 19 for Amsterdam; Schwinge, Junge, and sailed 21 for Rotterdam; 19, from Sourabaya, Lady Alice, Shanack, and sailed 21 for Amsterdam; 20, from Singapore, Preciosa, Hallengren.

Off ASCENSION.—Dec. 19, from Java for Amsterdam, Fagel; from Batavia for Amsterdam, Anna and Sophia.

At ASCENSION.—Dec. 12, from Singapore, Panic, Bell, and sailed 15 for Liverpool.

At MAURITIUS.—Dec. 8, from Singapore, Hooghly, Veillet.

At TABLE BAY.—Dec. 12, from Singapore, Caldbeck, Garside, and sailed 13 for London; 13, from Macao for Havana, Tamatave, Bernard.

Digitized by Google

THE BANGKOK DOCK COMPANY'S NEW DOCK.

This magnificent Dock is now ready to receive Vessels of any burthen, and the attention of Shipowners, Agents, and Masters is respectfully solicited to the advantages for REPAIRING and SPARRING VESSELS, which no other Dock in the East can offer.

The following description of the Premises is submitted for the information of the public. The dimensions and depth of water being:—

Length ... ... 300 feet.
(To be extended.)
Breadth ... ... 100 „
Depth of water ... ... 15 „

The Dock is fitted with a Caisson, has a splendid entrance of 120 feet from the River, with a spacious Jetty on each side, where vessels of any size may lay at any state of the tides, to lift Masts, Boilers, &c., with powerful Lifting Shears, which are now in the course of construction.

The Dock is fitted with Steam Pumps of great power, insuring despatch in all states of the tides.

WORKSHOPS.

The Workshops comprise the different departments of Shipwrights, Mast and Block Makers, Blacksmiths, Engineers, Foundry, &c.

The whole being superintended by Europeans, who have had many years' experience in the different branches.

The workmen are the best picked men from Hong Kong and Whampoa.

The Company draws particular attention to the great advantages this Dock offers, being in a Port where the best Teak and other Timber can be had at the cheapest cost.

A Steam Saw Mill is also in connection with the Dock, to insure despatch in work.

The Keel Blocks are four feet in height, and can be taken out or shifted without cutting or causing any expense to ships having to get them removed.

The Company is also prepared to give estimates or enter into Contracts for the Repairs of Wooden or Iron Ships, the Building of New Ships, Steamboats, &c., or any kind of work connected with shipping.

All Material supplied at Market price. Vessels for Docking may lay at the Company's Buoys or Wharf free of charge, until ordered to remove by the Superintendent.

Captains of vessels before leaving the Dock must approve and sign their Dockage Bills.

All communications respecting the docking to be addressed, until further notice, to the undersigned, by whom all Bills will be signed and collected.

JOHN BUSH, Managing Director.

Bangkok, 18th Sept., 1865.
Hong Kong, 20th Oct., 1865.

ASIATIC BANKING CORPORATION

Incorporated by Royal Charter.
Authorised Capital, £2,000,000. Paid-up Capital, £500,000. Reserve Fund, £175,000.
Head Office, No. 4, Lombard-street.

BOARD OF DIRECTORS.

FRANCIS BOYKETT, Esq., Chairman, (Messrs. Timothy Wiggin and Co).

JOHN A. RUSSELL, Esq., Deputy Chairman (Messrs Grey and Coles, and Grey and Co. Bombay).

THOMAS CARDWELL, Esq. (Messrs Thomas Cardwell and Co., and Cardwell, Parsons and Co., Bom

CHARLES A. FEARON, Esq. (Messrs Fearon and Co. late of Messrs. Augustine Heard and Co., China)

WILLIAM MAITLAND, Esq. (Messrs. M'Killop, Stewart and Co., Calcutta).

Agencies and Branches are established at Bombay, Calcutta, Madras, Singapore, Penang, Ceylon, Hong Kong, Shanghai, and Melbourne.

The Corporation grant Drafts, collect and negotiate Bills of Exchange, payable at the above places, issue Letters of Credit and Circular notes, and conduct every description of Banking business connected with the East. They effect the purchase and sale of Indian Securities, the receipt of Pay, Dividends, &., and undertake the safe custody of securities. They also receive Deposits, bearing interest, for fixed periods. Rates of interest and Exchange may be ascertained at the Head Office.

By order of the Board, F. W. Lawrence.
Acting General Manager.

THE CHINA TRADERS' MARINE INSURANCE SOCIETY OF HONG KONG (Limited).

CAPITAL 1,000,000 dols.
in 200 Shares of 5,000 dols. each. 1,000 dols. per Share Paid up.

CONSULTING COMMITTEE.

William Neilson, Esq. (Messrs. Oliphant and Co.)
J. W. Maclellan, Esq. (Manager Commercial Bank Corporation.
Richard Deacon, Esq. (Messrs. John Burd and Co.)

GENERAL AGENTS.

Messrs. Augustine Heard and Co.

The Allotment of Shares will take place on the 3rd day of October next, and further Applications for Shares will be received until the 3rd of October next.

Application to be made in the form given below, and addressed to the General Agents, from whom any information can be obtained.

FORM OF APPLICATION FOR SHARES.

To the General Agents of the China Traders' Marine Insurance Society of Hong Kong (Limited).

Gentlemen,—I hereby request that the Committee will allot to me shares in the above Company, and I agree to accept such shares, or any less number which may be allotted to me, and to pay the first call of One thousand Dollars per Share, and further calls to such amount and at such times and in such manner as may be authorised by the Articles of Association of the said Company, and to subscribe the Articles of Association when called on to do so.

I am, Gentlemen,
Your obdient Servant.

Hong Kong, Sept. 7, 1865.

PORT OF AMOY.

SHIPOWNERS, AGENTS and COMMANDERS are informed that the Dock Company's Establishments at the above Port afford every facility for REPAIRING and SPARRING VESSELS, and for CLEANING and PAINTING Iron and Steam Ships.

Their large Granite Dock, 286 feet long on the blocks, is in complete working order, and at average spring tides can take vessels drawing 16 to 17 feet water. The Dock is fitted with a Caisson Gate and with a Centrifugal Steam Pump of great power ensuring despatch in all states of the tide. An ample stock is kept on hand of Timber, Oregon Spars, Sheathing Copper and Yellow Metal, and of every description of material for Dockyard use.

The premises comprise an Engineer's Workshop, Brass Foundry, a large Smithy and Carpenter's Workshops, and the works are superintended by Resident Europeans, viz., a Shipwright, an Engineer, and a Blacksmith. Dry Godowns for the reception of vessel's stores, &c., when requiring to discharge them.

Amoy, March, 1865.

CHARTERED MERCANTILE BANK of INDIA, LONDON, and CHINA.

Incorporated by Royal Charter.
Paid-up capital, £750,000. Reserve Fund, £250,000.

BRANCHES AND AGENCIES.

Bombay.	Colombo.	Penang.	Hong Kong.	Yokohama
Calcutta.	Kandy.		Shanghai.	
Madras.	Galle.	Singapore.	Hankow.	Mauritius

The Bank negotiates and collects bills and grants draft payable at the places above mentioned, issues letters of credit and circular notes for the use of travellers by the Overland Route, terms for which can be ascertained at the Head Office in London.

The Bank will effect the purchase or sale of Indian securities, undertakes the safe custody of same, and the receipt of interest, dividends, pay, pensions, and other moneys, for remittance through the Bank or otherwise.

The Bank receives money on deposit, on which interest will be allowed according to the length of time deposited. Particulars as to rates can be ascertained at the Head Office, 52, Threadneedle-street, London.

Office hours from 10 a.m. to 3 p.m.; Saturdays, from 10 a.m. to 2 p.m.

No. 52, Threadneedle-street, London, E.C.

THE BANK OF HINDUSTAN, CHINA, AND JAPAN (Limited).

1, BANK-BUILDINGS, LOTHBURY, LONDON.

CAPITAL	... ...	... £4,000,000
Subscribed	... ...	... 3,696,100
Paid-up	... ...	... 924,025
Reserve Fund	... ...	120,500

BANKERS.

The Bank of England | The National Bank
The Alliance Bank.

EDINBURGH BRANCH.

DIRECTORS.

William Forbes, Esq., of Medwyn.
Patrick Arkley, Esq., of Duninald.
James Mackintosh, Esq., jun., of La Mancha, and late of Calcutta.
John A. Macrae, Esq., W.S., 39, Frederick street, Agent.

BRANCHES AND AGENCIES.

Henry Turner, Esq., Inspector.

Bombay	Manila	Hankow
Calcutta	Hong Kong	Nagasaki
Point de Galle	Foochow	Yokohama
Colombo	Ningpo	Melbourne
Kandy	Shanghai	Sydney
Singapore	Kiu-kiang	

Deposits received, subject to ten days' notice, on the usual terms, and for fixed periods at rates subject to special agreement.

Drafts issued, and Bills negotiated, payable in India, China, &c. Circular Notes and Letters of Credit, payable throughout Europe, are also issued for the convenience of Travellers per Overland Route.

The purchase and sale of Indian and other Securities, and the safe custody of the same, undertaken. Dividends, Pay, Pensions, Interest, or other moneys realised, and the registry of Indian Government Loan Notes effected, so that the interest may be paid in England.

Every other description of Banking and Agency business in connection with India, China, &c., conducted on the most favourable terms.

JOHN OUSELEY, General Manager.

By Special Appointment
TO HER MAJESTY QUEEN VICTORIA.
BRANDS ON CASES AND CASKS.
FROM CHILLINGWORTH & SON WINE MERCHANTS TO HER MAJESTY, LONDON.
Seal on Corks.
Brand on side of Corks.
CHILLINGWORTH & SON LONDON.
Brand on end of Corks.

CAUTION.

WHEREAS Persons are shipping Wines to India marked with a Crown in imitation of CHILLINGWORTH and SON'S WINES, which are branded with a Crown, they having the appointment of WINE MERCHANTS to HER MAJESTY QUEEN VICTORIA, it is deemed expedient for the protection of dealers and consumers of their superior Wines selected from their extensive and valuable stock expressly for the Indian market, which have been so well known and approved by connoisseurs for the last thirty years for their extreme quality and purity, combining flavour and softness, together with great age, body, delicacy, and bouquet, being more free from acidity or alcohol that any other Wines, to caution all purchasers to ask for

CHILLINGWORTH & SON'S
CROWN SHERRIES AND OTHER WINE

And to be particular in observing that the Cases and Cask-heads are branded with their names at full length; also, on the side of the Corks, inside the bottles, as well as the Crown; and also on the seals, in accordance with the heading of this notice, as a necessary precaution, to ascertain that they are CHILLINGWORTH and SON'S CROWN WINES, in order to prevent a common low class of Wines being improperly foisted on the public, and which are in no way to be compared with those of CHILLINGWORTH and SON'S.

Wholesale Agents:—Bombay, Messrs. Hormarjee Bomanjee and Co.; Madras, Messrs. Parry and Co.; Calcutta, Messrs. Gordon, Stuart, and Co.; Kurrachee, Messrs. Hormarjee Bomanjee and Co.; Colombo, Messrs. Darley, Butler and Co.; Rangoon, Messrs. Gladstone, Wyllie and Co.; Hong Kong, Messrs. Robert S. Walker and Co.

HUBBUCK'S PATENT WHITE ZINC PAINT.

THE most durable and beautiful paint known, is cheaper than White Lead, and is proved to be superior for all purposes than the pernicious Lead Paint, and equally adapted for all climates.

Its whiteness is unaffected by bilge water, boiling sugar, or noxious gases.

It is free from any poisonous ingredient, and suited in all respects to the use of the painter.

Each Cask of Pure White Zinc is Stamped "HUBBUCK, LONDON PATENT."

Inferior Zinc Paint, so marked, having been sold in Foreign Markets, the Patentees offer a Reward of FIFTY POUNDS for information which will lead to the conviction, in an English or Colonial Court, of those who have pirated their Mark. Both Exporters and Retailers are liable for its sale.

THOMAS HUBBUCK AND SON,

WHITE LEAD, OIL, PAINT, AND VARNISH WORKS,
24, LIME-STREET, LONDON.

HUBBUCK'S ANTI-CORROSIVE PAINTS

Are very durable, and the most valuable protection to Iron Roofs, Bridges, Piers, Ships and Buildings, exposed to stormy weather and scorching sun; they soon become extremely hard, and do not blister.

They are made of Stone, Slate, Copper, White, Blue, Green, or any other Colour that is desired.

HUBBUCK'S ANTI-OXIDATION COMPOSITION,

For Coating Iron and Wood Ships' Bottoms; a preservative against fouling and corrosion. This Composition is ready for immediate use, and obviates the waste of carrying unmixed Paints, Oils, Driers, &c. It is also applicable to all the purposes of other Paints.

HUBBUCK'S PALE BOILED OIL

Has less colour than Raw Linseed Oil, is a quick, hard and certain drier for White and Light Coloured Paints.

PAINTS AND OILS PROPERLY PACKED FOR EXPORTATION.

Digitized by Google

RADLEY'S HOTEL,

SOUTHAMPTON,

IMMEDIATELY OPPOSITE THE RAILWAY TERMINUS AND DOCKS

THIS FIRST-CLASS HOTEL, so well-known to most Travellers from the East and West Indies, China, the United States, Brazils, &c., is admirably situated for their convenience, Mr. RADLEY having, by careful organisation, made those arrangements that have tended so much to establish its reputation.

Mr. R. employs no touters or paid agents, but his Porters are always in attendance to meet passengers on arrival, with carriages, &c., as usual. Rooms may be engaged by letter from Malta.

PRIZE MEDAL INTERNATIONAL EXHIBITION, 1862.

BENBOW AND SON'S
PURE GLYCERINE SOAP.

ELDERFLOWER, HONEY, ALMOND, BROWN WINDSOR, &c.; also their celebrated ESS BOUQUET, JOCKEY-CLUB BOUQUET, EXTRACT of VIOLET, and other perfumes for the Handker chief. Manufacturers of HAIR, TOOTH, and NAIL BRUSHES.

PERFUMERY and POMATUMS of every description made expressly for Foreign Climates.

12, LITTLE BRITAIN, LONDON, E.C.

NOTHING IS MORE REFRESHING THAN

RIMMEL'S

EXTRACT OF LIME JUICE AND GLYCERINE,
Which cleanses and cools the head, and gives the hair a beautiful gloss without greasing it. Price 1s. 6d., 2s. 6d., 5s.

RIMMEL'S TOILET VINEGAR
Will also be found a perfect luxury as an adjunct to the Toilet and Bath and a reviving Perfume. Price 1s., 2s. 6d., 5s.

RIMMEL'S NEW PERFUMES,
The Titiens, Indian, and Chinese Bouquet, all of delightful fragranc from 2s. 6d.

RIMMEL'S RAFRAICHISSEUR,
For producing an Ambrosial dew. Reduced to 6d.

RIMMEL'S PERFUME FOUNTAIN,
An elegant ornament for the Drawing-Room, Ball-Room, Dining Table, &c Price from £1. 10s.

EUGENE RIMMEL, Perfumer by Appointment to H.R.H. the Princess of Wales,
96, STRAND, 128, REGENT-STREET, and 24, CORNHILL, LONDON.

GELLÉ FRÈRES' PERFUMERY.

CHIEF ESTABLISHMENT, 35, RUE DES VIEUX AUGUSTINS, à PARIS.

THE house of GELLE FRERES, celebrated for the superiority of its Perfumery, addresses itself to the fashionable world as much for its essentially hygeianic, refreshing, and tonic preparations as for its delicate and distingué perfumes.

STEAM WORKS AT NEUILLY SUR SEINE

1st Class Paris Exhibition. Medal

DEPOT: BLUMBERG & CO., 55, CANNON-STREET, WEST, LONDRES.

DEPOT: H. BRULE, 23, RUE DE L'HOPITAL, BRUXELLES.

1st Class London Exhibition. Medal

Commission. Articles specially Recommended. Exportation.

REGENERATEUR GELLE FRERES, a superior pomade for preserving, beautifying, and reproducing hair.
EAU D'ALBION for the toilet, an exquisite production from the juice of flowers and aromatic plants.
CARBOQUINA ROSE superior toothpowder, composed of carbon quinine and Province roses.
CUCUMBER SOAP for softening the skin, the best of all toilet soaps
LAIT PROPHYLATIC to remove freckles and improve the appearance of the skin.
COMPOSITION ZOUAVE, for the instantaneous dyeing of the whiskers and moustache.
COLD CREAM, AU LOTUS LE LYBIE, to soften and refresh the skin.
NIGRITINE VEGETALE, an incomparable dye for the hair and beard, not staining the skin.
VIOLET ESSENCE and VIOLET WATER for the handkerchief.
CONCENTRATED EAU DE COLOGNE for the toilet.

SPECIAL PERFUMERY WITH A BASIS OF GLYCERINE.

SOAP, TOOTH-PASTE, POMMADE, CREAM FOR THE COMPLEXION, EAU DE TOILETTE.

To be obtained of all the principal Perfumers and Hairdressers in Europe and other parts of the world.

BOYVEAU LAFFECTEUR'S ROB.

The only one authorised and adopted in France, Belgium, Austria and Russia.

THIS Vegetable Syrup, prepared and guaranteed genuine by the signature of Dr. GIRAUDEAU DE ST. GERVAIS, is very superior to the purifying syrups. It effects a radical cure, without mercury, in all affections of the skin, scurf, scrofula, &c., and symptoms arising from the acrid state of the humours. The Rob is especially valuable in diseases which have resisted the effect of mercury or iodide of potash. The general entrepot of 12, RUE RICHER, PARIS.

Sold Retail.—London: Jozeau, Hannay. New York: Fougera, Gaudelet, Milhau. Gibraltar: Patron and Danilowich Malta: Dr. Pirotti, Bugeja, Magri, and Rolando, Esperanza. Alexandria: Bellamore, Galette, Perinie, Bombay: Franjee Nesserwanjee and Co. Singapore: Martin and Little Batavia: L. Platon and Co. Macao J. D. Freath.

Bottled Ales and Wines, &c.

"NO BUYERS for the BEST BRANDS, unless RE-PACKED," in consequence of repeated BREAKAGE.—Melbourne Journal of Commerce, Nov. 16. Heating and Breakage entirely prevented and 15 per cent. saved in Freight of Cases by using SYMER'S BOTTLE PACKINGS AND COOLERS. Price 4d. per doz. Bottlers contracting for large quantities effect so great a saving in labour, &c., that they can supply them at one-fourth less in price to Shippers, who will find it most profitable to order their goods to be so packed in future. In use by all the leading London houses.—T. WHITEHEAD, 37, EASTCHEAP, E.C Sole Manufacturer.

HOLLOWAY'S OINTMENT and PILLS.—COLD WEATHER.—The sudden severity of the weather has sadly disturbed the general health. Affections of the throat and chest are found in every household, and the quickest means of cure are Holloway's renowned remedies. They prevent congestion, inflammation, bronchitis, ulceration, hoarseness, and cough. This soothing Ointment only requires to be well rubbed twice a day on the afflicted parts to effect an immediate and marked improvement in all the symptoms of disease. Both Ointment and Pills are devoid of danger. Both medicaments are compounds of the finest balsams, intimately allied by nature and accurately combined by art. They conduct to restoration and cure with unfailing certainty.

R. L. SOUTHERN AND Co.
MERCHANTS AND AGENTS,
6, MINCING-LANE, LONDON, E.C.

TUPPER AND COMPANY.

MANUFACTURERS OF PATENT GALVANISED IRON, in Sheets, Tiles, Iron Roofs Sheds, Cisterns, Pails, Gutters, Wire for Fencing, &c.
WORKS AT BIRMINGHAM AND LONDON.
OFFICES: 61A, MOORGATE STREET, LONDON.
Merchants' orders executed with despatch.

BRIDGEWATER, JONES, AND CO., WHOLESALE HABERDASHERS, HOSIERS and GLOVERS,
WAREHOUSEMEN and MANUFACTURERS,
39, 40, and 41, WOOD-STREET, LONDON, E.C.
Lists of Prices forwarded to Merchants and Traders on application. Remittances to be payable in London.

COWASJEE DINSHAW,

Close to the Landing Place. Depot of
EUROPEAN, CHINA, AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality. Bombay-made Soda Water and Lemonade. Perfumery, Confectionery, Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.
STEAMER POINT, ADEN.
Drawing and Reading-room free to Passengers.
THE "LONDON AND CHINA EXPRESS" ON SALE

UMBRELLAS and SUNSHADES suitable for all Foreign Markets and the Colonies, are supplied to Shippers on the most favourable terms by JOHN MORLAND and SONS, Wholesale Manufacturers 50, Eastcheap, London-bridge, City. Silk, Alpaca, Gingham Steel Frames, Canes, Fittings and all kinds of Materia for the Trade. Oiled and japanned silks and cambrics.

CAUTION.

THE GROSS FRAUDS which continue to be practised by obscure manufacturers, more particularly in Germany, by imitating the Labels attached to JOHN GOSNELL and Co.'s PERFUMERY, render it imperative upon the Proprietors to Caution the public against such nefarious proceedings, and to request their friends and patrons to purchase only of respectable dealers, who import direct from JOHN GOSNELL and Co., and invite special attention to the address, 12, THREE KING-COURT, LOMBARD-STREET, LONDON, E.C.

JOHN GOSNELL and Co.'s SELECT PERFUMES.—Ess Bouquet, Royal Yacht Club Bouquet, Jockey Club Perfume, Essence of Wood Violet, Victoria Bouquet Garibaldi Bouquet, Frangipanni, Military Bouquet, The Bride's Bouquet, Tea Rose, Russian Leather Perfume.
JOHN GOSNELL and Co.'s Toilet Vinegar, Inexhaustible Salts, Aromatic Vinegar, Aromatic Eau de Cologne.
JOHN GOSNELL and Co.'s Prince of Wales Perfume.
JOHN GOSNELL and Co.'s Princess Alexandra Perfume.
JOHN GOSNELL and Co.'s La Noblesse Perfume.
JOHN GOSNELL and Co.'s La Noblesse Pomade.
JOHN GOSNELL and Co.'s La Noblesse Soap.
JOHN GOSNELL and Co.'s Real Old Brown Windsor Soap.
JOHN GOSNELL and Co.'s Golden Oil—Moelline—Macassar Oil, Bear's Grease, &c., for the Hair.
JOHN GOSNELL and Co.'s Extra Highly Scented Toilet and Nursery Powder.
JOHN GOSNELL and Co.'s Stereodesmic or Dentists Tooth Brushes and Trichosaron Hair Brushes, warranted to purchasers.
JOHN GOSNELL and Co.'s Instantaneous Hair Dye.
JOHN GOSNELL and Co.'s Cherry Tooth Paste is greatly superior to any tooth powder, gives the teeth a pearl-like whiteness, protects the enamel from decay, an imparts a pleasing fragrance to the breath.

NOTHING IMPOSSIBLE.—The Greatest and most Useful Invention of the day, AGUA AMARELLA.—Messrs. JOHN GOSNELL and CO., 12, Three King-court, Lombard-street, London, Perfumers to Her Majesty, respectfully offer to the public this truly marvellous fluid, which gradually restores the human hair to its pristine hue—no matter at what age. The Agua Amarella has none of the properties of dyes; it, on the contrary, is beneficial to the system, and when the hair is once restored one application per month will keep it in perfect colour. Price One Guinea per bottle; half bottles, 10s 6d.
JOHN GOSNELL and Co., Perfumers to Her Majesty and by Special Appointment to H.R.H. the Princess of Wales, London.

Keating's Cough Lozenges.

JUDGED BY THE IMMENSE DEMAND this Universal Remedy now stands the first in public favour and confidence: this result has been acquired by the test of fifty years' experience. These Lozenges may be found on sale in every British colony, and throughout India and China. They have been esteemed wherever introduced. For COUGHS, ASTHMA, and all affections of the Throat and Chest, they are the most agreeable and efficacious remedy.
Prepared and sold in boxes and tins of various sizes, by THOMAS KEATING, Chemist, &c., 79, St. Paul's Churchyard, London. Sold retail by all druggists and patent medicine vendors in the world.
N.B.—To prevent spurious imitations, please to observe that the words "KEATING'S COUGH LOZENGES," are engraven on the Government Stamp of each Box without which none are genuine.

Digitized by Google

INVALUABLE FOR SHIPMENT TO CHINA AND JAPAN.

BRYANT AND MAY'S PATENT SAFETY MATCHES

Light only on the Box!

BRYANT AND MAY'S PATENT SAFETY MATCHES

Are not Poisonous!

BRYANT AND MAY'S PATENT SAFETY MATCHES

Are not Liable to Spontaneous Combustion!

BRYANT AND MAY'S PATENT SAFETY MATCHES

Are Warranted suitable for all Climates!

BRYANT AND MAY'S PATENT SAFETY MATCHES

Are specially prepared for Exportation!

For Samples, Terms, and other information, apply to BRYANT and MAY, Fairfield Works Bow, London, E., Patentees and Sole Manufacturers of the Patent Safety Matches, Wax Vestas and Vesuvians, which contain no Phosphorus, and Light only on the Box!

WORKS: FAIRFIELD, BOW, LONDON, E.
WAREHOUSES: WHITECHAPEL-ROAD, LONDON, E.

N.B.—Purchasers are requested to observe that every Box and every Package bears our Trade Mark

and that without it none can be genuine.

Digitized by Google

OVERLAND ROUTE.

COMMUNICATION by STEAM to INDIA, AUSTRALIA, &c., *via* EGYPT.—The PENINSULAR and ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels at their London Offices for Gibraltar, Malta, Egypt, Aden, Ceylon, Madras, Calcutta, the Straits, and China, by their steamers leaving Southampton on the 4th and 20th of every month. For Gibraltar Malta, Egypt, Aden, and Bombay by those of the 12th and 27th of each month; and for Mauritius, King George's Sound, Melbourne, and Sydney, by the steamers leaving Southampton on the 10th of every month.

For further particulars apply at the Company's Offices 122, Leadenhall-street, London, E.C., or Oriental-place Southampton.

OVERLAND ROUTE VIA MARSEILLES.

SERVICES MARITIMES DES MESSAGERIES IMPERIALES.

FRENCH MAIL STEAM PACKETS.

The 19th of every Month, at 2 P.M. for—

MESSINA, ALEXANDRIA, ADEN, POINT DE GALLE (Ceylon), PONDICHERRY MADRAS, CALCUTTA, SINGAPORE, BATAVIA, SAIGON HONG KONG, SHANGHAI, and JAPAN.

The 9th of every Month for—

MESSINA, ALEXANDRIA, ADEN, SEYCHELLES REUNION, MAURITIUS.

For passage, freight, and information apply to B. W. and H. HORNE, 4, Moorgate-street, London; G. H. FLETCHER and Co., Liverpool; at the offices of the Services Maritimes des Messageries Imperiales in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

*** Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.

ORIENTAL, AUSTRALIAN, AND GENERAL STEAM AGENCY, AND GLOBE PARCEL EXPRESS.

PARCELS, PACKAGES, and MERCHANDISE forwarded, and PASSAGES engaged to all parts of the world. Baggage collected and shipped, Insurances effected, &c.

CALCUTTA, MADRAS, CEYLON, and ADEN—Overland, 4th and 20th of every month.

BOMBAY and ADEN—Overland, 12th and 27th.

CHINA, SINGAPORE, and EASTERN SEAS—Overland, 4th and 20th.

AUSTRALIA and MAURITIUS—Overland, 20th.

INDIA, CHINA, and AUSTRALIA—Via Cape of Good Hope, Clipper Ships, weekly.

Prospectuses, with through rate to 500 places, free on application.

G. W. WHEATLEY and Co. (late Wagnorn), 150, Leadenhall-street, E.C.; CHAPLIN'S Regent-circus W. and 23, Regent-street, S.W.

INDIA AND CHINA.

ROBERTSON and CO. will despatch the following first-class VESSELS to their respective destinations. They are well adapted for their several trades, and are confidently recommended to their friends:—

Destination.	Ships.	Docks	To Sail.
Shanghai	Star of China	W.I.D.	With des.
Hong Kong & Whampoa	Ellen Rodger	W.I.D.	With des.
Kanagawa & Nagasaki	Chan-sze ...	W.I.D	With des.
Singapore & Penang...	Frederica ...	W.I.D.	With des.

Apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.

CHINA and JAPAN.—The following splendid first-class clipper SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	Last Ship. Day.
Shanghai ...	Art Union ...	A1 13 yr	E.I.D.	Feb. 20.
Shanghai ...	Aurora Australis ...	A1 13 yr.	E.I.D.	To follow.
Hong Kong & Whampoa ..	Mary Nicholson ...	A1 13 yr.	E.I.D.	With des.
Kanagawa and Yokohama ...	Isles of the South ...	A1 13 yr.	E.I.D.	With des.
Ditto	Eleanor ...	A1 13 yr.	E.I.D.	With des.

For Freight or Passage apply to KILLICK, MARTIN and Co., 28, Nicholas-lane, Lombard-street, E.C.

FROM LIVERPOOL.

Destination.	Ships.	Tons	Class.	To Sail.
Shanghai ...	Vigil... ...	550	AA 1 —	Imm.
Hong Kong & Whampoa ...	Everest ...	571	—	„
Hong Kong & Whampoa ...	Veronica ...	332	A 1 14 yrs.	„
Batavia & Sourabaya ...	Dagmar ...	700	2-3rds	„
Madras ...	Cestrian ...	1215	2-3rds	„
Calcutta ...	James Crosfield ...	979	—	„

For terms of Freight or Passage apply to McDIARMID, GREENSHIELDS, and Co., Liverpool.

INDIA, CHINA, AND AUSTRALIA.

SHAW, LOWTHER, & MAXTON will despatch the following high classed VESSELS to their respective destinations:—

Ships.	Class.	Destination.	Docks.	Date of sailing
Westminster .	A 1 13 yrs	Shanghai ...	E.I.D.	Jan. 20
Dunkeld ...	A 1 11 yrs	Shanghai ...	E.I.D.	Feb. 27
Dunmail ...	A 1 14 yrs.	Hong Kong & Whampoa ...	L.D.	Jan. 25
Melbrek ...	A 1 14 yrs.	Ditto	E.I.D.	With des.
Lorton ...	A 1 14 yrs.	Yokohama & Kanagawa...	E.I.D.	Ditto,
Reigate ...	A 1 12 yrs.	Melbourne	Ditto	Feb. 1
William Cole .	A 1 12 yrs.	Sydney ...	Ditto	Feb. 5

For Freight or Passage apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings, E.C.

SHANGHAII direct (last shipping day 17th February). The magnificent China clipper ship FI-WAN, A 1 twelve years, 888 tons register, ROBSON SHIELL, Commander; loading in the East India Docks. This splendid ship, built in 1864 under special survey, is strongly recommended to shippers of fine goods.

For Freight or Passage apply to GELLATLY, HANKEY, and SEWELL, 27, Leadenhall-street, E.C.

SHANGHAI Direct, the FI-WAN, R. SHIELL, Commander, 888 tons register. Has excellent accommodation for passengers, having a large saloon and commodious berths, and will sail from the East India Docks about the 20th February. Intending passengers are invited to inspect this magnificent clipper ship, one of the fastest in the China trade.

Please make early application to Owners' Agents, JOHN PATTON, JUN., and Co., 22, Leadenhall-street, E.C.

HONG KONG and WHAMPOA. The magnificent Workington built, clipper ship SEAWELL, A 1 thirteen years, 826 tons register, ROBT. THOMSON, Commander; loading in the East India Docks. This splendid ship, so well known in the China trade, is strongly recommended to shippers of fine goods.

For Freight or Passage apply to GELLATLY, HANKEY, and SEWELL, 27, Leadenhall-street, E.C.

FOR SINGAPORE.—Guaranteed to sail on or before 14th February, the EASTERN STAR (new), A 1 10 years, 340 tons register. This beautiful Montrose clipper is now fast loading in the West India Docks, and having only a limited space of room disengaged, shippers are requested to forward their goods alongside at once.

For Freight apply to Messrs. MACTAGGART, TIDMAN, and Co., 5, Lime street, E.C.; or to R. VAUGHAN, TIDMAN, and Co., 2, Great St. Helen's.

LINE OF PACKETS FOR SINGAPORE.

Guaranteed first vessel after the FALCON. All rates subject to special agreement.

FOR BATAVIA and SOURABAYA, an A 1 or 3-3rds ship, with immediate despatch. The splendid clipper Ship HENRY ELLIS, J. L. PHILLIPS, Commander; 412 tons register; A 1 at Lloyd's; coppered and copper-fastened; well-known in the Chinese trade as one of the fastest opium clippers afloat. Loading in Prince's Dock.

Apply to MORS LE BLANCH and Co., 42 and 43, The Albany.

FOR COLOMBO (CEYLON) Direct, will meet with the usual quick despatch, the splendid China clipper ship WHINFELL, A 1 14 years, 834 tons register, WM. JOSEPH WHEREAT, Commander; loading in the West India Docks. This magnificent high-classed clipper, noted for her very rapid passages and the good order in which she invariably delivers her cargo, offers the best opportunity to shippers of fine goods.

For Freight or Passage apply to F. TALLACK (late W. A. Winkley), 23, Birchin-lane, Cornhill, E.C.

To Sail 1st February. Last Shipping Day 30th January, Having nearly the whole of her cargo engaged.

FOR RANGOON, With liberty to call at Akyab, the fine fast-sailing Ship FORTITUDE, 608 Tons Register, J. BOOTH, Commander; London Docks. This well-known Vessel, built by Messrs. Tindall and Co., at Scarborough, was originally classed A 1 12 years. She has recently returned from Singapore with a very valuable cargo, which she has discharged in first-rate order. Now quite ready to receive goods, and will be despatched as above.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

THE MONEY MARKET REVIEW

A WEEKLY JOURNAL OF THE HIGHEST CLASS,

EXCLUSIVELY DEVOTED TO THE DISCUSSION OF COMMERCIAL AND FINANCIAL TOPICS.

PUBLISHED EVERY SATURDAY

TERMS OF SUBSCRIPTION.

PAYABLE IN ADVANCE.

Single Paper .... 6d. Yearly £1 6

BY POST.

Single Paper ... ... 7d. Yearly £1 10s

*** Post-office orders to be made payable to FRANCIS FISHER, 23, Birchin-lane, Cornhill, London, E.C.

THE CHINESE COMMERCIAL GUIDE.

CONTAINING Treaties, Tariffs Regulations, Tables, &c., useful in the trade of China and Eastern Asia, with an Appendix of Sailing Directions for those Seas and Coasts, by S. WELLS WILLIAMS, LL.D, Fifth Edition.

Hong Kong, SHORTREDE and Co.; London Agent, F. ALGAR, 11, Clement's-lane, E.C. Price Two Guineas.

"CHINA MAIL" OFFICE.

PUBLISHED at this Office, No. 2, WYNDHAM-STREET (back of the Club):—

1.—THE EVENING MAIL,

EVERY DAY.

PRICE,—2 dols. per month.

TERMS OF ADVERTISING.—First insertion, Ten lines and under, 1 dol.; each additional line, 10 cents. Subsequent insertions, per week, 50 cents and 5 cents—("Auction" Notices excepted, for which only One Charge per week is made).

2.—THE CHINA MAIL,

ONCE A WEEK.

(On Thursday Night.)

PRICE—15 dols. per annum; Single Copies, 44 cents.

ADVERTISING.—First insertion, Five lines, 1 dol.; each additional line, 20 cents. Subsequent insertions, 50 cent. and 10 cents.

3.—THE OVERLAND MAIL.

ONCE A FORTNIGHT.

(The Morning of the Mail's despatch.)

PRICE—To Subscribers to the Weekly issue, 8 dols. to Non-subscribers, 12 dols. Single copies, 50 cents.

ADVERTISING.—The same as in the Weekly. All "Notices of Firms" appearing in the Weekly will be inserted in the *Overland*, and charged for, unless otherwise ordered. A. SHORTREDE & CO.

Hong Kong, Jan. 1, 1864.

ORNAMENTAL STOVES AND FENDERS.

JEREMIAH EVANS, SON, and Co. respectfully call the attention of those Gentlemen who are building or refurnishing their mansions to the most extensive assortment in the United Kingdom of Drawing Room, Dining Room, and Library STOVES, FENDERS, and FIRE FURNITURE, en suite, which, for Elegance of Design and Construction, are unequalled, and are adapted for wood or coal fires. There is also a Large Stock of ITALIAN MARBLE CHIMNEY PIECES, executed by First Class Artists, adapted for every description of apartment, from the plainest to the most superb.

LAMPS AND CHANDELIERS.

The Lamp Department exhibits a Large, Elegant, and Various Stock of LAMPS, for the Table, Sideboard, or the Ceiling, and are fitted for Oil, Candles, or Gas.

This Establishment also combines every article in FURNISHING IRONMONGERY, such as Tea Urns, Coffee Machines, Dish Covers, Table Cutlery, and Japannery; ELECTRO-PLATE—in Forks, Spoons, Cruet and Liquor Frames, Candlesticks, Epergnes, Side Dishes, &c.

MANUFACTORY AND SHOW ROOMS,

Nos. 33 AND 34, KING WILLIAM-STREET, AND 10, ARTHUR-STREET WEST,

NEAR LONDON-BRIDGE, LONDON, ENGLAND.

ESTABLISHED IN 1815.

THE LONDON AND CHINA TELEGRAPH.

THE EIGHTH Volume of this JOURNAL commenced on the 4th of January, 1866. The Subscription for the three numbers per month is 30s. per annum, including Postage, and to the Export Supplement 12s. Terms for advertising, 2s. 6d. per five lines; and 6d. for each additional line.

Subscriptions and Advertisements received abroad by the following Agents:—

Paris	G. W. YAPP, Rue de la Michodiere No. 13.
Amsterdam	LOMAN AND VERSTER.
Rotterdam.....	HOOG & KRUYT.
New York	WILMER AND ROGERS.
Gibraltar.....	W. SPEED.
Malta	G. MUIR.
Alexandria...	F. HAY
Aden	COWASJEE DINSHAW.
Suez	
Bombay	CHESSON AND WOODHALL.
Calcutta	SANDERS, CONES, AND CO.
Point de Galle	G. D. ANTHANISZ.
Colombo.....	MR. VANDORT.
Kandy.....	W. A. ARCHBALD.
Labuan, Sarawak, and Singapore ...	JOHN LITTLE & Co., Singapore.
Penang	SANDILANDS, BUTTERY AND CO
Bangkok.....	SCOTT AND CO.
Batavia	HUNTER, HOUGHTON, AND Co.
Anjer—Straits of Sunda	G. SCHUIT, Anjer Hotel.
Manila	PHILLIPS, MOORE, AND Co.
Hong Kong, Canton, Macao, & Swatow,	JAMES GARDINER, Hong Kong.
Amoy	BELLAMY AND Co.
Foo-Chow-Foo	HEDGE AND Co.
Shanghai.....	H. FOGG AND Co.
Tien-Tsin	JAMES HENDERSON.
Nagasaki—Japan ...	PIGNATEL AND Co.
Yokohoma	HANSARD AND BLACK.

OFFICE, 12, GEORGE-YARD, LOMBARD-STREET, LONDON, E.C.

Printed for the Proprietors by WOODFALL and KINDER Milford-lane, Strand, W.C., and published by JOHN ELLISON, at the Office of the "LONDON AND CHINA TELEGRAPH," 12, George-yard, Lombard-street, E.C., in the parish of St. Edmund the King.—Monday, Jan. 29, 1866.

Digitized by Google

PER FRENCH MAIL.]

The London and China Telegraph.

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON ARRIVAL OF THE MAILS, about the 4th, 14th, and 28th, in connection with the "LONDON AND CHINA EXPRESS,"
A SUMMARY OF NEWS FOR THE OUTWARD MAILS OF 10th, 17th, and 26th.

VOL. VIII.—No. 199.] LONDON, MONDAY, FEB. 5, 1866. [Price 9d., with Sup., 1s. 3d.—Sub. 30s. per ann., postage included, Sup. 13s. extra.

Latest Advices.

	From London.	Arrived out.	Homeward. Arrived in London this day.
JAPAN—			
Yokohama	Oct. 17	Dec. 16	Dec. 17
Nagasaki			
Hakodadi			
CHINA—Peking			
Tien-tsin			
Chefoo			
New-chwang			
Hankow			„ 18
Kiu-kiang			
Chin-kiang			
Shanghai	Oct. 26	Dec. 20	„ 25
Ningpo			
Foo-Chow			„ 23
Formosa—Tamsuy			
Amoy			
Swatow			
Hong Kong	Nov. 10	Dec. 23	„ 29
Canton			
Macao			
PHILIPPINES—			
Manila			„ 23
COCHIN-CHINA—			
Saigon			Jan. 4
SIAM— Bangkok			
BORNEO—			
Labuan			
Sarawak			
JAVA—			
Batavia			
MALACCA STRAITS—			
Singapore	Nov. 17	Dec. 24	„ 6
Penang			

Telegrams have been received from Shanghai to 9th January, and Hong Kong 15th—only sixteen days from the latter port. These announce a defeat of the Imperialists by the Nienfei, and the return of Sir Harry Parkes to Yokohama.

List of Passengers.

PASSENGERS OUTWARD.

Per P. and O. steamer, from Southampton, Feb. 4.—To Hong Kong: Dr. and Mrs Dods, Mr. and Mrs. J. C. Power, Mr. R. B. Jones, Mr. W. M. Reeves, Mr. P. B. Marshall, Deputy-Assistant Superintendent of Stores, O. A. Pease, Rev. C. H. Harbord, R.N., Mr. and Mrs. M. P. Knight, Rev. F. Hubrig. To Shanghai: Mr. R. N. Newby. To Singapore: Rev. W. Jeffrey, Mr. Dugald Munn. To Ceylon: Mr. and Mrs. Folkard Mr. C. Liddelon, Mr. W. G. L. Yorke, Mr. N. F. Walpole, Ensign Cunninghame, Mr. A. H. Turner, Mr. Mason.

From Gibraltar.—To Hong Kong: Duc d'Alencon and friend.

From Marseilles, Feb. 12.—To Ceylon: Mr. R. and Mrs. Kydd, Mr. A. Spitteler, Mr. J. Reid, Miss Julia A. Hopper, Mr. Bain. To Hong Kong: Mr. T. G. Newton.

From Suez.—To Hong Kong: Mr. and Mrs. Kruger.

Per P. and O. steamer, from Southampton, Feb. 12.—To Singapore, via Bombay: Messrs. Nelson and Skelton.

Per P. and O. steamer, from Southampton, Feb. 20.—To Yokohama: Mrs. G. Domoney. To Ceylon: Mr. and Mrs. Carver, Mr. Mainwaring, Mr. R. J. Callander, Mr. G. Hawthorne, Ensign Thompson, Sir Greville Smyth, Captain and Mrs. F. Paul, Mr. W. C. M. Gould. To Shanghai: Mr. Vachell, Mr. W. H. Taylor. To Singapore: Lieut. R. Taylor.

From Marseilles, Feb. 28.—To Hong Kong: Dr. J. Carnegie, Dr. Manson. To Shanghai: Miss Finlay, Mr. F. E. Wright.

From Suez.—To Ceylon: Mr. Both.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

Our latest date from this port is 17th December. A correspondent sends us the following interesting narrative of the Inland Sea expedition, written by a gentleman who accompanied the allied squadrons.

On the morning of Wednesday, Nov. 1, this expedition, comprising the following ships, left Yokohama:—English Ships.—Princess Royal (Vice-Admiral King, C.B.), having on board Sir H. Parkes and suite; Pelorus (Capt. Haswell), and Leopard (Capt. Leckie), with the U.S. Chargé d'Affaires, Mr. Portman; Argus (Commander Round), with gunboat Bouncer (Lieut.-Commandeng Lewis) in tow. French Ships.—Guerrière (Commodore Olivier), with French Minister, Monsieur Roche, and suite on board, and towing French paddle gunboat Kien Chan, sloop Dupleix (Commandant Conrad). Dutch Corvette, Zoutman (Capt. Van der Meersch), with H.N.M.'s Consul General, Monsieur van Polsbrook and secretary on board. We proceeded under steam (and when practicable sail as well) for the Kii Channel into the inland sea. The passage, so far as weather was concerned, left nothing to be desired; but owing to the strong current which, running out of the Bounga and Kii Channels, meets the black stream, and sweeps up the coast in the direction of N.E., the squadron only reached the entrance of the Isumi Strait on the morning of the 4th, and entered it at about 8 A.M. without the slightest hindrance—indeed, no very formidable force as yet exists here to offer any; two batteries (only one on either hand) being seen, that on the Island of Tomengai, a mere platform, uncovered in any way, and mounting only seven guns, with apparently room for three more; whilst on the "port" hand was a long low sand battery, faced with granite, well built, and mounting thirteen guns, with embrasures for four more. The squadron was, however, in readiness for immediate action in the vent of their meeting with any opposition.

Proceeding up the "Isumi Nada" (Gulf of Osaca), in the direction of Osaca, the squadron (at the instigation of the French by signal) formed into one line, English leading, Dutch next, and French bringing up the rear, and steamed slowly round the gulf in open order, passing within three or four miles of the Osaca coast, and obtaining a very fair view of the river's mouth, where, under some very formidable looking batteries, lay two steamers at anchor, one a screw, the other a paddle, and both apparently of American build.

At one P.M. the ships anchored off Hiogo, in the order decided on before leaving Yokohama, and arrangements were, without much difficulty, made for the landing of officers, during the daytime. The people for the most part were (apart from a very pardonable curiosity) universally civil and friendly. Four or five steamers were lying off Hiogo, very close in shore; none of them, however, were at all formidable in appearance, and the only further means of defence at present existing there are two inefficient square mud redoubts (mounting each two heavy guns *en barbette*), which might be easily disposed of by ships' boats alone. There are, however, two apparently well-built martello towers, each capable of mounting eight guns in casemates, and two *en barbette*; none are however in them at present, and from the position of their port holes, no more than two could command any position at the same time in addition to those *en barbette*, excepting perhaps at long distances. It is evidently, however, intended to construct further defences here, as a profusion of stone cut for building, lays in readiness on Hiogo Point. Beef at 17 cents per lb., and vegetables, were obtained for the squadron, through the Custom-house without much difficulty and in fact, the authorities generally appeared willing to oblige.

On Sunday (5th) the French gunboat Kien Chan went over to Osaca with the secretaries and interpreters of the various legations, whose object was to communicate with the Gorogio, and arrange preliminaries for future interviews between them and the representatives of the four Powers. On the Kien Chan entering the river leading to Osaca, she grounded on the bar, and was immediately and very civilly offered assistance from the two steamers (one of them Satsuma's) lying inside; this was, however, as civilly declined, and the little craft succeeded in getting clear without it, and landing her passengers, who were taken charge of by a guard of Yaconins, as in Yedo. They were permitted to walk as far as the entrance of the city, but were not allowed to enter it, and returned to their interview with the Tycoon's Ministers in a building near where they had landed. The Tycoon was said to be absent on a visit to the Mikado, in Miaco; but the interview was on the whole satisfactory, and albeit no definite arrangements were made as to the appointment of some suitable place inside the city for future interviews, as desired by the deputation, it was agreed that a proper Governor should be at once appointed to Hiogo and charged with the safety of foreigners landing; which was at least a good step in the right direction. The river appeared to be very strongly defended both at its mouth and on its banks, by forts well and strongly built, and mounting very heavy guns; whilst the difficulty of approaching them in large ships within a distance of two miles would make them all the more formidable in the event of our being ever forced into more warlike measures than those at present in contemplation.

During the next week several messages passed between the Ministers and

Digitized by Google

the Gorogio (the Kien Chan and Bouncer being kept in a constant state of activity) and these resulted in communications with the Tycoon on the part of his Council, and the subsequent visit of one of them (Abé Bungo-no-Kami) to the Ministers, on board the Princess Royal. This took place on Saturday (11th), when he came over from Osaca by steamer, and was met by the four Ministers; the principal propositions made being, it is generally believed, that the existing treaties should be at once ratified by the Mikado, and the port of Hiogo opened to trade at the sacrifice by us of that portion of the Simonoseki indemnity yet remaining unpaid. No definite arrangement on any subject was, however, arrived at; the only answer being that Abé Bungo-no-Kami would further consult his brother counsellors, and communicate with his master the Tycoon again on the propositions made to him. On leaving the English flag-ship he was saluted with seventeen guns by her and the Guerrière, and immediately returned to Osaca.

On Sunday, 12th, at 4.30 P.M., H.M.S. Perseus (Commander Stevens) arrived from Yokohama with the English mail, having waited there until the afternoon of the 10th for the French one—thus making an excellent passage of forty-eight hours, the better that she towed the gunboat Bustard (Lieut.-Commander Adams) as far as well into the Kii Channel. The Bustard joined the squadron the same evening. Subsequent to this date several messages passed and interviews took place between the ministers and members of the Gorogio (the interviews being invariably held on board the English flag-ship). The members of the Gorogio who usually came over from Osaca were the one already named, and Tatsi Bana Idsumi-no-Kami. At length, on Friday, 24th November, the existing treaties were declared ratified by the Mikado, and certain modifications in the customs tariff (the nature of which is not yet known), agreed upon; the opening of the port of Hiogo to trade being, it is generally believed, still postponed till 1868. On the whole, the expedition may be said to have been decidedly successful, and reflective of great credit on the active perseverance of Sir H. Parkes and his colleagues. On the 25th the Dupleix and Zutman sailed for Yokohama at 2 P.M., and the Perseus left the same night (at 11) for Shanghai, with Sir H. Parkes on board. At daylight on the 26th the Princess Royal and Pelorus left for Yokohama, at which port the former anchored at 6 P.M. on the following day, having been favoured with strong north-west winds during the trip. The Pelorus having been ordered back to assist, if necessary, the Bustard was thus thrown several hours behind, and did not consequently, reach the Narrows until too late to render her proceeding into port that night advisable; she arrived, however, the following morning. The Leopard and Bouncer were left off Hiogo, with orders to sail, when the weather moderated, for Nagasaki. The Bustard put back, but may be daily expected in Yokohama. I forgot to mention that the Guerrière sailed on 15th for Saigon, and the Argus on the 19th, with the mails for Shanghai, from whence she is expected to return shortly, bringing stores and provisions for the squadron in Japan.

Hiogo appears to be in every way admirably adapted to European requisitions as a settlement; the anchorage is good, with deep water very close in shore, and is well protected from north winds, whilst it can be but indifferently assailed by those from any other quarter. Vegetables and poultry procured by the squadron were decidedly superior to those usually purchasable in Yokohama, and about the same price; this, however, varied according to the will of the sellers, buyers being only too willing to get what they could at anything like a reasonable sum; on one occasion, indeed, the noble "sirloin," being unprocurable in itself, one officers' mess invested in an entire bullock, which was immediately run after by everyone in the squadron, various expedients being resorted to for the extortion of certain portions of the animal. The cotton growing about Hiogo appeared superior to that in the vicinity of Yokohama.

CHINA.

TIEN-TSIN.

The following is from the Circular of Messrs. Platt and Co., dated 28th Nov.:—

"Grey Shirtings: Sales of 8 2-4 lb. 'common chop.' at taels 3·65 to taels 3·70. Just previous to the closing of the navigation, best 84 lb. 'eagle chop' were quoted and in demand at taels 4·10 per ps., owing to the news just to hand, under date of September 16, from England. Taels, 4·10, at 6s. 2½d. per tael exchange, equal to 26s. 8d. per ps."

HANKOW.

From this port we have dates to 18th December. The principal item of news is of a *fracas* in which a French commercial man (Dupuis) and a doctor of a French gun-boat (Tardiff) were rather roughly handled by some Chinese soldiers in the suburbs. The facts are as follow. The commercial man, on being abused by the soldiers for an offence committed by the dog, retaliated by accusing the officer in charge of a post with the crime of having been a rebel. This seems to have aroused the ire of the soldiers, and when the doctor and Mr. Dupuis took their next walk abroad (the same day) they were followed, pelted with stones and beaten. Dupuis managed to escape—the medico was captured, and when recaptured was in a fainting condition. For this atrocity the French authorities demanded satisfaction, and have had it; *i.e.*, if the ordered decapitation of two, and the hearty bambooing of three will satisfy. It is said that a pecuniary compensation has also been demanded from the provincial treasury.

A newspaper to be called the *Hankow Times* was announced, to be commenced with the beginning of present year.

SHANGHAI.

The London mails of 26th October were received on the 20th December per *Aden*. The French steamer left with the present homeward mail on the 25th December. The *North China Daily News* has the following items:—

Native reports from Fukien announce the death of Kwo Sungling in an engagement between the Imperial troops and a body of insurgents. No particulars have reached us. Kwo Sungling will be remembered by many as the commander of the *Sung tze* camp, and as one of the officers who reviewed the volunteers in Messrs. Lindsey and Co.'s compound on the occasion of the tiffin given to the Chinese officials by Mr. Antrobus.

Progress is being made in lighting the settlement with gas. Kiang-soo-road was the first in Shanghai to exhibit to wondering natives the glory of a street lamp lit with gas from the settlement's new works. Nanking-road has just followed suit, ten jets being produced between the model pier on the Bund and the Maloo Gate. The company announce a reduction in their rate to Mex· $4.50 per 1,000 cubic feet.

Visions of intruding Nienfei have again disturbed the repose of the provincial authorities in Kiangsu. A strong force of insurgents is reported to have passed the Shantung boundary, and reached the district of Tang-shang, in the department of Chu-chow. The Yellow River and the Yang-tsze still flow between Shanghai and the marauding bands now devastating the northern portion of the province, so that there is no apprehension for personal safety. Three camps at present at Soochow have received orders from the Acting-Governor Liu to advance to the disturbed districts, and as it is thought that even these will prove insufficient, a muster of local militia will take place.

Ying Taotai has issued a notification setting forth that certain houses are now set apart for the shelter of the beggars who lie about the streets of the city at night. In these asylums they will be provided with straw and a small ration of rice. Those who do not avail of this provision will be regarded as persons of bad character, and will be arrested and severely dealt with.

A tempest in a tea cup has just been quelled in the little city of Chin shan on the Putung side. Chin shan is a city of the third order, and is distant about sixty-five miles from Shanghai, under the rule of the prefect of Sungkong. Some days ago rumours reached the authorities to the effect that a regularly organised insurrection had broken out, and that at least three thousand men had obtained arms of one description or another, which they were ready at a moment's notice to turn against the local officials. So far as the latter were concerned, perhaps the most alarming symptom of the movement was the scrupulous good conduct of the rebels. Life and property were respected, and although the daily pursuits of the inhabitants of the city and suburbs were of course suspended, no violence of any kind was manifested. The leader of the discontented faction was a literary graduate, whose name has not been allowed to transpire. Any connection with the Taipings, the Nienfei or the members of secret societies was disclaimed, and the object stated to be in view was the restoration of the people to a state of something like independence. This involved the overthrow of the existing official class, and accordingly the official class it was which was denounced. A relative of the Shanghai Hien, Wang by name, holds a military command in Chin shan or the neighbourhood, and it is said that he has made himself deservedly most unpopular. A band of the insurgents penetrated into his official residence, but being unable to find him, caught his son, a mere youth, and killed him. Couriers were despatched to Sungkong and Shanghai, and troops were sent down with the utmost speed. In the meantime the leader of the movement, hearing of the approach of a formidable force, fled, and his followers immediately dispersed. Eight of the head men were seized and executed, and the remainder shared in the misery entailed by the presence of Imperial troops. The insurrection has thus been nipped in the bud, and a few days will efface every vestige of the intended rebellion. But there are two features in this contemptible disturbance which merit notice. The first is the sanction given by the literary class, and the inauguration of the entire affair by a graduate. The second is the respect shown by the insurgents for the life and property of the people. We need hardly inform any of our readers that the literary men form the dominant class in China, and that without their concurrence no insurrection can attain alarming dimensions. Still less is it necessary for us to remind those who have lived for the last few years in Shanghai that to the cruelty and rapacity of the Taiping rebels was due the intense hatred and horror wherewith the rebellion was regarded by peaceful villagers. The streets of the settlement crowded with the dead and the dying, whose miserable plight was caused

Digitized by Google

by the merciless ravages of the Taiping soldiery, proved conclusively that without some radical change in the usual conduct of insurrection a movement directed to such an end as the overthrow of the Government could never hope for success. The Chin shan insurgents have now set the example of initiating a purely political disturbance, without in any way infringing the personal rights of the populace. It is by acting in this manner only that success can be attained. We have little doubt that the example thus set will be followed in many other places, and for this reason we are disposed to regard the little *emeute* at Chin shan as more significant and more worthy of notice than such disturbances usually are.

H.M.S. *Swallow* had arrived at Shanghai, after a six months' surveying cruise off Shantung, where she has been engaged in a comprehensive survey of the line between Kienchan Bay and Stanton Island. The exertions of Mr. Wilds, the commander of the surveying expedition, will, we trust, meet with the recognition which they deserve at the hands both of the Admiralty and of the Mercantile Marine. The *Swallow* has now been for more than four years in commission, and it is probable that she will be ordered home during the ensuing twelve months. During this period both she and her tender, the *Dove*, have surveyed the entrance to the Yang-tze and a portion of Wusung River. Charts of the harbour of Amoy, Swatow, and Kienchan have been constructed, and the south coast of the Corea has also been carefully surveyed. In the early part of this year Mr. Wilds and the officers of the *Swallow* and *Dove* surveyed the Formosa banks, together with the entire south-west coast, and a considerable portion of the west coast of the island. Much has been added to the knowledge already in our possession with regard to that coast, and as soon as the results of the survey are published, vessels of all sizes will be enabled to approach the various harbours in safety. It is satisfactory to learn that wherever parties were landed they were most hospitably received by the natives, and were well supplied with provisions at most reasonable rates. During the course of the survey several very heavy gales were experienced, in one of which the boats were overtaken, and found considerable difficulty in reaching the ship, the crews having to be slung and hoisted on board. The violence of the storm may be judged from the fact that the pinnace and second gig were swamped and sunk. They were, however, recovered with some difficulty after the wind abated. The value of these arduous labours cannot be lightly estimated, and those whose interests lie in the China seas will look anxiously for the publication of the results at which Mr. Wilds has arrived.

Piracy in the neighbourhood of Ningpo appears to be steadily increasing, in spite of the presence of a gunboat in the Yung river, and the frequent cruises undertaken by the *Confucius* and *Pluto*. The former vessel has just returned from Chusan, after a brush with pirates, in which Captain McCaslin, although unable to carry out his original intention, contrived to do a considerable amount of damage to these dangerous pests. Having left Shanghai on the 4th Dec., he cruised for a day round the Saddles, without, however, seeing any suspicious craft. On the 6th he arrived at Kou ding, an island on the edge of the Chusan archipelago, where he anchored. Here he found a junk and house, which he was informed were resorted to by pirates whenever they visited the island. There was no trace of any very recent occupation, but both were burned, as a matter of precaution. The *Confucius* then left Kou ding, and on the 7th, when off Chen-Kong, an island to the west of Chusan, saw a large junk crowded with men and well armed. A blank shot was fired to bring the junk to, but the request thus conveyed was answered by a ball from one of the enemy's cannon. The *Confucius* immediately gave chase, but soon found the water failing so rapidly that she was obliged to anchor, while the junk was able to run two miles nearer shore. Here she, too, was obliged to stop, and at this range the *Confucius* commenced a vigorous cannonade of shot and shell. The only visible effects were that the junk's rudder and a portion of her stern were shot away, but it was afterwards found that the fire had been more destructive by far than was at first imagined. Ammunition beginning to fail, the boats were lowered, but as soon as the men on board the junk saw the movement they escaped to the land, from which they were but a short distance. By the time the boats of the *Confucius* reached the junk, the latter was perfectly deserted, but the crew had taken up a strong position between two hills near the beach. It was at first intended to drive them from this post, but the men of the *Confucius* were so short of ammunition, and night was so rapidly approaching, that the design was eventually abandoned. Three straggiers were taken prisoners, and from them it was ascertained that the majority of the pirates were Cantonese. On the way back to the steamer an attempt was made to carry off the junk, but she was found so much injured as to be in a sinking state. Her foremast was therefore towed out and taken as a trophy. As soon as this was done she sank with all her guns, but in such shallow water that the pirates will no doubt recover the greater portion of her armament. On the way back to Ningpo, and thence to Shanghai, the *Confucius* saw nothing of a suspicious character.

The *Shanghai News* says the steamer *Promise* has been sold to the Japanese; the *Lancefield* was to proceed immediately to Hong Kong to be fitted with new boilers; and the *Martin White*, *Hercules*, and *Wusung* have been chartered by the Chinese to collect the salt tax and repress piracy on the coast. The latter step is said to have been suggested by a recent engagement near Chinhai between a body of soldiers, taken down by the *Pluto*, and a strong band of pirates, in which the latter were victorious.

The *Friend of China* states that Judge Hornby, having recently visited the Consular gaol, made a point of asking if they had Divine service within the walls on Sundays. The answer running that they had prayers occasionally only, the following Sunday his Honour went and read the Church service to the prisoners himself. The circumstance speaks volumes for Sir Edmund's moral worth.

A Fancy Bazaar has been held at the Club, in aid of a fund the object of which is to add a free ward to the Shanghai General Hospital. The number of unemployed and destitute foreigners at present in Shanghai rendered this step most desirable, and it certainly received the hearty support of the community, for a sum of nearly eight thousand taels was realised by the sale.

The Municipal Council held their monthly meeting on the 13th December, when the usual routine business was transacted, and an interesting correspondence between H.B.M. Consul and the Taoutai relative to the abolition of the punishment of the chain gang for Chinese prisoners was laid on the table. It is satisfactory to know that this punishment, which has proved most effectual in diminishing crime in the settlement, will still be continued under certain restrictions to be agreed upon by the Chinese and foreign magistrates of the Mixed Court.

The *Yuen-tse-fei*, from Taku, 16th December, reports hard frosts there, with fine weather. The *Corea* was loading cotton for Shanghai inside the bar.

FOOCHOW.

The following report is from Messrs. Fussell and Co.'s Circular, dated December 21:—

Since the date of our last Circular we have received dates from London to 10th, 17th, and 26th October, by the English and French mail steamers respectively.

IMPORTS.—The following sales have been made: 500 pieces 7lb. Grey Shirting, at $4.30 per piece; 250 pieces 56 reed White Shirting, at $4 per piece; 146 pieces assorted Spanish Stripes, at $0.85 per yard; 1,670 piculs Lead against Tea, at $6.50 to $7 per picul. Opium: Sales have been, 7 chests Malwa, 32 chests Patna, and 48 chests Benares. We quote—Malwa, $1,060; Patna, $735; Benares, $715.

EXPORTS.—Tea: Our last report was dated the 9th inst., and on the 11th inst. the English and French mails, with dates to 10th and 17th October, were delivered. Immediately on receipt of the exciting intelligence regarding the London market considerable anxiety to purchase Congou was manifested, and in two days the whole stock of desirable kinds was bought up, the latest settlements shewing an advance of 1 to 2 taels per picul; since then, owing to the poor assortment on offer, business has been much restricted, but the few chops placed on the market have found eager buyers at full rates. The arrivals from the country have been about 8,000 chests, and the quantity still to come to hand is variously estimated at 5,000 to 10,000 chests. Souchongs: The few chops on offer have found ready sale. Oolongs: During the past day or two American buyers have again made large purchases. Scented Teas have been in moderate request.

HONG KONG.

The dates by this mail (French) are down to the 29th Dec., or three days later than the usual date, owing to the non-arrival of the corresponding steamer from the north. Since the company have placed the Japan work on the Shanghai steamer she has been late, but the lost time has been regained *en route*. The present mail is only 37 days from Hong Kong and 41 from Shanghai. The mail of Nov. 10 arrived out on Dec. 23.

The following items are from the *Evening Mail*:—

As Christmas is approaching, we would draw attention to the large numbers of destitute seamen still moving about the town, who are obliged to apply to foreigners for aid. Many call at foreign houses in the evening; others in broad daylight. It

Digitized by Google

may be that many have squandered their money in a foolish manner, regardless of what next day may bring them; and a strong probability may likewise exist that foolish thoughtlessness was the sole cause of their leaving their vessels at all, and throwing themselves out of employment. Such folly ought probably to be still more strongly looked upon now since the establishment of the Sailors' Home, with its many advantages calculated to husband the resources of the profusely-inclined seaman. Still we cannot help giving expression to our conviction that this most useful institution will fall very much short of its intended usefulness without a minister who may preach to the sailors on Sundays, visit them in and out of employment, advise them under all circumstances, and take a general interest in their welfare.

We had the pleasure of witnessing the distribution of prizes to those volunteers who had won them at the recent competition. Punctual to the time appointed (4.30 P.M.), the band, accompanied by about twenty rank and file, and nearly an equal number of officers, commissioned and non-commissioned, marched into the gardens, the musicians playing a lively air. Upon their falling into line upon the steps leading to t terrace, the Hon. Mrs. Mercer, with the Acting Governor, approached, the band playing the National Anthem, and the corps presenting arms. Mrs. Mercer then took her station at a table, upon which were placed the elegant trophies which were to be awarded to the successful competitors. Captain H. J. H. Tripp (the Adjutant) was the first called to receive a prize, which was gracefully presented to him with a neat and appropriate speech from the lady distributing them. After the band played "See the Conquering Hero Comes," the rest of the prizes were distributed to the various winners, each presentation being accompanied by words of congratulation from the lady president. His Excellency the Acting Governor in a short but energetic speech, in which he complimented the winners upon their proficiency in shooting, and dilated upon the usefulness of the system of volunteer corps, closed the proceedings.

H.M. troop ship *Orontes* arrived out on the 27th Dec. with troops from England, Mauritus, &c. The *Mail* on this says:—Amongst the officers brought here by H.M.S. *Orontes* is Dr. Newton, Royal Navy, appointed by the Admiralty to the Hospital ship *Acorn* at Shanghai. We are glad that the navy is so often fortunate in selecting popular officers to fill vacancies on foreign stations. Dr. Newton is well known to the old residents in China as Assistant Surgeon of the *Bittern* during her eventful commission, and he was presented by the Ningpo and Shanghai guild of bankers and junk owners with valuable tokens of their esteem and regard on his departure from the north for Canton in November, 1855. He will doubtless again make himself a favourite with both the native and foreign community.

A match between the Garrison and the Hong Kong Cricket Club resulted as follows:—The Garrison team of nine officers and two privates first took the wickets at 11.10 A.M., and retired at 1.20 P.M for ten wickets and 124 runs; of which number 24 was obtained off one bat. The Club sent in two men to the wickets at 1.30, and on tiffin being called at 2 P.M. the score stood one wicket for 14 runs. Play was resumed after refreshment, and at 4.40 P.M. a splendid catch by point finished the innings for a score of 127, but three ahead of the Garrison. The Garrison second innings began without loss of time, and at gun fire the bails were housed, or rather tented, 17 runs having been obtained for one wicket. The next morning, play was resumed shortly after 10 A.M., the Club being in the field. The Garrison scored 206 runs for ten wickets. The Club now knew exactly what they had got to make and obtain the game, but at twenty minutes to five lost the ten wickets for 92 runs. Consequently the military won by 111 runs.

Messrs. Gibb, Livingston and Co. announce that depots for Labuan coal have been established at Swatow and Amoy.

The steamers *Ta pang nyo*, *Undine*, *Azoff*, and *Yesso*, have arrived from the coasting ports, but they bring no items of news. The *Aden* had also arrived from Shanghai with the usual P. and O. mail of Dec. 25, which will come forward by the mail due on the 13th.

It seems that the soldiers in the garrison are still dying, three being reported by this mail, belonging to the 9th and 11th Regiment. The following article is from the *Daily Press*:—

The heavy losses of the 11th have attracted attention at home, and to judge from an article in the *Army and Navy Gazette* the reputation of our climate is liable to suffer seriously for the neglect of proper precautions on behalf of that unfortunate regiment. "It has been stated," we read, "that this year Hong Kong is unusually unhealthy, but there can be no doubt as to the main cause of all this disaster. The climate during the hot season is too severe for European troops; assisted by an Indian regiment they may get through tolerably well, but unaided they cannot and never will." Unaided by ordinarily good accommodation or left to perform in this latitude a routine of duty designed for a European climate, it is not to be expected that they will remain in health, but before the authorities at home find the sun of Hong Kong guilty of compassing the destruction of the troops, it may be well to consider how far the dreadful mortality of the 11th may have been owing to needless exposure and avoidable hardship. The health of prisoners in the gaol last summer was remarkably good all the while the soldiers were dying as if they had been stricken by a pestilence. It is odd if we cannot make our barracks as healthy as our prisons, and take as much care of the troops as of the convicts. The *Army and Navy Gazette*, not fully realising the extent to which the bad health of the 11th was due to avoidable causes, urges the employment of Indian regiments in China, and sharply attacks the shortsighted economy which led the Home Government to upset an arrangement considered desirable on its own merits for the sake of saving the difference between Indian and English allowances, due to British troops serving with Indian forces. Most assuredly such petty savings, accomplished at a sacrifice of policy and justice to individuals, lead in almost all cases to some disastrous result. It is not with the view of maintaining that Indian troops should be kept away from China that we would insist on the possibility of keeping British troops here in health. The allowance question should be dealt with on other grounds. If the conditions of service here give English soldiers a fair claim to extra pay, it can scarcely be creditable to the Government to seize on an excuse for evading the fulfilment of their honourable obligations, whether at any given moment Indian troops may or may not be in China.

The following return of a land sale has been published at Hong Kong:—

No. of Lot.	Purchaser.	Annual Rent. $. c.	Premium. $ c.
Inland 1	Quan Ee	67·68	20,000·00
„ 2	Chow Hung Yuen	67·70	15,700·00
Marine 4	Chung Awing	63·40	14,900·00
„ 5	Cum Ching	296·02	6,800·00
Inland 7	Jardine, Matheson, & Co.	349·76	1,800·00
„ 8	Dorabjee Nowrowjee	7·05	100·00
„ 9	Dorabjee Nowrojee	7·05	150·00
„ 10	John Jack	7·05	200·00
„ 11	John Jack	118·04	7,000·00
„ 12	See Tai	7·05	250·00
„ 13	W. M. Morgan	10·58	350·00
„ 14	W. M. Morgan	10·58	250·00
„ 15	See Tai	21·16	450·00
„ 16	Leong Akun	10·58	200·00
„ 17	Thomas Wallace	10·58	250·00
„ 18	Thomas Wallace	21·16	650·00
„ 19	A. E. Vaucher	281·46	2,500·00
„ 20	A. E. Vaucher	483·63	2,700·00
„ 21	H. W. Davis	421·16	1,600·00
„ 22	H. W. Davis	148·56	850·00
„ 23	H. W. Davis	254·54	500·00
„ 24	A. E. Vaucher	254·54	300·00
„ 25	A. E. Vaucher	254·54	550·00
„ 26	Thomas Wallace	254·54	250·00
„ 27	Thomas Wallace	254·54	200·00
„ 28	Thomas Wallace	254·54	150·00
		$3 937·43	$78,650·00

W. WILSON, Acting Surveyor General.

Regarding the Mint, the *Gazette* supplies the information given below:—

GOVERNMENT NOTIFICATION.

It is expected that the Hong Kong Royal Mint will be opened for work on or about the 31st March, 1866.

It is, therefore, hereby notified that at a meeting of the Executive Council held on the 11th inst. in accordance with the provisions of Section 2 of Ordinance 2 of 1864, the following regulations as to the receipt of bullion, &c., were agreed to:—

1. For the first two calendar months after the opening of the Mint, dollars of all kinds will be received for coinage into British dollars, free of Seignorage.

2. For the two months next following they will be received and returned in British dollars at a Seignorage charge of 1 per cent.

3. At the close of this latter period the fixed Seignorage charge of 2 per cent. will be made.

4. In the case of dollars requiring melting previous to assay there will be an additional charge of ½ per cent.

5. Where the dollars brought for recoinage prove on remelting to be below the Hong Kong standard, a charge of ½ per cent. will be made and the metal returned.

6. These two last charges will be made from the time of the Mint opening.

7. Sycee, bar silver, and bullion will be liable from the first to the full charges.

8. No quantity under 5,000 oz. will be received.

9. Delivery must be made at the Mint, Causeway Bay, East-point, and priority of application will be the rule followed.

For forms of application and further particulars apply to T. W. Kinder, Esq., Master of the Mint.—By order,

W. H. ALEXANDER, Acting Colonial Secretary.

Colonial Secretary's Office,
Hong Kong, 20th December, 1865.

The plant, stock in trade, and goodwill of the *China Mail*, weekly newspaper, together with its daily and overland editions, are offered for sale by the executors of Mr. Kemp, the late proprietor.

Digitized by Google

The prospectus of the "Hong Kong Hotel Company, Limited," is advertised, with a capital of $300,000, to purchase the "Oriental," and carry it on as a first-class family hotel. Arrangements are also said to have been made for the purchase of the "Keying" and "Marine" houses. The *China Mail* complains that although the public are asked to invest a large sum of money in this undertaking, no information of a *bona fide* character is vouchsafed them. The names of the provisional directors and promoters are not even published; the proceedings of their meetings are kept secret; nothing is said as to the terms upon which the various properties named have been, or are to be acquired, nor of the outlay necessary to make them available, which will certainly be very heavy. Apart from these objections, the scheme appears a feasible and promising one; and, with a greater measure of candour and publicity, will probably gain the confidence of the public. One feature included in it—the establishment of an Exchange room, on the principle of the "Jerusalem" in London, will, if well carried out, certainly be a great boon.

We are informed that Govenor Mercer is about to resign the Grand Mastership of British Freemasonry in China, which position he has now held for the last thirteen years. Increased pressure of public duty is the assigned reason. Henry Murray, Esq., is said to be the probable successor.

The Peruvian ship *Onstina* reports having experienced good weather during the passage. Chili blockaded by the Spaniards. One of the Pacific mail boats was on her way to Valparaiso before the news reached Callao; when she arrived at Valparaiso was refused an entrance; returned to Callao, and then the British war vessel *Leander* went off with the company's steamer to Valparaiso to enforce an entrance, and the U. . steamer *Wateree* also went there. No news of their operations reached Callao before leaving.

The British ship *Queen of the Age* reports that on the 12th December came through Gillolo Passage in company with the *James Shepherd*, of London, from London to Shanghai. Had experienced very strong squally weather after passing Pellew Islands with high confused seas, and thick, rainy, foggy weather in passing through Ballentang Passage.

JAVA.

BATAVIA.

H.N.M.'s steamers *Amsterdam*, *Djambi*, and *Ardjoeno* returned to Batavia on the 1st November, having on board of them the the troops which had been sent to the north-east coast of Sumatra last August, for the purpose of reducing to the rule of Siak the small kingdoms on that coast which had refused to acknowledge its authority.

After subduing the Kingdom of Assahan, the greater portion of the land and sea forces proceeded to Serdang in order to bring the King of that country to reason. When the troops arrived there they found that the subjugation of Assahan had already produced a favourable impression. On the 28th September, previous to the arrival of the troops, the Sultan of Serdang had addressed a letter to the Comptroller in which he entreated for pardon for his error against the Government; and on the 3rd of October he came on board one of the steamers, accompanied by his brother Toengkoe Pangerang, and his nephew, Raja Moesa, and requested an audience of the Resident.

After the Resident had represented to the Sultan the perverseness of his conduct and the injurious consequences which had nearly resulted therefrom, he granted him pardon in the name of the Government, and renewed the former treaty with him.

COCHIN CHINA.

SAIGON.

The monument erected in honour of Lieutenant Lamaille *Charge des Affaires Civiles*, at Saigon in 1862, who died on his way to France, is nearly finished. It is an elegant pyramid of granite, placed on the Quay opposite Catinat-street. It is in view of the shipping and the greater part of the city. The position is befitting the memory of an officer who was so universally loved and regretted.

On the 27th December, the *Tigre* anchored, having on board the Governor and his family. Admiral Roze at once called on him. On the next day at seven o'clock Admiral De la Grandière landed, and his flag was hoisted on board the *Duperre* under a salute of 17 guns. At eight o'clock the heads of departments were received by the two admirals. For some days following numerous visitors repaired on board the *Guerriere* to pay their *adieux* to Admiral Roze.

From Bein-hoa we learn that tigers have much disturbed the village of Long Thanh. On the night of the 1st November two tigers entered the fort by different directions, whence they carried off a dog. At Vinh-Loi one of these animals has been killed under very curious circumstances. This tiger had been the terror of the village for three months, and on the 26th of August, at nightfall, he carried off an old woman. On the next day an Anamite marriage was being celebrated. At eight o'clock in the evening, the bridegroom, escorted by his parents and friends, set out on a visit to the house of his future wife, carrying with them the usual complimentary gifts; among them figured a whole pig roasted and varnished, and decorated with flowers and paintings. This animal, reserved for the guests, was carried off by the tiger just at the hour of the feast. The bridegroom, who was forced to offer up another victim to the appetites of the guests, resolved to go out and revenge himself. He prepared a trap for the ferocious beast, which the latter avoided for some time, but at length was caught.

MALACCA STRAITS.

SINGAPORE.

Dates are down to the 6th January. The French mail of Nov. 17 arrived out on the 24th Dec., and the P. and O. mail of Nov. 26 had not arrived out.

The steamer *Japan*, from Glasgow, arrived out on the 23rd December. The *Singapore Free Press* of 28th December and 4th January contain no items of importance beyond the New Year's festivities.

Beyond the following telegram we have received no details of the mutiny on board the *Pride of the Ganges*, from Hong Kong to the West Indies with coolies.

The J. D. Visser (Dutch barque), arrived at Singapore 22nd Dec. from Hong Kong, reports that in lat. 17 N. she passed the *Pride of the Ganges*, standing in towards the China coast, with signal flying, "Mutiny on board." The J. D. Visser signalled "Heave to and I will come to your assistance," the reply to which was not allowed. The Dutch vessel followed, and the *Pride of the Ganges* outsailed her, and when last seen the signal "Master overboard" was flying.

PENANG.

We take the following items from the *Penang Gazette*:—The examination of the young ladies of St. Maur's Institution took place on the 16th Dec. The room, as usual, was decorated in a very pleasing style, reflecting much credit on the taste of those under whose direction it was done. The examination of the scholars consisted of various displays in music and singing, together with dialogues on various subjects. Ecclesiastical history, general history and geography, reading &c., formed the programme. The great amount of real good done by the disinterested efforts of the sisters belonging to the Convent invests these yearly examinations with considerable interest to all of us, and we wish the St. Maur's Institution every success in their good efforts.

The examination of candidates for the "Gottlieb Scholarship," attached to the P. W. I. Free School, was held on the 21st December last, under the superintendence of Messrs Bain, Gottlieb, Scott, and the Rev. Mr. Mackay. The successful competitor last year—a Chinese boy named Oh Cheng Chan—headed the poll, and fairly outstripped his rivals, gaining 252 more marks than his successor this year, who is also a Chinese lad, named Ong Eng Tin. Oh Cheng Chan was allowed to compete merely for distinction, as the prize is not awarded to the same boy twice.

During the last two weeks there have been two vessels sold; one, the Hamburg brig *Greta*, carrying 4,800 piculs, sold for $4,400, her name being now changed to that of the *Spitfire*, was bought by natives of this place, and destined for the Pinang trade; the other, the British schooner *Delphin*, carrying 2,700 piculs, was sold for $4,100 to a native of Padang and is destined for the trade on the West Coast of Sumatra.

EXCHANGES ON LONDON.

[For dates, see first page.]

		Bank.	Private
At Yokohama	6 months sight.		
At Shanghai (per Tael.)	6 ditto	6s. 3d.	6s. 3d. to 6s. 4d.
At Canton, At Hong Kong, At Macao	6 ditto	4s. 7¾d.	4s. 7¾d. to 4s. 8¼d.
At Singapore	6 ditto	4s. 7d.	4s. 7¼d. to 4s. [illegible]
At Manila	6 ditto		

Digitized by Google

At Shanghai, Bills on India, Rs. 298 to 299 per 100 taels. At Hong Kong, Rs. 219 per $100. Bar Silver at Shanghai, 111 taels; at Hong Kong, 10½ per cent. prem. Mexican dollars at Shanghai, taels 72 per 100 and Exchange on Hong Kong, 26 to 27 discount. Hong Kong and Shanghai Bank shares, 11 per cent. prem.; Gas Company in demand by Europeans and Chinese at £3 and £4 prem. per share; Hong Kong and Whampoa Docks, 45 prem.

Births, Marriages, and Deaths.

(Announcements for subscribers are made free of charge.)

BIRTH.

ELLES—On the 3rd Feb., at Wimbledon Common, the wife of Jamieson Elles, Esq., of a son, prematurely.

FERREIRA—On the 27th Dec., at Hong Kong, the wife of Eduardo S. Ferreira, of a son.

MARRIAGE.

SKINNER—BALFOUR.—On the 26th Dec., at Singapore, Capt. A. Skinner, to Isabella Balfour, of St. Andrews, Scotland.

EXPORT OF TEA AND SILK TO GREAT BRITAIN.

1865-66.

	From Kanagawa.	From Shanghai.	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales.
From June 1 to Nov. 30, 1865	1729939	40340898	37679800	747284	10426125	90917046	49565
Corresponding period last season	890895	43533627	37858946	453017	7426870	90162355	25515

SHIPMENTS SINCE.

	Ship.		From.			SILK.
Dec. 1 ...	Salsette (mail str.)	...	Shanghai, &c....	...	—	1,414
— — ...	Portland	...	Foochow ...	...	1,212,500	
— 2 ...	Glencoe	...	Shanghai ...	...	959,460	
— 6 ...	City of Quebec ...	...	Do. ...	...	845,360	
— 7 ...	Juanpore	...	Foochow ...	...	563,700	

TO UNITED STATES.

							Piculs.
From June 1 to Nov. 30, 1865	...	...	...	...	...	15310883	1913
Corresponding period last season	...	...	...	...	...	7280444	40

SINCE SAILED.

Dec. 2 ...	Oscar	...	Shanghai ...	...	249,200
— 3 ...	Bothwell Castle ...		Do. ...	...	61,000

TO THE CONTINENT.

							Bales.
From June 1 to Nov. 30, 1865	...	...	...	...	...	2313150	...
Corresponding period last season	...	...	...	...	...	88800	...

SAILED SINCE.

Dec. 5 ...	Aldebaran ...	...	Foochow ...	...	352,900

TO SAN FRANCISCO.

						Tea pkgs	Boxes.
From June 1 to Nov. 30, 1865	...	...	...	...	...	18457	405
Corresponding period last season	...	...	...	...	...	12640	...

SHIPMENTS SINCE.

Dec. 3 ...	Agenoria ...	...	...	...	870

TO AUSTRALIA.

From June 1 to Nov. 30, 1865	5,668,615
Corresponding period last year	934,700

SAILED SINCE.

Dec. 7 ...	Tycoon ...	...	...	...	363,600
— — ...	Amaranth ...	...	...	...	250,500

TO GREAT BRITAIN.

From 1843 to 1844	...	...	...	51,022,600	...
,, 1845 to 1846	...	...	...	57,334,200	16,604
,, 1850 to 1851	...	...	...	63,972,000	22,143
,, 1853 to 1854	...	...	...	77,827,800	61,280
,, 1855 to 1856	...	...	...	92,240,300	50,480
,, 1857 to 1858	...	...	...	76,990,255	68,311
,, 1858 to 1859	...	...	...	65,789,792	83,136
,, 1859 to 1860	...	...	...	85,560,452	64,163
,, 1860 to 1861	...	...	...	90,066,160	70,644
,, 1861 to 1862	...	...	...	109,854,040	79,199
,, 1862 to 1863	...	...	...	121,273,580	72,848
,, 1863 to 1864	...	...	...	117,463,586	46,605
,, 1864 to 1865	...	...	...	121,236,670	32317

EXPORT OF SUNDRIES TO GREAT BRITAIN.

	Cotton Piculs.	Wool Piculs.	Camphor Piculs.	Cassia Piculs.	Aniseed Oil Boxes.	Japan Wax Piculs.
From June 1 to Nov. 30, 1865	...	26	1187	2769	133	...

TO THE CONTINENT.

	Cassia Piculs.	Aniseed Oil Boxes.	Camphor Piculs.	Preserves Boxes.	Galangal Piculs.	Crackers Boxes.
From June 1 to Nov. 30, 1865	20260	36	...	489	235	4543

TO THE UNITED STATES.

	Crackers Boxes.	Matting Rolls.	Fans Boxes.	Cassia Piculs.	Silk Pongees Pieces.	Wool Piculs.
From June 1 to Nov. 30, 1865	45388	26148	1374	5375	...	...

SHIPMENTS SINCE.

Oscar ...	...	150				
Bothwell Castle	...	9000	5450	...	...	500

TO SAN FRANCISCO.

	Emigrants Number.	Sugar Piculs.	Rice Piculs.	Crackers Boxes.	Matting Rolls.	Opium Prepared Taels.
From June 1 to Nov. 30, 1865	47	5383	123512	1700	2840	209800

SHIPMENTS SINCE.

Dec. 3 ...	Agenoria	...	955

TO AUSTRALIA.

	Emigrants Number.	Sugar Piculs.	Oil Piculs.	Matting Rolls.	Prepared Opium Taels.	Crackers Boxes.
From June 1 to Nov. 30, 1865	...	...	707	1402	1900	...

The picul is 133⅓ lbs. weight; the tael at Shanghai is equal to 1 dollar and 40 cents, and is divided into decimal parts of ten.

SHIPPING INTELLIGENCE.

ARRIVALS.

At SHANGHAI: From London: Dec. 15, Anglo Saxon; 21, Jubilee. From Hamburg: Malvina Vidal.

At HONG KONG.—From London: Dec. 27, Ladye Love; 28, Crest of the Wave. From England: Dec. 27, H.M.S. Orontes. From Sunderland: 28, Queen of the Age. From Cardiff: 27, Louisa Kohn From Shields: 25, Ornate.

At HONG KONG.—From Liverpool: 14, Ariel (in 100 days), and would leave for Rangoon on the 30th.

DEPARTURES.

From SHANGHAI.—For London: Dec. 14, Henry Finlayson; 21, Patrician; Earl Dalhousie. For New York: 13, Capriolani; 15, Roderick Dhu; J. N. Cushing Grasmere.

From FOOCHOW.—For London: Lammermuir; Bacchante. For New York: Archer, Glenclune.

COMMERCIAL POSTSCRIPT

The Hindustan, China and Japan Bank has complied with the standing orders in respect to its Bill for the reduction of the nominal amount of shares to be brought forward this session. The Bill passed the Examiners on the 30th ult.

The following is from the Circular of Messrs. W. C. Sillar and Co.:—

SILVER.—The demand for India still continues, though on a more limited scale. The rumours of the unsatisfactory state of the Mint in Bombay, and a fall in the exchanges, have somewhat affected the market, and caused a decline in the rates. Our present quotations are 5s. 1½d. per oz. standard, and 5s. 1 11-16d. at Marseilles; a considerable amount was despatched to Calcutta from that port by the steamer of the 28th ult., a large portion of which was in five-franc pieces. The steamer of the 4th inst. from Southampton will also take a fair amount. The fine bars by the *Shannon* were sold yesterday for India at 5s. 1½d., showing no alteration as compared with the previous packet, though in the interval prices have ranged considerably higher. Last mail brings reports from Bombay of the mint being unable to coin sufficiently fast for the wants of the community, so that silver, itself the standard of currency, is comparatively inconvenient and uncertain as a remittance. We believe that this evil would be counteracted if the Government of India would permit bars of silver, stamped by the mint, to be a legal tender in payments of magnitude, or sanction the issue of notes against silver bullion.

EXCHANGE on India has shown some fluctuation, and the last two days the banks have been willing to draw on slightly easier terms than the rates lately ruling. We annex the quotations for Bank bills now current. The amount of Council bills to be tendered for on the 7th inst. is 35 lacs.

Mr. Page's Annual Bullion Circular states:—

Gentlemen,—The total shipments during 1865 fell short of those made during 1864, by rather more than 10¼ million sterling, viz:—To Alexandria, decrease in 1865, say 2¼ millions; to Bombay, 4¼ millions; to Madras, ¼ million; to Calcutta, 2 millions; to China, and Straits of Malacca, 1½ million; Net decrease during year 1865, compared with year 1864, 10¼ million. The progressive increase in the shipments from Marseilles, compared with the export from Southampton, is worthy of notice. In 1860 the Marseilles shipments amounted to about one-third of the amount sent from Southampton, while during last year the export from Marseilles was considerably more than double that from Southampton. This change is partly owing to the saving of time effected *via* Marseilles, admitting of operations by that route after the departure of the Southampton steamer, and also in some degree to the lower charges *via* Marseilles, especially on shipments to Calcutta and China.

ARRIVALS NOT INCLUDED IN THE TABLES.—Jan. 17, at New York, from Foo-chow-foo, Glenaros; from Singapore, Earl of Shafesbury; from Yokohama, Surprise; 31, at Texel, from Batavia, Ida Elizabeth; from Samarang, Verden; Dec. 18, at Monte Video, from Hong Kong, Kate Carnie; Feb. 4, at London, from China, Statesman, Wild Deer; at Deal, from Ceylon, Reform; from Penang, Napier; 5, from China, Dartmouth, Helen Nicholson, Polmaise.

DEPARTURES.—Feb. 3, from London, for Hong Kong and Canton, Dunmail.

Digitized by Google

SPOKEN.—Areata (?), Batavia to Amsterdam, 48 days out, Dec. 6, 28 S., 8 E.; Silver Craig, Batavia to Boston, Dec. 3; Catharina, Hamburg to Shanghai, Dec. 2, 25 N., 27 W.

LAID ON.—At London, for Simon's Bay and Trincomalee, Brothers.

CASUALTIES.—The Earl of Shaftesbury, Kromann, which arrived at New York, Jan. 17, from Singapore, had met with very heavy weather, during which she had her bulwarks stove, and damaged her rudder.

The Tiptree, Mason, from London for Japan, put into Rio Janeiro, Dec. 31, short of provisions.

Naval and Military.

The Tien-sien, which was purchased by the Government from the promoters of the China expedition under the command of Capt. Sherard Osborn, and which since the close of the China war has been lying, together with two of her sister ships, in Sheerness harbour, has been purchased by Mr. Laird, of Birkenhead. A captain and crew have been sent to Sheerness to fetch her away.

Captain Wake, R.N., of the Bulldog, is the brother of Mr. Wake, C.B., who was distinguished for his heroic defence of Arrah during the Indian mutiny. Both brothers are now on a visit to their mother, Lady Wake, sister to the Bishop of London, at Weston-super-Mare.

Captain de Casembroot (lately in Japan), naval aide-de-camp to the King of the Netherlands, and who lately commanded his Majesty's ship Cycloop when she conveyed the Queen of the Netherlands to England, visited Woolwich Dockyard on Wednesday last, and, after paying his respects to the Commodore Superintendent, inspected the Prince Albert, turret-ship, over which he was shown by her captain. He expressed himself highly gratified with the several arrangements on board.

The Indian reliefs of this year will be the 1st battalion 3rd Buffs, 2nd battalion 1st Royals, and 1st battalion 2nd Queen's from home, the 2nd battalion 11th, from Hong Kong, which goes to Bengal, and the 2nd battalion 25th, from Ceylon.

9TH REGIMENT.—The 2nd battalion will leave China for Japan, and be quartered at Yokohama.

11TH REGIMENT.—The 2nd battalion is ordered from Hong Kong to India. Out of the ten companies on foreign service—the regulation strength of each of which is 100 men—there were but 100 men doing duty when the last mail left China, the whole of the rest being in hospital, invalided, or dead. The draft for Hong Kong has been countermanded; it will not sail till about the 20th June, and then for India to meet the head-quarters.

20TH REGIMENT.—The 2nd battalion will not leave Japan for India, as originally intended, but will be sent to garrison Hong Kong.

31ST REGIMENT.—Hospital-Sergeant John Adair was discharged on the 16th January, on a pension of 2s. per diem, after twenty-five years' service. He was presented on leaving with a purse containing ten guineas and a handsome watch and chain from the non-commissioned officers and men of the regiment, who exhibited, in the strongest manner, the sense they entertained of his zeal and devotion in the Crimea, in India, and in China to the sick and wounded in all the vicissitudes of climate, service, and of danger.

WAR-OFFICE, JAN. 26.—9th Foot: Ensign William Smith Duthie to be lieutenant, by purchase, vice Robert Dillon Hare, who retires; Richard Andrews Mitchell, gent., to be ensign, by purchase, vice Duthie. 25th Foot: Gentleman Cadet Alfred William Turnbull, from the Royal Military College, to be ensign, by purchase, vice Augustus Owen, who retires.

BREVET.

The commission as colonel of Lieutenant-Colonel Arthur Willis, C.B., 88th Foot, to be altered 21st May, 1865.

Paymaster William Wastell, 6th Foot, to have the honorary rank o captain.

Captain Francis Gamble Blood, 69th Foot, to be major, in succession to General Sir Edward Whinyates, K.C.B., Royal Artillery, deceased.

The following promotions to take place in succession to General Peter Augustus Lautour, C.B., Colonel of the 3rd Hussars, who died January 11, and General Sir James Frederick Love, G.C.B., Colonel of the 43rd Foot, who died January 13:—

To have the rank of General.—Lieutenant-General John Henry Richardson, lieutenant colonel, unattached.

Lieutenant-General William Chamberlayne, lieutenant-colonel, unattached.

To be Generals.—Lieutenant-General the Hon. Sir Edward Cust, Colonel of the 16th Lancers. Lieutenant-General Francis John Davies, Colonel of the 67th Foot.

To be Lieutenant-Generals.—Major-General Frederic Johnston. Major-General Sir Edward Mortimer, K.C.B., Colonel of the 100th Foot.

To have the rank of Major-General.—Brevet Colonel Edward Charles Fletcher, captain, half-pay, 3rd Dragoon Guards. Brevet Colonel Edward Bagot, major, unattached. Brevet Colonel James Scargill, major, unattached. Brevet Colonel Samuel Tryon, major, unattached.

To be Major-Generals.—Brevet Colonel Robert Lewis, from major, unattached. Brevet Colonel, with local rank of Major-General in India, Thomas Williams, C.B., from lieutenant-colonel, 4th Foot.

To be Lieutenant-Colonels.—Captain and Brevet Major Charles Mingaye Green, 30th Foot. Major Nathaniel Steevens, unattached.

To be Majors.—Captain Francis Robert Glanville, Royal Artillery. Captain Frederick N. Dore, half-pay, 97th Foot, and staff officer of pensioners.

The Conqueror, screw line of battle ship, 2,845 tons, 500-horse power, Captain W. G. Luard, has arrived from China and Japan. The Conqueror has brought to England the battalion of Royal Marine Light Infantry that has recently been on special service in Japan, and a number of invalids, naval and military. The Royal Marine battalion embarked for service in Japan at Plymouth in December, 1863, under the command of Lieut.-Col. Suther, and arrived off Yokohama, Japan, in June, 1864, where it landed and encamped. In the following August the battalion re-embarked in the Conqueror, and proceeded with the allied fleets to the inland sea, where it was present at the bombardment of the enemy's batteries at Simonoseki on the 5th of September, 1864. The battalion has brought to England as its "lawful prize of war" two brass field-pieces captured in the attack on the stockade at Simonoseki. Having left behind in China and Japan about one hundred volunteers, the present strength of the battalion is 26 officers, three staff-sergeants, 25 sergeants, and 350 rank and file. The Legation guard of Royal Marines, who have been in Japan since March, 1863, for the protection of Her Majesty's Minister and the Legation, have also returned to England with the battalion in the Conqueror. The names of the officers attached to and accompanying the battalion are as follows:—Lieut.-Colonels P. C. Penrose, C. W. Adair, and J. A. Stewart; Capts. J. H. Parry, W. Taylor, J. Lean, J. B. Seymour, and J. B. Colwell; First-Lieuts. W. J. Barker, quartermaster, R. H. Dwyer, A. Hill, A. W. Johnstone, J. W. Inglis, W. H. Poyntz, adjutant, J. C. Hore, F. Hutchenson, W. W. Spalding, J. M. W. Silver, J. Inman, H. J. L. Norcock, J. C. Peters, T. Lakin, and C. A. Kennedy; Dr. Ord, surgeon; Dr. Robertson, assistant-surgeon. Mr. Egles, Mr. Charles, R.N., and Mr. Congreve, R.N., with 81 seamen and marines, have also arrived in the Conqueror as passengers, invalided and otherwise sent home from Her Majesty's ships on the China and Japan stations.

His Netherland Majesty's screw steamer the Watergeus (6 guns), Commander Escher, which put into Falmouth with partial damage and short of fuel on the 30th of December, resumed her voyage to Java from that port.

The hired sailing troopship Gresham, Capt. Brayley, has arrived at Spithead with military and naval invalids on board from Hong Kong and the Cape of Good Hope. She has brought to England from Hong Kong Capts. Burland and Gipps, 2nd battalion 9th Regiment; Lieut. Vaughan and Surg. Black, 2nd battalion 11th Regiment; Mr. Deegan, Military Store Department; Purveyor Thompson; Staff Assist. Surg. Adams; Mr. Boxer, Master R.N., late Her Majesty's naval agent at Hong Kong, and Mrs. Baylan; also 175 soldiers, invalids, 25 women and 28 children, and 8 naval invalids; 45 invalided soldiers, too ill to proceed any further on the voyage to England, were landed at the Cape for treatment in the military hospital there. Staff Assist. Surg. Ray and 35 men, women, and children were embarked at the Cape for conveyance to England; and at Ascension, where the ship called after leaving Simon's Bay, eight more invalids were taken on board. The ship sailed from Hong Kong on the 13th October, calling in at Anjer on the 5th November, and sailing again on the following day. The Cape was reached on the 6th of December, and the ship remained there at anchor in Simon's Bay until the 16th. Ascension was reached on the 28th, and left again on the 30th. Fine weather was experienced throughout the voyage until off the Azores, when a fresh gale was fallen in with, which soon passed over. The deaths during the voyage have been unusually numerous, 38 soldiers, two distressed seamen, three women, and eight children having died on board since the ship left Hong Kong. This excessive mortality, however, is ascribed to the dysentery and fever which prevailed at the time of embarkation, and not to any defect in the arrangements on board for the accommodation of the troops, or the sanitary condition of the ship.

The Salamis, 2 paddle-wheel despatch vessel, Commander Francis G. Suttie, under orders to proceed to China, will sail from Portsmouth about the 12th, and will call in at Devonport on her way down Channel. The Salamis was tried over the measured mile course in Stoke's Bay, near Portsmouth, in accordance with the Admiralty regulations for ascertaining the speed of all Her Majesty's ships prior to their departure from England on foreign service. The Salamis drew 10ft 1in. of water forward, and 10ft. 4in. aft, having six months' stores in her hold, and 166 tons of coals in her bunkers, and being in all respects complete and ready for sea. Six runs were made with full-boiler power, the respective speed of each run made being 12·721, 14·063. 13·091, 14·342, 13·091, and 14·402 knots; the mean speed of the ship at full-boiler power, 13·649 knots; steam pressure, 25lb. Vacuum—forward engine, 25in.; after engine, 26·5in. Revolutions of the engine—maximum, 32; minimum, 31. With half-boiler power four runs were made over the mile, with the following speeds—10·434, 12·203, 10·055 and 12·203 knots, the mean speed at half-power of the ship being fixed by these figures at 11·224 knots.

The contingent of the Royal Marine Light Infantry, which formed a portion of the Japan battalion, was inspected at head-quarters, Chatham, at which the officers and men had arrived the previous evening from Portsmouth, after disembarking from the Conqueror, 78, Capt. W. G. Luard. On marching into the barracks their comrades turned out on the parade-ground, and gave them three hearty cheers. An inspection of the officers and men of the detachment was made by Col. J. O. Travers, C.B., the commandant of the division, who expressed himself well pleased with the appearance of the non-commissioned officers and men after their lengthened absence. At the same time a letter from the Admiralty was read to the detachment, in which their Lordships expressed their sense of the exemplary manner in which the officers and men had carried out the duties in which they had been engaged since their absence from England. The non-commissioned officers and men will be paid their arrears of pay on the arrival of the lists from the Royal Marine-office, immediately after which they will be granted several weeks' leave of absence for the purpose of visiting their friends.

The following medals and gratuities awarded by the Board of Admiralty to the Woolwich division of Royal Marine Light Infantry for good conduct and long service were yesterday presented by Col. Maxwell, Commandant:—Colour-Sergt. Jonah Holder, a medal and £15; Armour-Sergt. Thomas Edwards, a medal and £15; and Drummer Charles Hines, a medal and £5. Capt. Allen, Lieut. Rutherford, one sergeant, one corporal, and five privates Royal Marines yesterday left Woolwich by rail to join the Doris at Plymouth for service. The Royal Marine detachment told off for the Island of Ascension yesterday went up to Deptford from Woolwich, in the steam-tug Monkey, and took up their berths on board the Megæra in readiness for departure, the order for their embarkation at Woolwich having been cancelled.

Digitized by Google

NOTICES TO CORRESPONDENTS.

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be authenticated by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

A REGISTER is kept of the addresses of all persons connected with the FAR EAST, and reference can be made to the same by personal application at the office or by letter.

Any information required by Subscribers, in reference to Commercial or General matters in CHINA, JAPAN, SINGAPORE, *and other parts of the* FAR EAST, *will be supplied on application at the Office, where files may be seen of the Journals published in those countries.*

THE LONDON AND CHINA EXPRESS.

PUBLISHED on the departure of the Mails *via* Marseilles on the 10th, 17th, and 26th, contains a Summary of European, American, and General News; Commercial and Shipping Reports, and Special notices of Trade with the FAR EAST.

Subscription 54s. per annum, including Postage. Export Supplement 12s. extra.

The London & China Telegraph.

LONDON, MONDAY, FEB. 5, 1866.

THE NIENFEI REBELLION IN CHINA.

SINCE the suppression of the Taiping rebellion another formidable body of insurgents have threatened the Government at Peking. These are named Nienfei or Nie-en-fei by the Imperialists, signifying "Rebellious Banditti," having a perfectly distinct origin from the late religious movement that came from the South, or others of a political character in the West. This may be considered a social outbreak, the result of accidental circumstances; but, nevertheless, a sanguinary insurrection in that distracted empire. Not only are they arrayed against the constitutional authorities, but they rob and murder the peaceful, industrious inhabitants, and evince the greatest hatred to foreigners. As an instance of the latter, they literally roasted alive, some years ago, two missionaries at Chefoo, who risked their lives amongst one of their hordes whom they sought to pacify by religious exhortations. Yet these people were once the loyal inhabitants of that tract of country where the Grand Canal crosses the Yellow River, and the three adjacent provinces converge. At this point the river and canal have been subject to floods; and it was a matter of great importance for the Government to keep their banks in repair to prevent inundation, and have clear navigation for junks carrying rice from the central and southern provinces to the northern capital. As long as the traffic was open to bring them supplies of rice, and the country free from floods, they lived peaceably, t lled the land, and tended their cattle and horses. But the Government neg'ected the artificial banks of the river, and where they are raised annually in proportion as this very sedimentary stream rises above its bed; and one season, during a heavier flood than usual, the river burst its banks, and inundated the low lands for many hundred square miles. Thousands of the inhabitants were drowned, and tens of thousands ruined by the catastrophe. Those who could manage it emigrated to the higher lands of Shantung, Honan, and Petchelee, where they quietly settled down. Others, however, who were not inclined to peaceful occupations, banded together, and plundered the towns and villages that did not suffer by the flood. At first these marauding expeditions were of a temporary character, where they forcibly supplied themselves with rice only. This necessary article of food was shortly afterwards cut off, when the Taipings captured Nanking and Soochow, and Peking was supplied by sea. Moreover, these rebels made an inroad northward, by the route of the Grand Canal, which completely starved the wretched inhabitants, who had no alternative but robbery or death. Their labour upon the embankments, the cultivation of the fields, and the tracking of junks, were gone. Hence they united with their families into a roving band of marauders, robbing all and everybody whom they met of silver, gold, silk, cotton, rice, wheat, and clothing, besides stealing horses, mules, and young women. As the country they traverse is open, with numerous hillocks and clumps of trees, and tolerably good roads, the men are well mounted on strong fleet ponies, while the women and children ride in waggons. In this manner they can travel from forty to fifty miles a day when pursued, so that no infantry force can come up to them. The Government endeavoured to suppress the Nienfei by sending a brigade of wretchedly-armed troops after them; but they were of no use; and it was not until a body of Tartar horsemen were despatched under the command of SAN-KO-LIN-SIN, the renowned Mongol Prince and General, that this troublesome band of insurgents could be routed. On one occasion, also, a small contingent of British infantry stationed at Tientsin marched against them, but they never saw a Nienfei until the banditti concentrated their force and attacked them; and when they did get the worst of it they were out of range in ten or fifteen minutes. By the last accounts it would appear that they have been rising again in the Northern provinces, and defeated the Imperialists in an engagement. At present their number is probably not more than twenty thousand fighting men, but there are data to conclude that they will have considerable accession to their strength from the soldiers and village braves, who are disaffected in consequence of the bad conduct of the civil mandarins. Should this movement ever assume anything like the gigantic proportions of the Taiping rebellion, it is clearly the policy of the British Government to preserve a strict neutrality. In the case of the Taiping rebellion, our position was very different—where the hordes marched upon our valuable settlement at Shanghai, and the leader of that movement promulgated his blasphemous assumption of Divinity. Here the Imperial Government has been to blame from the first in neglecting to maintain the public works raised by their predecessors to prevent the calamity; and when that did happen they never attempted to succour the distressed people. No doubt they are a bloodthirsty band of miscreants, as all such are in a nation where the laws and punishments are so cruel. But they had wrongs to be redressed, to which the authorities turned a deaf ear, and they were forced by starvation to become rebellious. Fain would the Chinese Government enlist our services in suppressing the Nienfei as we did the Taipings; and they witnessed with apprehension the withdrawal of our military force from Tientsin and the Takoo forts, Enough of British life and treasure has been sacrificed in that pestilential country to maintain our policy, which, it is to be hoped, has taken root at the Court of Peking, so that it may grow in strength by diplomatic action alone.

Sir RUTHERFORD ALCOCK is now at his post as the Second Minister Plenipotentiary, since the barriers of Chinese exclusiveness were broken down by the force that backed his predecessor, Sir FREDERICK BRUCE. The line of policy pursued upon that occasion was doubtless the best, as it proved successful. Now, however, that the way has been cleared, a less warlike attitude is necessary, to avoid complications that may lead to further strife and expenditure. The English nation will not stand any more heavy rates for China wars, to uphold a *prestige* that is not appreciated by those Celestial diplomats. It is casting pearls before swine to place the flower of British chivalry before the ranks of Chinese soldiery and their pusillanimous mandarins. Sir R. ALCOCK'S mission will be entirely of a civil nature, and as such it should be thoroughly impressed upon the administration. Amity and friendship between the two Governments, and strict neutrality towards the internal affairs of the empire, should guide his diplomacy; while his duties as superintendent of British trade in China should lead him to see that the treaties are honestly carried out by the Chinese, while they are not infringed upon by our traders. The Court of Peking has not yet sent an ambassador or resident plenipotentiary to the Court of St. James's, consequently there is no necessity that the Legation at the capital should attempt to make a display in proportion to the apparent magnitude of the office. As the international questions to be discussed are likely to be confined to those affecting commerce, it will be judicious for the new Minister not to travel too much beyond that sphere, in case he might get into the depths of hostile controversy.

AMERICAN CONSULAR JUSTICE.

OUR American cousins seem to be generally unfortunate in the choice of their representatives in the Far East. The vagaries of United States Consuls in China have often been the theme of discussion, but probably no case has been recorded in which one of these officials exhibited such a degree of mingled incompetence and malignity as did Colonel FISHER, the United States Consul at Yokohama, in trying the case of RICKERBY *v.* GLACKMEYER. The circumstances of the case are briefly these: One GLACKMEYER, an American "rowdy," was prosecuted by his employers for a series of thefts, for which, although clearly proved, the United States Consul declined to punish him. Considering himself aggrieved by a report of the

Digitized by Google

case which was published in the *Japan Times*, this GLACKMEYER next distinguished himself by a brutal and cowardly assault on Mr. RICKERBY, the Editor of that paper, and Mr. RICKERBY, under the delusive hope of obtaining justice from the United States Consul, duly laid his plaint before that functionary. The defendant fully admitted the assault, and attempted in the most impudent manner to justify it, using, even in court, the most insulting language to Mr. RICKERBY and his witnesses. The Consul overruled Mr. RICKERBY'S protest against this indignity; joined the defendant in abusing him; summarily rejected all evidence which told in favor of the plaintiff; treated the case alternately as civil and criminal, according as it best suited his purpose of deliberate injustice; sanctioned the foulest imputations on Mr. RICKERBY'S character, for which there was not the shadow of a foundation; grossly insulted his witnesses, and even Her Britannic MAJESTY'S Consul, in open court; and finally fined the assailant a few cents, condemning the complainant in costs. Such a shameless abuse of power as this has, we are glad to see, drawn forth a unanimous remonstrance from the other Consuls, and a memorial from the residents of all nationalities, which will be forwarded to their respective Governments. As soon as these steps have had time to take effect, we doubt not that the presence of Colonel FISHER at Yokohama will cease to be a reproach, nay, a standing disgrace, to the country he so shamefully *mis*represents.

THE HONG KONG DOLLAR.

WE have much satisfaction in announcing that the necessary preparations for the issue of the silver dollar, the only coin now wanting to render the new Hong Kong currency perfect, are at length completed; a specimen of the coin having been submitted for the QUEEN'S approval, and received Her MAJESTY'S sanction. It was of the first importance that this coin, destined to circulate throughout the length and breadth of the Chinese Empire, should not only be creditable to British art, but present in its devices nothing calculated to offend Chinese prejudices; and this requirement appears to have been fully appreciated by the Mint and Treasury authorities. The chief difficulties to be overcome were the incongruity commonly attaching to the blending of English and Chinese characters, and the necessity of avoiding heraldic devices—the most usual form of ornamentation on the reverse of European coin. It was therefore decided that the ornamentation should be purely Chinese, and to insure correctness in its execution the task was entrusted to Mr. OWEN JONES, whose researches in Oriental art entitle him to the highest position as an authority on this point. To leave nothing undone which could add to the beauty and effectiveness of the coin, Her MAJESTY graciously consented to sit for a medallion to Mr. WILLIAM THEED, the eminent sculptor, and the result is that the obverse of the new coin presents an exquisitely moulded head of the QUEEN, free and graceful in treatment, and singularly faithful as a likeness, reduced from Mr. THEED'S medallion. The transfer to the steel die was effected by Mr. LEONARD C. WYON, the official engraver to the Royal Mint. The head is encircled by the legend VICTORIA, QUEEN, with a Chinese border, filling the intervening spaces between the words. The reverse bears the same appropriate ornamental border, but without lettering, and in an inner circle the inscription ONE DOLLAR, HONG KONG, 1865; while the centre piece, the most characteristic portion of the coin, is composed of a Chinese labyrinth, enclosing the Chinese rendering of these inscriptions. The general appearance of the coin is exceedingly beautiful, and certainly does infinite credit to all concerned in its production; we cannot, however, help expressing a regret that a profile of Her MAJESTY should have been deemed an essential part of the design. An obstinate aversion to changes of any description is one of the most deeply-rooted prejudices in the Chinese character; and if the Hong Kong dollar is always to bear the portrait of the reigning Sovereign, a change which may give rise to more currency difficulties will sooner or later be inevitable. It is much to be feared that when the necessity unhappily arises for replacing the portrait of our present QUEEN (whom GOD preserve!) by that of her successor, the dollars coined during the present reign may rise to an absurd premium, to the prejudice of future mintages. It is needless to enlarge on our reasons for this supposition, as the history of the Carolus dollar will immediately suggest itself to everyone conversant with the China trade. And we think this difficulty might well have been avoided, without any detriment to the beauty or usefulness of the coin, by substituting on the obverse a figure of Britannia as a national emblem, instead of a profile of the Sovereign. We understand that only a few specimen coins will be struck in this country, after which the die will be forwarded to Hong Kong without further delay.

THE ICHIBOU* QUESTION.—PROFITS OF OFFICIALS.

IN our late articles on the excessive mortality among the troops at Hong Kong, we had occasion to advert to the demoralising influence exercised on our naval and military services on the China station by the seductive advantages offered to officers visiting Japan. *The Times*, in a late article on the same subject, refuses credence to statements which it says, if true, "would put officers holding high places of trust "in Her MAJESTY'S service on a level with sharpers." However this may be, we are now in possession of evidence—of which the following letter forms but a portion—clearly establishing the truth of the allegations which have been made, so greatly to the disadvantage of a large number of officers of all grades. We content ourselves with exposing the evil, and producing evidence of its existence; leaving it to the proper authorities to decide on the exact measure of culpability attaching to those who have sanctioned and profited by it. As our correspondent says, they *may* think the name given to it by the leading journal a harsh one, but that is not our affair. Briefly, then, the main facts demanding our attention are—That officials of high rank in Her MAJESTY'S service have been benefited to an enormous extent by the exchange allowed them by the Japanese Government. That these officials have induced the Japanese to continue the benefit to themselves, by consenting to its being withdrawn from those whose interests it is their duty to protect. That the Japanese Government has been compelled to exchange one dollar per diem for each private soldier belonging to the regiments quartered in Yokohama. That the profit on this, amounting to some £1,100 per month, has been carried to a fund and divided among officers and men, *in proportion to their pay*; thus giving the officers, besides the profit on their own exchange, the lion's share of that rightfully belonging to the men. That officers not belonging to the garrison, who visited Yokohama for pleasure or on sick leave, were permitted to share in the spoil, in consequence of a threat that they would otherwise expose the abuse. That two officers who visited Yokohama last year—Colonels GRANT and LOVELL—had cheques sent them for a share, but returned them, declining to have anything to do with it. That the Prussian Minister, believing that the honour of his country was compromised by the acceptance of such a bribe, declined any participation in it either for himself, or the naval or diplomatic services of his Sovereign. And finally, that all these facts, and many others equally suggestive, were published in the *Japan Herald*, the leading Yokohama journal, in October last, and up to the present time no attempt has been made either to refute or justify them.

We have not space in the present article to deal with the motives which may have influenced the Gorogio in giving such ready assent to the claims of foreign officials for exchange. It may be that even at 300 ichibous per 100 dollars the transaction leaves the Ginza no inconsiderable profit. But a clever caricature which appeared some time ago in a humorous publication issued in Yokohama and called the *Japan Punch*, shadows forth another possible motive. It represents a long string of officers—naval, military, and diplomatic—on their

* It may be as well, perhaps, to give here our reasons for adopting a method of spelling this word so greatly at variance with that persisted in by the China press generally. Although Japan possesses a gold coinage, the silver coin now under discussion is always used as a standard, just as the franc is in France; and this coin, from some misapprehension on the part of the first settlers in Japan, obtained among them the name of "Itziboo," which has clung to it ever since, with occasional variations, such as "Itzibou" or "Itzeboo," to suit the fancy of different writers. None of these modes of spelling convey either the meaning or the sound required. The Japanese name for this integral part of their silver coinage is simply "Bou." One of these coins is *ichi-bou*—literally "one bou," two of them, *ni-bou* (two bous), and three of them, *san-bou* (three bous). Beyond this extent the term "bou" is no longer used; four bous make one *rio*, and are called therefore *ichi rio*; eight, *ni-rio* (two rios), and so on. Thus in Japanese parlance the sum of fifteen of these so-called "itziboos" would be *san rio, san bou—i.e.*, "three rios, three bous." This explanation will show how the error arose of first mis-spelling a phrase descriptive of a single coin, and, secondly, applying it to the entire currency. The error is now so deeply rooted that the Japanese themselves are compelled to adopt it to make themselves understood to such foreigners as do not understand the language; if, however, the word *must* be retained as a generic term for the whole currency, let us, at all events, spell it in such a way as will correctly render its proper pronunciation.

Digitized by Google

way to the Ginza with bags of dollars to be exchanged. The Tycoon looks on, with his forefinger in significant proximity to his nose, chuckling over the success of his scheme to secure the good will of foreign officials, and keep the forces quiet and snug at Yokohama. There may be something in this, too,—who knows? With these introductory remarks we leave "ICHIBOU" to speak for himself. Although somewhat lengthy, his letter deserves careful perusal, and we specially recommend the attention of those who take an interest in the subject to the calculations contained in it, which show in plain figures the actual results of the system.

(To the Editor of *The London and China Telegraph.*)

SIR,—Observing by your note appended to a letter signed "NOT A MERCHANT," in the last number of the *London and China Telegraph*, that you purpose further to notice the Ichibou question in your next, I will submit to you a few remarks which may be worthy your notice—and perhaps also that of others.

I would premise that I fully endorse the opinion expressed by your correspondent, that "British merchants in Japan—indeed all but those who are literally civil, military, or naval servants of our Government, are subject to certain indignity at the hands of the Japanese;" and that this is mainly attributable to the fact that "the English Legation officials have closed with the manners and customs of Japan as far as embracing the opportunity of claiming privileges unknown to them at home." This state of things, and the very natural consequence—the existence of deplorable bitter jealousies, and sometimes actual ill-feeling between officials and residents, is patent to the observation not only of old residents like myself, but, as we now have proof, also to casual travellers in Japan. It is a subject, however, but little understood at home, and it must therefore be matter of congratulation to all desiring a better condition of things in Japan, that you have taken up and drawn more general attention to the subject.

I observe that *The Times* declines to follow certain "Chinese authorities in an account of this matter, which would put officers holding high places of trust in Her Majesty's service on a level with sharpers;" and that it "cannot believe that all the civil, military and naval authorities of Hong Kong were flocking to Japan in order to enjoy a paltry profit by a certain fixed rate of exchange between our money and the Japanese, enforced upon Japan by the terms of our treaty, though in effect a gross wrong to that country." I scarcely know to what "account" and to what "Chinese authorities" *The Times* refers; and of course, if any one has said that *all* the Hong Kong officials were flocking to Japan, it was a manifest exaggeration; but this I do know, that most, if not all, of the Chinese newspapers—and the *Japan Herald*, a newspaper published in Yokohama since 1861—have been persistent not only in assertions, but in production of proofs that officers holding high places of trust (with two exceptions, which I shall hereafter allude to) in all the foreign services, diplomatic, consular, military and naval, have been benefited, and that to very heavy amounts, by this "gross wrong to Japan" (as *The Times* calls it); and, moreover, that they—these diplomatic and consular officials—have induced the Japanese to continue this benefit to themselves and their sister services, in consideration of their consenting to waive the same benefit for those whose interests it is their duty to regard. I say these allegations have been publicly made and reiterated again and again—they have never been attempted to be publicly gainsaid; and until this be done all those who participate in the benefit must bear with the imputation the facts convey, whatever that may be, though they may think it rather hard that the leading journal should give it a name.

To take even the most cursory review of the matter, we must commence with Article X. of our Treaty with Japan; it runs thus:—

"All foreign coin shall be current in Japan and shall pass for its corresponding weight in Japanese coin of the same description. British and Japanese subjects may freely use foreign or Japanese coin in making payments to each other."

"As some time will elapse before the Japanese Government will become acquainted with the value of foreign coin, the Japanese Government will, for the period of one year after the opening of each port, furnish British subjects with Japanese coin in exchange for theirs, equal weights being given, and no discount taken for recoinage."

Now it must be understood that the whole of the exchange business and money market of Japan is controlled and ordered by an office in Yedo, called the Ginza; this office is under the direction of a high Government authority called Gokanjio Boonjio, and it is said has acquired great influence for its masters, the Gorogio, by a *discreet use* of its enormous profits amongst the highest Government officials. By this office in a very early stage of our proceedings after the treaty, and despite its provisions above quoted, orders were issued throughout Japan that all dollars received from foreigners should be brought to the Ginza, and there, and there only, exchanged for ichibous. The Ginza, holding their merchants' dollars in hand for the purposes of the exchange, as long as it suited themselves—or the Gorogio, had but little difficulty in settling the exchanges as it suited them. (Let me mention here that the intrinsic relative value of the ichibou is 311, or say, after minting expenses, 300 to the Mexican dollar.) So for a short time matters stood; but very early the Government, alleging certain reasons more or less forcible, stopped this exchange, so far as the residents, *i.e.* the merchants, professional men, and others were concerned, but continued it to the Ministers and their legations, the Consuls and their assistants, indeed to all civil servants, and to all officers and men in the army and navy from time to time stationed in Japan (by-the-bye, it seems it has lately been claimed for and allowed to officers who have visited Japan on leave for their own pleasure). Now let us see the operation of this. Let us suppose a Government official—say an admiral—stationed in Japan (Admiral Kuper and his squadron were there from the 22nd March, 1863, to Feb. 13, 1865); suppose his pay from his home Government equal to £2,000 a year. For this he gets Mexican dollars at the Government rate (4s. 2d.), making $9,600. This amount he exchanges at the Ginza at 300 ichibous per 100 dols., giving him 28,800 ichibous. He then proceeds to call in the service of his broker, who disposes of this 28,800 ichibous at the market rate (averaging, say, 220 ichibous per 100 dols.), the result of which operation is to convert his 9,600 dols. into 13 091 dols., which, at the average rate of exchange, are worth 4s. 8d. each, =£3,054, showing a clear profit of £1,054; in other words, something over 50 per cent. on his actual salary. I have here given, I think, fair average rates of exchange over the year, but it may be remarked that as the ichibous can be drawn monthly, the officials are of course enabled to watch for and avail themselves of the exceptionally favourable rates which sometimes rule.

I have here shown how the admiral converts his £2,000 into 28,800 ichibous. Now the private individual, who disburses for the maintenance of his establishment a like sum of £2,000, finds that his dollars on the average cost him say 4s. 8d., and gets, not 9,600 dols. like the admiral, but 8,571 dols.; and as he can only get, say, 220 ichibous per 100 dols., he comes off with only 18,856 ichibous against the admiral's 28,800; in other words, on an expenditure of £2,000 a year he is in the shade to the extent of close upon 10,000 ichibous, or about £1,060—again more than one-half.

Or, to put it in a perhaps clearer light, take an exemplification instanced by the Japan paper I have before alluded to, in an article on this subject in Oct., 1862:—"We give a case that has occurred within our knowledge, and we presume may and does occur daily. A merchant goes into a shop and sees a piece of lacquer which he particularly admires; the shopman asks 120 dols. for it, the buyer offers 100 dols.; while the bargain is going on a Minister walks into the shop, sees the article on the floor, and at once offers 220 ichibous for it. Now these 220 ichibous cost the Minister 73 dols. buying them from the Ginza, and at his rate of exchange, 4s. 2d. to the dollar, he snaps up for his 60 dols. what the merchant was offering 100 dols. for!"

Of course, where the word "Minister" is used here, "Consul," "Admiral," "Commander-in-Chief," or any other official title may be substituted. Now, Sir, can we wonder, when they see these things before their eyes every day, that the Japanese should think the public officials of our countries to be, like their own, the powerful and dominant class, and the wealthiest and most honoured of our merchants to be but dirt beneath the feet of those who can receive such advantages which are denied to those they govern? Can we wonder that an intelligent casual traveller in Japan, like your correspondent "NOT A MERCHANT" should have observed it as a distinction most pernicious to the extension of our influence in that country? Or can we be surprised at the existence of unwholesome jealousies between those who have and those who ought to have, but have not, the same advantages?

Without committing myself to the opinion of *The Times*, that proof of what has been asserted on the subject of this trafficking in exchange by officers in various branches of Her Majesty's service would bear with it the hard designation upon these officers which it suggested, that enough has been said to call for the most searching inquiry into the whole matter. I trust, too, you will persevere in the agitation of the question until not only the evil be stayed, but the fullest light thrown upon what has been done and is now doing.

You will see by the enclosed article from the *Japan Herald*, Oct. 17, 1865, that this old evil is continuing to throw out buds of still more dangerous fruit. Here is a positive statement that whilst an exchange is effected for every private soldier and non-commissioned officer of 1 dol. per day, "it is decided by some one" (the writer knows not by whom originally), "that the soldier shall get his pay of one shilling a day with the exchange on that amount only!"—that the difference, amounting to 15 ichibous a man, or say a total of 11,250 ichibous a month for the regiment, is carried to a fund which is divided amongst the officers and men of the regiment in shares proportioned to their pay—the soldier getting one share, a captain about 30, a major about 53 shares, and so on; that almost every officer (with two honourable exceptions mentioned) who has gone to Japan on duty, *and actually even those who have come there on their own pleasure*, have been partakers of this fund. This statement appears so incredible that I would not make myself responsible for it. I quote the authority, which is one that I have, as you know, good means of judging has not often been found at fault in its statements of facts; and although I have received files of the same paper to nearly two months later date, I find no denial of the statements made. I hope you will have room for this article *in extenso*. I should like to see what your contemporaries, whose peculiar vocation is with naval and military subjects and the discipline and well-being of our army and justice to all grades, will say to it.

I observe that "English Legation," and "officers holding high places of trust in Her Majesty's service" have been the terms used by your correspondent and *The Times*. This would lead to the unjust inference that the British are exceptionally chargeable with the blame. This is not so, for (with the two exceptions I am about to name) the representatives and officers of all the other Powers having treaties with Japan have gone in for their share of the pickings. One of the exceptions I refer to above is this:—The French authorities receive the exchange, but they are not allowed to pocket it; all the benefits derived from it have to be carried into account against their pay. And the French Government has already, with the proceeds thereof, erected, on two of the best sites in Yokohama, the finest and most extensive buildings in the Far East, as navy hospital and depot; and I am informed the French are continuing the erection of further extensive accommodations.

The other exception is a yet more striking one. The Prussian Minister Plenipotentiary, whilst on a visit to Japan, believing the honour of foreign countries and the consistency of every foreign official in Japan involved by the acceptance of this exchange, on the 29th October caused the Ministers of Foreign Affairs at Yedo to be addressed thus:—"The undersigned, his Prussian Majesty's Consul in Japan, has the honour to inform your Excellencies that, under the present circumstances, his Prussian Majesty's Plenipotentiary, the Prussian Consulates in Japan, and his Prussian Majesty's men-of-war, shall not avail themselves any more of the opportunity offered by the Japanese Government to exchange dollars against ichibous at the Japanese custom-houses."

On the other hand, in the general rapacious greed after exchange profits the American Minister Resident and his Consul have, I think, even exceeded all others. I have some curious revelations about them on hand at your service hereafter, if you so incline. If they would answer

Digitized by Google

no further purpose they will at least show how far in the direction of absolute extortion the abuse complained of may be carried in the hands of rapacious officials.—I am, Sir, yours, &c., ICHIBOU.

MR. GLADSTONE AND THE TEA DUTY.

(To the Editor of the *Daily News.*)

SIR,—In a trade paper of last week prominence was given to a paragraph, which has since appeared in other journals, containing the following:—"The Customs authorities at Glasgow have been officially requested to canvass the tea trade as to the opinion held of the expediency of doing away with the present Custom-house routine, and collecting the tea duties at the ship's side. It is said that the saving thereby effected would permit of a further reduction in the duties on tea." The probability of this alteration being attempted has been entertained in some quarters, and may possibly be further discussed, thereby causing a proportionate unsettling of trade; it, may, therefore, not be profitless to look at the statistical side of the question. As to the saving to be effected:—For the year ending 31st March, 1865, the expense of collecting and managing the Customs revenue is officially stated at £754.225. 11s.; the gross return of superannuation payments to Customs, Inland Revenue and Post-office is £474,765. 8s. 4d.; the proportion of this to be charged to Customs, according to the ratio of the expenses of the three branches, is £88,139. 3s. 4d.; thus showing a total expense in connection with the Customs revenue of £842,364. 14s. 4d. The share of this to be placed to the account of tea, according to the proportion which the tea duty bears to the whole Customs revenue, is £168,472. 18s. 10d. Supposing that as a result of the alterations suggested one-half of this be saved (though the estimate is probably excessive), the saving would be £84,236. 9s. 5d. The revenue received from tea during the year in question was £4,469,208. 11s. 7d., showing for every farthing per pound of duty an income of £93,108. 10s.; so that after adding £10,000 to the estimated saving, Mr. Gladstone would be in a position to reduce the duty one farthing per pound. Convenience to trade is also a question to be considered when radical changes of system are proposed, and doubtless there are many inconveniences in connection with the present routine, but the change suggested would probably increase rather than diminish these inconveniences. At the commencement of the present year there were 59 cargoes of tea afloat, bound for England, containing 44,482,836lbs., thus showing 753,496lbs. to be an average cargo; the amount of duty on which, to be paid "at the ship's side," would be, at 6d. per lb., £18,848. 13s., or, at 3d. per lb., £9,424. 6s. 6d. It is no unusual occurrence for half a dozen or more ships to arrive within a week. In such case the amount of duty to be paid would be, at 6d. per lb., £113,091. 18s., or, at 3d. per lb., £56,545. 19s., the bulk of which would come from three or four houses. Of this, according to the return of exports for the last year, one-fourth would have to be refunded in the form of drawback, and the balance the importer would get repaid from the trade at intervals extending perhaps over two years. Indeed any alteration, either in the rate of duty or the system of collection, is at present eminently undesirable. Two reductions of duty, following each other in quick succession, have caused consumption rapidly to gain on supply. Prices have, of course, advanced (a temporary decline on the original advance has been caused by monetary pressure during the last few weeks, but the effect will disappear with the cause), and time is required to watch whether supply and demand will equalise themselves by an increase of supplies, or a further advance of price; if in the latter way, no reduction of duty will reduce the cost to the consumer.—I am, &c.,

Mincing-lane, Feb. 1. A TEA MERCHANT.

SHIP LAUNCHES.

Messrs. Barclay, Curle, and Co. launched on Tuesday an iron sailing ship of 1,200 tons register. She is owned by Messrs. George Smith and Sons, of Glasgow, and will form one of their East India packets. She was named the City of Seringapatam.

Last week the Messrs. Laird Brothers launched from their shipbuilding-yard, at Birkenhead, a large paddle-wheel steamer, named the Guara, intended for passenger service on the coast of Brazil. She is 200 feet long, 32 feet breadth of beam, and 16 feet depth of hold, her tonnage being 985. She will be fitted with oscillating engines of 250-horse power, her paddles will be on the feathering principle, and her boilers will have flues on Lamb's patent system. She has a deckhouse extending almost the whole length of the vessel, in the after end of which is the saloon and part of the sleeping accommodation, the remainder of the berths being aft, below the deck. The vessel will accommodate 60 or 70 passengers.

Last week there was launched by Messrs. Wm. Denny and Brothers, from their north building yard on the Clyde, a composite screw steamship of 647 tons builders' measure, and following dimensions:—Length of keel and forerake, 185 ft.; breadth over all, 26 ft. 10 in.; depth moulded, 15 ft. She will be fitted with a pair of direct-acting surface condensation engines of 130 H.P. nominal, by Messrs. Denny and Co.

Last week Messrs. Henderson, Coulborn, and Co., launched from their building yard at Renfrew a screw steamer named the Guadiana, of about 500 tons. She will be fitted by the builders with a pair of direct-acting engines of 90-horse power nominal, and will shortly be ready for her destination in the Mediterranean. She is for a Spanish company.

Messrs. Blackwood and Gordon have launched on the Clyde a screw steamer of 600 tons B.M., on their own account. Her dimensions are:—Length, keel and forerake, 197 ft.; breadth of beam, 25 ft.; depth of hold, 14 ft. 9 inches. The steamer was named the Octavia. Immediately after the launch the vessel was taken into the builders' dock alongside the works to receive her engines, which are on the inverted direct acting principle of 90-horse power.

The Panama, New Zealand, and Australian Royal Mail Company's steamer Rakaia was launched from Randolph, Elder, and Co.'s building-yard at Fairfield. This vessel is intended for the new mail service between Panama and New Zealand. Her dimensions are:—Length 265 feet, beam 34 feet, depth 26 feet, tonnage B.M. 1,504 tons. The engines are 350-horse power, and are on the builders' double cylinder principle.

There was launched from the yard of Mr. John Robinson, Sunderland, a barque named the Troas, of 700 tons burthen, intended principally for the China trade.

Shipping Intelligence.

ARRIVALS.

Date.	At	From	Ship.	Captain.
Jan.23	Off Dungeness	Batavia	India Packet	Diepering.
— 13	Bushire	Do.	Richard Cobden	Bischoff.
— 24	Texel	Do.	Princes Amalia	Alkemade.
— 24	Do.	Passaroeang	Lodore	Howatt.
— 24	Do.	Wynkoopers Bay	Fagel	Duyn.
— 23	Off the Start	Foo-chow-Foo	Florence Nightingale	Beard.
— 27	Off Falmouth	Passaroeang	Dorothea	Gautschon.
— 27	London	Colombo, &c.	Royal George	Wolfenden.
— 28	Deal	Do.	Percy	Duncan.
—	New York	Hong Kong	Nordstern	
— 23	Brouwershaven	Samarang	Wallaroo	Davies.
— 27	Flushing	Batavia	Walcheren	Borden.
— 30	London	Nagasaki	Northern Crown	Saunders.
—	Off Queenstown	Maulmain	Arabian	Bond.
— 30	London	Hong Kong, &c.	Allendale	Gray.
— 29	Off Dungeness	Batavia	Kortenaar	Schuchard.
— 30	Liverpool	Manila	Peerless	Major.
— 17	New York	Yokohama	Surprise	Ranlett.
— 31	Liverpool	Singapore	Panic	
Feb. 1	London	Do.	Stirling (s.s.)	Black.
— 1	Portsmouth	Hong Kong	Gresham	Brayley.
Jan.3	Marseilles	Rangoon	Mary Goodell	Gilvery.
Feb 1	London	Colombo	Eunice	Lewis.
Jan.29	Deal	Macao	Pathfinder	
Feb. 1	Falmouth	Maulmain	Gibson Craig	Dore.
— 1	Do.	Batavia	India	
Jan.31	Texel	Do.	Stad Leyden	Pall.
— 31	Brouwershaven	Do.	Hen. Ger. Susanna	Dam.
— 31	Do.	Do.	Burg. Hoffmann	Grafthuis.
— 31	Do.	Do.	Vyf Vrienden	Johan.

DEPARTURES.

Date.	From	For	Ship.	Captain.
Jan.—	Shields	Hong Kong	Vicksburg	Scott.
— 24	Newport	Galle	Elizabeth Cushing	Brown.
— 24	Sunderland	Hong Kong	Challenge	Westlake.
—	Hamburg	Singapore	Jane Valer	
— 24	Liverpool	Shanghai	Chalgrove	Armstrong.
— 24	Do.	Hong Kong	Everest	Clarke.
— 25	Do.	Shanghai	Persia	Clark.
—	Hamburg	Singapore	Jan Peter	
— 24	Cardiff	Yokohama	John Norman	Edwards.
— 24	Do.	Shanghai	Blencathra	Doran.
— 25	Do.	Hong Kong	Royal Minstrel	Anderson.
— 25	Liverpool	Singapore	Falcon	Christianson.
— 26	Cardiff	Do.	Catharina Maria	Oomkens.
— 26	Do.	Galle	Alexandrine (s.s.)	Cooper.
— 27	Holyhead	Yokohama	Vanda	Hamou.
— 29	London	Colombo	Boldon Lawn	Hopper.
Dec.26	Callao	China	Othona	Holmes.
— 18	Do.	Do.	New Granada	Hartmann.
Jan.—	Cardiff	Galle	James	
— 27	Clyde	Do.	Belle of the South	Westcott.
— 31	London	Cardiff & Shanghai	Arabia	Knight.
Feb. 1	Do.	Shanghai	Star of China	Hogge.
Jan.30	Neport	Singapore	Burgerm v. Middelburg	Hoek.
— 31	Cardiff	Do.	Onward	Livingstone.
— 28	Liverpool	Do.	Egmond v. Hoom	Prudden.
Feb. 2	London	Batavia & Sourabaya	Petronella Johanna	Warnaar.
— 2	Do.	Yokohama	James Longton	Millard.

(*See Commercial Postscript.*)

LOADING.

At LONDON.—For Yokohama: Isles of the South, Lorton, Eleanor. For Shanghai: Westminster, Fi Wan, Dunkeld, Art Union. For Hong Kong: Kelso. For Hong Kong and Canton: Dunmail, Mary Nicholson, Scawfell, Melbrek, Ellen Rodger, Hotspur. For Singapore: Eastern Star. For Singapore and Penang: Frederica. For Batavia and Sourabaya: Zephyros. For Colombo: Whinfell.

At LIVERPOOL.—For Yokohama: Recife. For Shanghai: Vigil, John Paul. For Hong Kong: Addison, Ceylon. For Hong Kong and Canton: Veronica. For Singapore: Bolivia, Henry Ellis, Chili, Earl of Chester. For Batavia and Samarang: Dagmar. For Batavia and Sourabaya: Triton. For Manila: Eulalia, Espana. For Galle: Duc de Malakoff, Simoon.

At GLASGOW.—For Singapore and Penang; Huntly Castle.

At GREENOCK.—For Shanghai: Statesman.

SPOKEN.

PHILIP NELSON, Shanghai to London, Nov. 4, off Anjer.
IRON CROWN, Shanghai to London, Dec. 20, 23 S., 2 E.
BURGERMEESTER HOFFMANN, Batavia to Rotterdam, Jan. 14, 32 N., 24 W.
No. 6289, 3RD D.P., Hong Kong to New York, Oct. 5, 12 N., 110 E.
WETHERLEY, (?) Singapore to Liverpool, Dec. 2, off Cape Agulhas.
IDA ELISABETH, Batavia to Rotterdam, Dec. 24, 3 S., 18 W.
QUARTET, Amsterdam to Batavia, Jan. 1, 6 N., 26 W.
EUPHAN, (?) Colombo to London, 108 days out, Jan. 15, 37 N., 34 W.
AURORA AUSTRALIS, Foo-chow to London, Dec. 10, 34 S., 27 E.
LADY ALICE, Sourabaya to Amsterdam, Dec. 26, 12 S., 10 W.
LOGAN, Matis (?) to Hong Kong, 21 S., 28 W.
STUDHAVEN (?) Batavia to Amsterdam, 32 days out, Nov. 13, 33 S., 30 E.
THERESA, (barque) Cronstadt to the Amoor, Dec. 27, 4 N., 23 W.
ZEENIMPH, Amsterdam to Batavia, Dec. 5, 20 S., 30 W.
WALLACE, Batavia to Rotterdam, Jan. 9, 29 N., 43 W.
CARMELINE, Bordeaux to Manila, Sept. 4, 25 N., 25 W.
FAIRY, London to Bankok, Dec. 31, 6 N., 22 W.
ADELAIDE, Penang to London, Dec. 17, 19 S., 1 W.
NEPTUNE, Sunderland to Shanghai, Jan. 2, 4 N. 22 W.
CALDBECK, Singapore to London, Dec. 24, 17 S., 5 W.
ROWENA, Singapore to London, Dec. 27, 11 S., 11 W.
BRITISH CROWN, Sunderland to Singapore, Jan. 1, 6 N., 24 W.

Digitized by Google

FREIGHTS AND CHARTERS.

In outward freights we have nothing to remark. Homewards there is no improvement. the last quotations from Hong Kong for London being 35s.. and from Shanghai 30s. tea, and 60s. silk.

The Admiralty having invited tenders for the conveyance of stores to Hong Kong and Trincomalee, have ordered the Melbreck and Brothers to be surveyed for that purpose.

Current Rates of Freight for Vessels on the Berth:—To Yokohama: 50s. weight, 40s. to 50s. meast. To Nagasaki: The same. To Shanghai: 40s. weight, 30s. to 35s. meast. To Hong Kong: 40s. weight, 30s. meast. To Singapore: 30s. weight or measurement. To Penang: 40s. weight or measurement. To Ceylon: 40s. weight, 20s. measurement.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per Keel. For Batavia: £26. For Hong Kong: £50. For Galle: £42. For Singapore: £42. For Shanghai: £60. From Newport, Cardiff or Swansea, per ton. For Hong Kong: £2. 8s. For Manila: £1. 15s. For Galle: £2. 2s. 6d. For Singapore: £2. For Shanghai: £2. 16s.

The Admiralty have invited tenders for the conveyance of 10 tons stores from the River Thames to Colombo, and of about three officers, three staff-sergeants, sixty-four men, five women, and four children to Hong Kong; and also of about four officers, one lady, one child, thirty-eight men, six women, and five children from Kingstown or Queenstown to Japan.

CASUALTIES.

The Maria Diederika, Van Marion, from Batavia, for Rotterdam, which put into Texel, Jan. 10, leaky, has also sustained severe damage in bulwarks, rigging, &c., and will require new copparing.

The Tiphee (ship), from London, for Japan, put into Rio Janeiro, Dec. 31, with her cargo (coals) on fire, and commenced discharging.

The Quinten Metsys, Claeus, from Shields to Galle, put into Table Bay, Dec. 15, leaky, and is discharging.

MISCELLANEOUS.

At TABLE BAY.—Dec. 15. from Hong Kong, Constance, Risden, for London; from Padang, Brouwershaven, Henyer, for Rotterdam; 18, from the Clyde, Baron Bentinck (s.), Harrisons, for Batavia; 19, Mariaban, Tickell, for Galle; 20, from Marseilles, Capitole, Champenois, for Singapore; 14, Minister v. Hall Rochasson, Kayser, sailed for Batavia.

THE CAPE, INDIA, AND CHINA AGENCY.

ORDERS for GOODS of all descriptions executed, and Shipped by the Overland Route or by Clipper Sailing Vessels. Consignments of Produce realised. The Goods are selected by parties who have had personal experience of the requirements of the markets at the

CAPE COLONIES, INDIA, CHINA, AND JAPAN.

TERMS:—One-half the estimated cost to be remitted with the order, and the balance on receipt of Bill of Lading and Invoice.

Commission, 2½ per cent. on Orders over £50, and 5 per cent. on amounts under £50

Orders and remittances should be addressed to the MANAGER.

Office. 12, George-yard, Lombard-street, London, E.C.

HUGHES AND KIMBER,

WEST HARDING-STREET, FETTER-LANE, E.C.

MANUFACTURERS OF

MACHINES AND MATERIALS FOR LITHOGRAPHERS, PRINTERS, ENGRAVERS, BOOKBINDERS, AND STATIONERS;

LITHOGRAPHIC AND COPPERPLATE PRESSES,

PAPER-CUTTING MACHINES (DIAGONAL CUT),

AS SUPPLIED TO HER MAJESTY'S PRINTERS, THE "TIMES" OFFICE, "DAILY TELEGRAPH," &c.

CYLINDER PRINTING MACHINES,

FOR COLOUR AND BOOKWORK,

Perforating Machines (Round Hole), Paging Machines, Albion and Columbian Presses, Bookbinders' Arming Presses, &c.; Engravers' Plates, Lithographic Stones, and all Materials.

AN ILLUSTRATED LIST POST FREE ON APPLICATION.

IMPORTANT

TO PERSONS RESIDING IN HOT CLIMATES.

ASH'S PATENT "PISTON" FREEZING MACHINE AND WINE COOLER is the FIRST REALLY EFFECTIVE APPARATUS for TROPICAL CLIMATES.

It will produce PURE BLOCK ICE, FREEZE and MOULD DESSERT ICES, and ICE WINES in any temperature. It is remarkably simple, will not corode or get out of order, and can be worked (with or without Ice) by the most ignorant servant. The Freezing Salts employed are indigenous to most hot climates, easily and cheaply obtained. A *bona fide* Receipt for preparing them given with each Machine. It is not too much to say that the "Piston" Freezing Machine is rapidly becoming indispensable to all European residents in India and China.

PRICES:—For 1 Bottle, 1 Block of Ice, 1 Dessert Ice... ... ... £4 0 0
For 2 Bottles, 2 Blocks of Ice, 2 Dessert Ices 6 10 0
For 4 Bottles, 4 Blocks of Ice, 4 Dessert Ices 11 5 0

If without fittings (merely as Wine Coolers.)

For 1 Bottle £2 0 0
For 2 Bottles 3 0 0
For 4 Bottles 4 5 0

} When Dessert Ices are never required, these Wines Coolers can be fitted with BLOCK ICE MOULD at 30s. for each Mould so fitted.

SOLE MANUFACTURER:

GEORGE SIMPSON, 315, OXFORD-STREET, LONDON.

Orders enclosing remittance can be sent direct, or through Messrs. H. FOGG & Co., Shanghai.

DYSENTERY, CHOLERA, FEVER, AGUE, ETC.

CHLORODYNE.

CAUTION.—*Vice-Chancellor Wood affirmed in Court that Dr. J. COLLIS BROWNE was undoubtedly the Discoverer of Chlorodyne; that the statements of the Defendant Freeman were deliberately untrue, and he regretted to say they had been sworn to (see "The Times" of July 13, 1864); all others must be spurious.*

Earl Russell has graciously favoured J. T. Davenport with the following extract of a despatch from Mr. Webb, H.B.M.'s Consul at Manila, dated Sept. 17, 1864:—"The remedy most efficacious in its effects (in Epidemic Cholera) has been found to be CHLORODYNE, and with a small quantity given to me by Dr. Burke I have saved several lives." Earl Russell communicated to the College of Physicians that he had received a despatch from Her Majesty's Consul at Manila, to the effect that Cholera had been raging fearfully, and that the ONLY remedy of any service was CHLORODYNE.—See *Lancet*, December 31, 1864. No home should be without it.

Eminent Hospital Physicians of London stated on oath that they prescribe CHLORODYNE largely, and mean no other than Dr. Browne's.

The General Board of Health, London, state as to its efficacy in Cholera and Dysentery:—"So strongly are we convinced of the efficacy of this remedy, that we cannot too forcibly urge the necessity of adopting it in all cases."

From A. Montgomery, Esq., late Inspector of Hospitals, Bombay:—"Chlorodyne is a most valuable remedy in Neuralgia, Asthma, and Dysentery. To it I fairly owe my restoration to health, after eighteen months' severe suffering, and when all other medicine had failed."

From W. Vesalius Pettigrew, M.D.:—"I have no hesitation in stating that I have never met with any medicine so efficacious as an antispasmodic and sedative. I have used it in Consumption, Asthma, Diarrhœa, and other diseases, and am most perfectly satisfied with the results."

Dr. M'Grigor Croft, late Army Staff, says:—"It is a most valuable medicine."

Dr. Gibson, Army Medical Staff, Calcutta:—"Two doses completely cured me of Diarrhœa."

Government supply both the Army and Navy with it. A Sheet of Medical Testimonials accompanies each Bottle.

Sold in Bottles, 2s. 9d. and 4s. 6d., by all Chemists. None genuine without the words

"DR. J. COLLIS BROWNE'S CHLORODYNE" on the stamp.

SOLE MANUFACTURER:—

J. T. DAVENPORT, 33, GREAT RUSSELL-STREET, LONDON, W.C.

Be not misled by the statements of unscrupulous persons, as the Defendant was termed by the Vice-Chancellor

Digitized by Google

THE BANGKOK DOCK COMPANY'S NEW DOCK.

This magnificent Dock is now ready to receive Vessels of any burthen, and the attention of Shipowners, Agents, and Masters is respectfully solicited to the advantages for REPAIRING and SPARRING VESSELS, which no other Dock in the East can offer.

The following description of the Premises is submitted for the information of the public. The dimensions and depth of water being:—

Length ... ... 300 feet.
(To be extended.)
Breadth ... ... 100 „
Depth of water ... ... 15 „

The Dock is fitted with a Caisson, has a splendid entrance of 120 feet from the River, with a spacious Jetty on each side, where vessels of any size may lay at any state of the tides, to lift Masts, Boilers, &c., with powerful Lifting Shears, which are now in the course of construction.

The Dock is fitted with Steam Pumps of great power, insuring despatch in all states of the tides.

WORKSHOPS.

The Workshops comprise the different departments of Shipwrights, Mast and Block Makers, Blacksmiths, Engineers, Foundry, &c.

The whole being superintended by Europeans, who have had many years' experience in the different branches.

The workmen are the best picked men from Hong Kong and Whampoa.

The Company draws particular attention to the great advantages this Dock offers, being in a Port where the best Teak and other Timber can be had at the cheapest cost.

A Steam Saw Mill is also in connection with the Dock, to insure despatch in work.

The Keel Blocks are four feet in height, and can be taken out or shifted without cutting or causing any expense to ships having to get them removed.

The Company is also prepared to give estimates or enter into Contracts for the Repairs of Wooden or Iron Ships, the Building of New Ships, Steamboats, &c., or any kind of work connected with shipping.

All Material supplied at Market price. Vessels for Docking may lay at the Company's Buoys or Wharf free of charge, until ordered to remove by the Superintendent.

Captains of vessels before leaving the Dock must approve and sign their Dockage Bills.

All communications respecting the docking to be addressed, until further notice, to the undersigned, by whom all Bills will be signed and collected.

JOHN BUSH, Managing Director.

Bangkok, 18th Sept., 1865.
Hong Kong, 20th Oct., 1865.

ASIATIC BANKING CORPORATION

Incorporated by Royal Charter.
Authorised Capital, £2,000,000. Paid-up Capital, £500,000. Reserve Fund, £175,000.
Head Office, No. 4, Lombard-street.

BOARD OF DIRECTORS.

FRANCIS BOYKETT, Esq., Chairman, (Messrs. Timothy Wiggin and Co).

JOHN A. RUSSELL, Esq., Deputy Chairman (Messrs. Grey and Coles, and Grey and Co. Bombay).

THOMAS CARDWELL, Esq. (Messrs Thomas Cardwell and Co., and Cardwell, Parsons and Co., Bombay.

CHARLES A. FEARON, Esq. (Messrs Fearon and Co., late of Messrs. Augustine Heard and Co., China).

WILLIAM MAITLAND, Esq. (Messrs. M'Killop, Stewart and Co., Calcutta).

Agencies and Branches are established at Bombay, Calcutta, Madras, Singapore, Penang, Ceylon, Hong Kong, Shanghai, and Melbourne.

The Corporation grant Drafts, collect and negotiate Bills of Exchange, payable at the above places, issue Letters of Credit and Circular notes, and conduct every description of Banking business connected with the East. They effect the purchase and sale of Indian Securities, the receipt of Pay, Dividends, &c., and undertake the safe custody of securities. They also receive Deposits, bearing interest, for fixed periods. Rates of interest and Exchange may be ascertained at the Head Office.

By order of the Board, F. W. Lawrence.
Acting General Manager.

THE CHINA TRADERS' MARINE INSURANCE SOCIETY OF HONG KONG (Limited).

CAPITAL, 1,000,000 dols.
In 200 Shares of 5,000 dols. each. 1,000 dols. per Share Paid up.

CONSULTING COMMITTEE.

William Neilson, Esq. (Messrs. Olyphant and Co.)
J. W. Maclellan, Esq. (Manager Commercial Bank Corporation.
Richard Deacon, Esq. (Messrs. John Burd and Co.)

GENERAL AGENTS.

Messrs. Augustine Heard and Co.

The Allotment of Shares will take place on the 3rd day of October next, and further Applications for Shares will be received until the 3rd of October next.

Application to be made in the form given below, and addressed to the General Agents, from whom any information can be obtained.

FORM OF APPLICATION FOR SHARES.

To the General Agents of the China Traders' Marine Insurance Society of Hong Kong (Limited).

Gentlemen,—I hereby request that the Committee will allot to me shares in the above Company, and I agree to accept such shares, or any less number which may be allotted to me, and to pay the first call of One thousand Dollars per Share, and further calls to such amount and at such times and in such manner as may be authorised by the Articles of Association of the said Company, and to subscribe the Articles of Association when called on to do so.

I am, Gentlemen,
Your obdient Servant.

Hong Kong, Sept. 7, 1865.

PORT OF AMOY.

SHIPOWNERS, AGENTS and COMMANDERS are informed that the Dock Company's Establishments at the above Port afford every facility for REPAIRING and SPARRING VESSELS, and for CLEANING and PAINTING Iron and Steam Ships.

Their large Granite Dock, 286 feet long on the blocks, is in complete working order, and at average spring tides can take vessels drawing 16 to 17 feet water. The Dock is fitted with a Caisson Gate and with a Centrifugal Steam Pump of great power ensuring despatch in all states of the tide. An ample stock is kept on hand of Timber, Oregon Spars, Sheathing Copper and Yellow Metal, and of every description of material for Dockyard use.

The premises comprise an Engineer's Workshop, Brass Foundry, a large Smithy and Carpenter's Workshops, and the works are superintended by Resident Europeans, viz., a Shipwright, an Engineer, and a Blacksmith. Dry Godowns for the reception of vessel's stores, &c., when requiring to discharge them.

Amoy, March, 1865.

CHARTERED MERCANTILE BANK of INDIA, LONDON, and CHINA.

Incorporated by Royal Charter.
Paid-up capital, £750,000. Reserve Fund, £250,000.

BRANCHES AND AGENCIES.

Bombay.	Colombo.	Penang.	Hong Kong.	Yokohama
Calcutta.	Kandy.		Shanghai.	
Madras.	Galle.	Singapore.	Hankow.	Mauritius

The Bank negotiates and collects bills and grants draft payable at the places above mentioned, issues letters of credit and circular notes for the use of travellers by the Overland Route, terms for which can be ascertained at the Head Office in London.

The Bank will effect the purchase or sale of Indian securities, undertakes the safe custody of same, and the receipt of interest, dividends, pay, pensions, and other moneys, for remittance through the Bank or otherwise.

The Bank receives money on deposit, on which interest will be allowed according to the length of time deposited. Particulars as to rates can be ascertained at the Head Office, 52, Threadneedle-street, London.

Office hours from 10 a.m. to 3 p.m.; Saturdays, from 10 a.m. to 2 p.m.

No. 52, Threadneedle-street, London, E.C.

THE BANK OF HINDUSTAN, CHINA, AND JAPAN (Limited).

1, BANK-BUILDINGS, LOTHBURY, LONDON.

CAPITAL	...	...	£4,000,000
Subscribed	...	...	3,696,100
Paid-up	...	...	924,025
Reserve Fund	...	...	120,500

BANKERS.

The Bank of England | The National Bank
The Alliance Bank.

EDINBURGH BRANCH.

DIRECTORS.

William Forbes, Esq., of Medwyn.
Patrick Arkley, Esq., of Duniuald.
James Mackintosh, Esq., jun., of La Mancha, and late of Calcutta.
John A. Macrae, Esq., W.S., 39, Frederick street, Agent.

BRANCHES AND AGENCIES.

Henry Turner, Esq., Inspector.

Bombay	Manila	Hankow
Calcutta	Hong Kong	Nagasaki
Point de Galle	Fooc ow	Yokohama
Colombo	Ningpo	Melbourne
Kandy	Shanghai	Sydney
Singapore	Kiu-kiang	

Deposits received, subject to ten days' notice, on the usual terms, and for fixed periods at rates subject to special agreement.

Drafts issued, and Bills negotiated, payable in India, China, &c. Circular Notes and Letters of Credit, payable throughout Europe, are also issued for the convenience of Travellers per Overland Route.

The purchase and sale of Indian and other Securities, and the safe custody of the same, undertaken. Dividends, Pay, Pensions, Interest, or other moneys realised, and the registry of Indian Government Loan Notes effected, so that the interest may be paid in England.

Every other description of Banking and Agency business in connection with India, China, &c., conducted on the most favourable terms.

JOHN OUSELEY, General Manager.

By Special Appointment
TO HER MAJESTY QUEEN VICTORIA.
BRANDS ON CASES AND CASKS.
FROM CHILLINGWORTH & SON WINE MERCHANTS TO HER MAJESTY, LONDON.
Seal on Corks.
Brand on side of Corks.
CHILLINGWORTH
Brand on end of Corks.

CAUTION.

WHEREAS Persons are shipping Wines to India marked with a Crown in imitation of CHILLINGWORTH and SON'S WINES, which are branded with a Crown, they having the appointment of WINE MERCHANTS to HER MAJESTY QUEEN VICTORIA, it is deemed expedient for the protection of dealers and consumers of their superior Wines selected from their extensive and valuable stock expressly for the Indian market, which have been so well known and approved by connoisseurs for the last thirty years for their extreme quality and purity, combining flavour and softness, together with great age, body, delicacy, and bouquet, being more free from acidity or alcohol that any other Wines, to caution all purchasers to ask for

CHILLINGWORTH & SON'S
CROWN SHERRIES AND OTHER WINE

And to be particular in observing that the Cases and Cask-heads are branded with their names at full length; also, on the side of the Corks, inside the bottles, as well as the Crown; and also on the seals, in accordance with the heading of this notice, as a necessary precaution, to ascertain that they are CHILLINGWORTH and SON'S CROWN WINES, in order to prevent a common low class of Wines being improperly foisted on the public, and which are in no way to be compared with those of CHILLINGWORTH and SON'S.

Wholesale Agents:—Bombay, Messrs. Hormarjee Bomanjee and Co.; Madras, Messrs. Parry and Co.; Calcutta, Messrs. Gordon, Stuart, and Co.; Kurrachee, Messrs. Hormarjee Bomanjee and Co.; Colombo, Messrs. Darley, Butler and Co.; Rangoon, Messrs. Gladstone, Wyllie and Co.; Hong Kong, Messrs. Robert S. Walker and Co.

HUBBUCK'S PATENT WHITE ZINC PAINT.

THE most durable and beautiful paint known, is cheaper than White Lead, and is proved to be superior for all purposes than the pernicious Lead Paint, and equally adapted for all climates.

Its whiteness is unaffected by bilge water, boiling sugar, or noxious gases.

It is free from any poisonous ingredient, and suited in all respects to the use of the painter.

Each Cask of Pure White Zinc is Stamped "HUBBUCK, LONDON PATENT."

Inferior Zinc Paint, so marked, having been sold in Foreign Markets, the Patentees offer a Reward of FIFTY POUNDS for information which will lead to the conviction, in an English or Colonial Court, of those who have pirated their Mark. Both Exporters and Retailers are liable for its sale.

THOMAS HUBBUCK AND SON,

WHITE LEAD, OIL, PAINT, AND VARNISH WORKS,
24, LIME-STREET, LONDON.

HUBBUCK'S ANTI-CORROSIVE PAINTS

Are very durable, and the most valuable protection to Iron Roofs, Bridges, Piers, Ships and Buildings, exposed to stormy weather and scorching sun; they soon become extremely hard, and do not blister.

They are made of Stone, Slate, Copper, White, Blue, Green, or any other Colour that is desired.

HUBBUCK'S ANTI-OXIDATION COMPOSITION,

For Coating Iron and Wood Ships' Bottoms; a preservative against fouling and corrosion. This Composition is ready for immediate use, and obviates the waste of carrying unmixed Paints, Oils, Driers, &c. It is also applicable to all the purposes of other Paints.

HUBBUCK'S PALE BOILED OIL

Has less colour than Raw Linseed Oil, is a quick, hard and certain drier for White and Light Coloured Paints

PAINTS AND OILS PROPERLY PACKED FOR EXPORTATION.

Digitized by Google

RADLEY'S HOTEL,

SOUTHAMPTON,

IMMEDIATELY OPPOSITE THE RAILWAY TERMINUS AND DOCKS

THIS FIRST-CLASS HOTEL, so well-known to most Travellers from the East and West Indies, China, the United States, Brazils, &c., is admirably situated for their convenience, Mr. RADLEY having, by careful organisation, made those arrangements that have tended so much to establish its reputation.

Mr. R. employs no touters or paid agents, but his Porters are always in attendance to meet passengers on arrival, with carriages, &c., as usual. Rooms may be engaged by letter from Malta.

PRIZE MEDAL INTERNATIONAL EXHIBITION, 1862.

BENBOW AND SON'S
PURE GLYCERINE SOAP.

ELDERFLOWER, HONEY, ALMOND, BROWN WINDSOR, &c.; also their celebrated ESS BOUQUET, JOCKEY-CLUB BOUQUET, EXTRACT of VIOLET, and other perfumes for the Handker chief. Manufacturers of HAIR, TOOTH, and NAIL BRUSHES.

PERFUMERY and POMATUMS of every description made expressly for Foreign Climates.

12, LITTLE BRITAIN, LONDON, E.C.

GELLÉ FRÈRES' PERFUMERY.

CHIEF ESTABLISHMENT, 35, RUE DES VIEUX AUGUSTINS, à PARIS.

THE house of GELLE FRERES, celebrated for the superiority of its Perfumery, addresses itself to the fashionable world as much for its essentially hygcianic, refreshing, and tonic preparations as for its delicate and distingué perfumes.

STEAM WORKS AT NEUILLY SUR SEINE

1st Class Paris Exhibition. Medal

DEPOT: BLUMBERG & CO., 55, CANNON-STREET, WEST, LONDRES.

DEPOT: H. BRULE, 23, RUE DE L'HOPITAL, BRUXELLES.

1st Class London Exhibition. Medal

Commission. Articles specially Recommended. Exportation.

REGENERATEUR GELLE FRERES, a superior pomade for preserving, beautifying, and reproducing hair.
EAU D'ALBION for the toilet, an exquisite production from the juice of flowers and aromatic plants.
CARBOQUINA ROSE superior toothpowder, composed of carbon quinine and Province roses.
CUCUMBER SOAP for softening the skin, the best of all toilet soaps.
LAIT PROPHYLATIC to remove freckles and improve the appearance of the skin.
COMPOSITION ZOUAVE, for the instantaneous dyeing of the whiskers and moustache.
COLD CREAM, AU LOTUS LE LYBIE, to soften and refresh the skin.
NIGRITINE VEGETALE, an incomparable dye for the hair and beard, not staining the skin.
VIOLET ESSENCE and VIOLET WATER for the handkerchief.
CONCENTRATED EAU DE COLOGNE for the toilet.

SPECIAL PERFUMERY WITH A BASIS OF GLYCERINE.

SOAP, TOOTH-PASTE, POMMADE, CREAM FOR THE COMPLEXION, EAU DE TOILETTE.

To be obtained of all the principal Perfumers and Hairdressers in Europe and other parts of the world.

NOTHING IS MORE REFRESHING THAN
RIMMEL'S

EXTRACT OF LIME JUICE AND GLYCERINE,
Which cleanses and cools the head, and gives the hair a beautiful gloss without greasing it. Price 1s. 6d., 2s. 6d., 5s.

RIMMEL'S TOILET VINEGAR
Will also be found a perfect luxury as an adjunct to the Toilet and Bath and a reviving Perfume. Price 1s., 2s. 6d., 5s.

RIMMEL'S NEW PERFUMES,
The Titiens, Indian, and Chinese Bouquet, all of delightful fragrance from 2s. 6d.

RIMMEL'S RAFRAICHISSEUR,
For producing an Ambrosial dew. Reduced to 6d.

RIMMEL'S PERFUME FOUNTAIN,
An elegant ornament for the Drawing-Room, Ball-Room, Dining Table, &c Price from £1. 10s.

EUGENE RIMMEL, Perfumer by Appointment to H.R.H. the Princess of Wales,
96, STRAND, 128, REGENT-STREET, and 24, CORNHILL, LONDON.

BOYVEAU LAFFECTEUR'S ROB.

The only one authorised and adopted in France, Belgium, Austria and Russia.

THIS Vegetable Syrup, prepared and guaranteed genuine by the signature of Dr. GIRAUDEAU DE ST. GERVAIS, is very superior to the purifying syrups. It effects a radical cure, without mercury, in all affections of the skin, scurf, scrofula, &c., and symptoms arising from the acrid state of the humours. The Rob is especially valuable in diseases which have resisted the effect of mercury or iodide of potash. The general entrepot of 12, RUE RICHER, PARIS.

Sold Retail.—London: Jozeau, Hannay. New York: Fougera, Gaudelet, Milhau. Gibraltar: Patron and Danilowich Malta: Dr. Pirotti, Bugeja, Magri, and Rolando, Esperanza. Alexandria: Bellamore, Galette, Perinie, Bombay: Framjee Nesserwanjee and Co. Singapore: Martin and Little Batavia: L. Platon and Co. Macao J. D. Freath.

Bottled Ales and Wines, &c.

"NO BUYERS for the BEST BRANDS, unless RE-PACKED," in consequence of repeated BREAKAGE.—Melbourne Journal of Commerce, Nov. 16. Heating and Breakage entirely prevented, and 15 per cent. saved in Freight of Cases by using SYMER'S BOTTLE PACKINGS AND COOLERS. Price ½d. per doz. Bottlers contracting for large quantities effect so great a saving in labour, &c., that they can supply them at one-fourth less in price to Shippers, who will find it most profitable to order their goods to be so packed in future. In use by all the leading London houses.—T. WHITEHEAD, 37, EASTCHEAP, E.C Sole Manufacturer.

HOLLOWAY'S PILLS.—ILL-CONDITIONED STOMACH.—Few persons, save those who have long endured the hydra-headed disease called Dyspepsia, can form any notion of the great expense chronic Indigestion entails on muscle, nerve, mind, and temper. In the early stages of this protean malady the purifying, regulating and aperient Pills invented by Professor Holloway exert the most wholesome power by accurately adjusting the functions of the stomach, liver, bowels, and the minor organs subserving the solution of man's daily food. In confirmed debility of digestion Holloway's Pills are likewise reliable remedies which may be confidently resorted to in all stomachic, hepatic, renal, and alvine derangements, without the slightest doubt of their ability to release the sufferer from almost insupportable misery.

R. L. SOUTHERN AND Co.
MERCHANTS AND AGENTS,
6, MINCING-LANE, LONDON, E.C.

TUPPER AND COMPANY.

MANUFACTURERS OF PATENT GALVANISED IRON, in Sheets, Tiles, Iron Roofs Sheds, Cisterns, Pails, Gutters, Wire for Fencing, &c.
WORKS AT BIRMINGHAM AND LONDON.
OFFICES: 61A, MOORGATE STREET, LONDON.
Merchants' orders executed with despatch

BRIDGEWATER, JONES, AND CO., WHOLESALE HABERDASHERS, HOSIERS and GLOVERS,
WAREHOUSEMEN and MANUFACTURERS,
39, 40, and 41, WOOD-STREET, LONDON, E.C.
Lists of Prices forwarded to Merchants and Traders on application. Remittances to be payable in London.

COWASJEE DINSHAW,
Close to the Landing Place. Depot of
EUROPEAN, CHINA, AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality. Bombay-made Soda Water and Lemonade. Perfumery, Confectionery, Oil man's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.
STEAMER POINT, ADEN.
Drawing and Reading-room free to Passengers.
THE "LONDON AND CHINA EXPRESS" ON SALE

UMBRELLAS and SUNSHADES suitable for all Foreign Markets and the Colonies are supplied to Shippers on the most favourable terms by JOHN MORLAND and SONS, Wholesale Manufacturers 50, Eastcheap, London-bridge, City. Silk, Alpaca, Gingham Steel Frames, Canes, Fittings and all kinds of Materia for the Trade. Oiled and japanned silks and cambrics.

CAUTION.

THE GROSS FRAUDS which continue to be practised by obscure manufacturers, more particularly in Germany, by imitating the Labels attached to JOHN GOSNELL and Co.'s PERFUMERY, render it imperative upon the Proprietors to Caution the public against such nefarious proceedings, and to request their friends and patrons to purchase only of respectable dealers, who import direct from JOHN GOSNELL and Co., and invite special attention to the address, 12, THREE KING-COURT, LOMBARD-STREET, LONDON, E.C.

JOHN GOSNELL and Co.'s SELECT PERFUMES.—Ess Bouquet, Royal Yacht Club Bouquet, Jockey Club Perfume, Essence of Wood Violet, Victoria Bouquet Garibaldi Bouquet, Frangipanni, Military Bouquet, The Bride's Bouquet, Tea Rose, Russian Leather Perfume.

JOHN GOSNELL and Co.'s Toilet Vinegar, Inexhaustible Salts, Aromatic Vinegar, Aromatic Eau de Cologne.

JOHN GOSNELL and Co.'s Prince of Wales Perfumes

JOHN GOSNELL and Co.'s Princess Alexandra Perfume.

JOHN GOSNELL and Co.'s La Noblesse Perfume.
JOHN GOSNELL and Co.'s La Noblesse Pomade.
JOHN GOSNELL and Co.'s La Noblesse Soap.

JOHN GOSNELL and Co.'s Real Old Brown Windsor Soap.

JOHN GOSNELL and Co.'s Golden Oil—Moelline—Maca-sar Oil, Bear's Grease, &c., for the Hair.

JOHN GOSNELL and Co.'s Extra Highly Scented Toilet and Nursery Powder.

JOHN GOSNELL and Co.'s Stereodesmic or Dentists Tooth Brushes and Trichosaron Hair Brushes, warranted to purchasers.

JOHN GOSNELL and Co.'s Instantaneous Hair Dye.

JOHN GOSNELL and Co's Cherry Tooth Paste is greatly superior to any tooth powder, gives the teeth a pearl-like whiteness, protects the enamel from decay, and imparts a pleasing fragrance to the breath.

NOTHING IMPOSSIBLE.—The Greatest and most Useful Invention of the day, AGUA AMARELLA.—Messrs. JOHN GOSNELL and CO., 12, Three King-court, Lombard-street, London, Perfumers to Her Majesty, respectfully offer to the public this truly marvellous fluid, which gradually restores the human hair to its pristine hue—no matter at what age. The Agua Amarella has none of the properties of dyes; it, on the contrary, is beneficial to the system, and when the hair is once restored one application per month will keep it in perfect colour. Price One Guinea per bottle; half bottles, 10s 6d.

JOHN GOSNELL and Co., Perfumers to Her Majesty and by Special Appointment to H.R.H. the Princess of Wales, London.

Keating's Cough Lozenges.

JUDGED BY THE IMMENSE DEMAND this Universal Remedy now stands the first in public favour and confidence: this result has been acquired by the test of fifty years' experience. These Lozenges may be found on sale in every British colony, and throughout India and China. They have been esteemed wherever introduced. For COUGHS, ASTHMA, and all affections of the Throat and Chest, they are the most agreeable and efficacious remedy.

Prepared and sold in boxes and tins of various sizes, by THOMAS KEATING, Chemist, &c., 79, St. Paul's Churchyard, London. Sold retail by all druggists and patent medicine vendors in the world.

N.B.—To prevent spurious imitations, please to observe that the words "KEATING'S COUGH LOZENGES," are engraven on the Government Stamp of each Box without which none are genuine.

Digitized by Google

INVALUABLE FOR SHIPMENT TO CHINA AND JAPAN.

BRYANT AND MAY'S
PATENT SAFETY MATCHES
Light only on the Box!

BRYANT AND MAY'S
PATENT SAFETY MATCHES
Are not Poisonous!

BRYANT AND MAY'S
PATENT SAFETY MATCHES
Are not Liable to Spontaneous Combustion!

BRYANT AND MAY'S
PATENT SAFETY MATCHES
Are Warranted suitable for all Climates!

BRYANT AND MAY'S
PATENT SAFETY MATCHES
Are specially prepared for Exportation!

For Samples, Terms, and other information, apply to BRYANT and MAY, Fairfield Works Bow, London, E., Patentees and Sole Manufacturers of the Patent Safety Matches, Wax Vestas and Vesuvians, which contain no Phosphorus, and Light only on the Box!

WORKS: FAIRFIELD, BOW, LONDON, E.
WAREHOUSES: WHITECHAPEL-ROAD, LONDON, E.

N.B.—Purchasers are requested to observe that every Box and every Package bears our Trade Mark

and that without it none can be genuine.

Digitized by Google

OVERLAND ROUTE.

COMMUNICATION by STEAM to INDIA, AUSTRALIA, &c., *vis* EGYPT.—The PENINSULAR and ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels at their London Offices for Gibraltar, Malta, Egypt, Aden, Ceylon, Madras, Calcutta, the Straits, and China, by their steamers leaving Southampton on the 4th and 20th of every month. For Gibraltar Malta, Egypt, Aden, and Bombay by those of the 12th and 27th of each month; and for Mauritius, King George's Sound, Melbourne, and Sydney, by the steamers leaving Southampton on the 10th of every month.

For further particulars apply at the Company's Offices 122, Leadenhall-street, London, E.C., or Oriental-place Southampton.

OVERLAND ROUTE VIA MARSEILLES.

SERVICES MARITIMES DES MESSAGERIES IMPERIALES.

FRENCH MAIL STEAM PACKETS.

The 19th of every Month, at 2 P.M. for—

MESSINA, ALEXANDRIA, ADEN, POINT DE GALLE (Ceylon), PONDICHERRY MADRAS, CALCUTTA, SINGAPORE. BATAVIA, SAIGON, HONG KONG, SHANGHAI, and JAPAN.

The 9th of every Month for—

MESSINA, ALEXANDRIA, ADEN, SEYCHELLES REUNION, MAURITIUS.

For passage, freight, and information apply to B. W. and H. HORNE, 4, Moorgate-street. London; G. H. FLETCHER and Co., Liverpool; at the offices of the Services Maritimes des Messageries Imperiales in Paris, Lyons, Bordeaux, and Marseilles: or to SMITH and Co., Rotterdam.

*** Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.

ORIENTAL, AUSTRALIAN, AND GENERAL STEAM AGENCY, AND GLOBE PARCEL EXPRESS.

PARCELS, PACKAGES, and MERCHANDISE forwarded, and PASSAGES engaged to all parts of the world. Baggage collected and shipped, insurances effected, &c.

CALCUTTA, MADRAS, CEYLON, and ADEN—Overland, 4th and 20th of every month.

BOMBAY and ADEN—Overland, 12th and 27th.

CHINA, SINGAPORE, and EASTERN SEAS—Overland, 4th and 20th.

AUSTRALIA and MAURITIUS—Overland, 20th.

INDIA, CHINA, and AUSTRALIA—Via Cape of Good Hope, Clipper Ships, weekly.

Prospectuses, with through rate to 500 places, free on application.

G. W WHEATLEY and Co. (late Wagnorn), 150, Leadenhall-street, E.C.; CHAPLIN'S Regent-circus W. and 23, Regent-street, S.W.

INDIA AND CHINA.

ROBERTSON and CO. will despatch the following first-class VESSELS to their respective destinations. They are well adapted for their several trades, and are confidently recommended to their friends:—

Destination.	Ships.	Docks	To Sail.
Hong Kong & Whampoa	Ellen Rodger	W.I.D.	With des.
Kanagawa & Nagasaki	Chas-sze ...	W.I.D	With des.
Singapore & Penang..	Fredenica ...	W I.D	With des.

Apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.

CHINA and JAPAN.—The following splendid first-class clipper SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	Last Ship. Day.
Shanghai ...	Art Union	A1 13 yr	E.I.D.	Feb. 20.
Shanghai ...	Au ora Australis ...	A1 13 yr.	E.I.D.	To follow.
Hong Kong & Whampoa ..	Mary Nicholson ...	A1 13 yr.	E.I.D.	With des.
Kanagawa and Yokohama ...	Isles of the South ...	A1 13 yr.	E.I.D.	With des.
Ditto	Eleanor ...	A1 13 yr	E.I.D.	With des.

For Freight or Passage apply to KILLICK, MARTIN and Co., 28, Nicholas lane, Lombard-street, E.C.

FROM LIVERPOOL.

Destination.	Ships.	Tons	Class.	To Sail.
Shanghai ...	Vigil... ...	550	AA 1 —	Imm.
Hong Kong & Whampoa ...	Veronica ...	332	A 1 14 yrs.	,,
Batavia & Soura-baya ...	Dagmar ...	700	2-3rds	,,
Calcutta ...	James Crosfield ...	979	—	,,

For terms of Freight or Passage apply to McDIARMID, GARDNERSHIELDS, and Co., Liverpool.

STEAM to CHINA from LIVERPOOL.—The following new screw steamers, built for the trade will be despatched for Mauritius, Penang, Singapore, Hong Kong, and Shanghai:—

Vessel.	Tons register	Captain.	To sail.
Agamennon ...	1672	Middleton.	On or about Mar. 20.
Ajax	1672	Kidd ...	To follow.
Achilles	1672	Russell ...	To follow.

Cargo taken by special agreement. Has good accommodation for passengers.

Apply to ALFRED HOLT, 1, India-buildings, Liverpool.

INDIA, CHINA, AND AUSTRALIA.

SHAW, LOWTHER, & MAXTON will despatch the following high classed VESSELS to their respective destinations:—

Ships.	Class.	Destination.	Docks.	Date of sailing
Westminster .	A 1 13 yrs.	Shanghai ...	E.I.D.	Feb. 6
Dunkeld ...	A 1 11 yrs	Shanghai ...	E.I.D.	Feb.25
Lorton ...	A 1 14 yrs.	Yokohama & Kanagawa...	E.I.D.	With des.
Reigate ...	A 1 13 yrs.	Melbourne ...	E.I.D.	Feb. 5
William Cole .	A 1 13 yrs.	Sydney ...	E.I.D.	—
Melbrek ...	A 1 14 yrs.	Hong Kong & Whampoa ...	E.I.D.	With des.

For Freight or Passage apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings, E.C.

SHANGHAI Direct, the FI-WAN, R. SHIELL, Commander, 888 tons register. Has excellent accommodation for passengers, having a large saloon and commodious berths, and will sail from the East India Docks about the 20th February. Intending passengers are invited to inspect this magnificent clipper ship, one of the fastest in the China trade.

Please make early application to Owners' Agents, JOHN PATTON, JUN., and Co., 22, Leadenhall-street, E.C.

HONG KONG and WHAMPOA. The magnificent Workington built, clipper ship SEAWELL, A 1 thirteen years, 826 tons register, ROBT. THOMSON, Commander; loading in the East India Docks. This splendid ship, so well known in the China trade, is strongly recommended to shippers of fine goods.

For Freight or Passage apply to GELLATLY, HANKEY, and SEWELL, 27, Leadenhall-street, E.C.

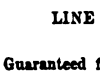
FOR SINGAPORE.—Guaranteed to sail on or before 14th February, the EASTERN STAR (new), A 1 10 years, 340 tons register. This beautiful Montrose clipper is now fast loading in the West India Docks, and having only a limited space of room disengaged, shippers are requested to forward their goods alongside at once.

For Freight apply to Messrs. MACTAGGART, TIDMAN, and Co., 5 Lime street, E.C.; or to R. VAUGHAN, TIDMAN, and Co., 2, Great St. Helen's.

LINE OF PACKETS FOR SINGAPORE.

From LIVERPOOL.

Guaranteed first vessel after the FALCON. All rates subject to special agreement.



FOR BATAVIA and SOURABAYA, an A 1 or 3-3rds ship, with immediate despatch. The splendid clipper Ship HENRY ELLIS, J. L. PHILLIPS, Commander; 412 tons register; A 1 at Lloyd's; coppered and copper-fastened; well-known in the Chinese trade as one of the fastest opium clippers afloat. Loading in Prince's Dock.

Apply to MORS LE BLANCH and Co., 42 and 43, The Albany, Liverpool.

FOR COLOMBO (CEYLON) Direct, will meet with the usual quick despatch, the splendid China clipper ship WHINFELL, A 1 14 years, 834 tons register, WM. JOSEPH WHERRAT, Commander; loading in the West India Docks. This magnificent high-classed clipper, noted for her very rapid passages and the good order in which she invariably delivers her cargo, offers the best opportunity to shippers of fine goods.

For Freight or Passage apply to F. TALLACK (late W. A. Winkley), 23, Birchin-lane, Cornhill, E.C.

THE MONEY MARKET REVIEW

A WEEKLY JOURNAL OF THE HIGHEST CLASS,

EXCLUSIVELY DEVOTED TO THE DISCUSSION OF COMMERCIAL AND FINANCIAL TOPICS.

PUBLISHED EVERY SATURDAY

TERMS OF SUBSCRIPTION.

PAYABLE IN ADVANCE.

Single Paper ... ... 6d. Yearly £1 6

BY POST.

Single Paper ... ... 7d. Yearly £1 10s

*** Post-office orders to be made payable to FRANCIS FISHER, 23, Birchin-lane, Cornhill, London, E.C.

THE CHINESE COMMERCIAL GUIDE.

CONTAINING Treaties, Tariffs Regulations, Tables, &c., useful in the trade of China and Eastern Asia, with an Appendix of Sailing Directions for those Seas and Coasts, by S. WELLS WILLIAMS, LL.D, Fifth Edition.

Hong Kong, SHORTREDE and Co.; London Agent, F. ALGAR, 11, Clement's-lane, E.C. Price Two Guineas.

"CHINA MAIL" OFFICE.

PUBLISHED at this Office, No. 2, WYNDHAM-STREET (back of the Club):—

1.—THE EVENING MAIL,

EVERY DAY.

PRICE,—2 dols. per month.

TERMS OF ADVERTISING.—First insertion, Ten lines and under, 1 dol.; each additional line, 10 cents. Subsequent insertions, per week, 50 cents and 5 cents—("Auction" Notices excepted, for which only One Charge per week is made).

2.—THE CHINA MAIL,

ONCE A WEEK.

(On Thursday Night.)

PRICE—15 dols. per annum; Single Copies, 44 cents.

ADVERTISING:—First insertion, Five lines, 1 dol.; each additional line, 20 cents. Subsequent insertions, 50 cent. and 10 cents.

3.—THE OVERLAND MAIL.

ONCE A FORTNIGHT.

(The Morning of the Mail's despatch.)

PRICE—To Subscribers to the Weekly issue, 8 dols. to Non-subscribers, 12 dols. Single copies, 50 cents.

ADVERTISING.—The same as in the Weekly. All "Notices of Firms" appearing in the Weekly will be inserted in the *Overland*, and charged for, unless otherwise ordered. A. SHORTREDE & CO.

Hong Kong, Jan. 1, 1864.

ORNAMENTAL STOVES AND FENDERS.

JEREMIAH EVANS, SON, and Co. respectfully call the attention of those Gentlemen who are building or refurnishing their mansions to the most extensive assortment in the United Kingdom of Drawing Room, Dining Room, and Library STOVES, FENDERS, and FIRE FURNITURE, en suite, which, for Elegance of Design and Construction, are unequalled, and are adapted for wood or coal fires. There is also a Large Stock of ITALIAN MARBLE CHIMNEY PIECES, executed by First Class Artists, adapted for every description of apartment, from the plainest to the most superb.

LAMPS AND CHANDELIERS.

The Lamp Department exhibits a Large, Elegant, and Various Stock of LAMPS, for the Table, Sideboard, or the Ceiling, and are fitted for Oil, Candles, or Gas.

This Establishment also combines every article in FURNISHING IRONMONGERY, such as Tea Urns, Coffee Machines, Dish Covers, Table Cutlery, and Japannery; ELECTRO PLATE—in Forks, Spoons, Cruet and Liquor Frames, Candlesticks, Epergnes, Side Dishes, &c.

MANUFACTORY AND SHOW ROOMS,

NOS. 33 AND 34, KING WILLIAM-STREET, AND 10, ARTHUR-STREET WEST,

NEAR LONDON-BRIDGE, LONDON, ENGLAND.

ESTABLISHED IN 1815.

THE LONDON AND CHINA TELEGRAPH.

THE EIGHTH Volume of this JOURNAL commenced on the 4th of January, 1866. The Subscription for the three numbers per month is 30s. per annum, including Postage, and to the Export Supplement 12s. Terms for advertising, 2s. 6d. per five lines; and 6d. for each additional line.

Subscriptions and Advertisements received abroad by the following Agents:—

Paris	G. W. YAPP, Rue de la Michodiere No. 13.
Amsterdam	LOMAN AND VERSTER.
Rotterdam.....	HOOG & KRUYT.
New York	WILMER AND ROGERS.
Gibraltar.....	W. SPEED.
Malta	G. MUIR.
Alexandria...	F. HAY
Aden	COWASJEE DINSHAW.
Suez.....	
Bombay	CHESSON AND WOODHALL.
Calcutta.....	SANDERS, CONES, AND CO.
Point de Galle	G. D. ANTHANISZ.
Colombo.....	MR. VANDORT.
Kandy.....	W. A. ARCHBALD.
Labuan, Sarawak, and Singapore ...	JOHN LITTLE & Co., Singapore.
Penang	SANDILANDS, BUTTERY AND CO
Bangkok.....	SCOTT AND CO.
Batavia	HUNTER, HOUGHTON, AND CO.
Anjer—Straits of Sunda	G. SCHUIT, Anjer Hotel.
Manila	PHILLIPS, MOORE, AND CO.
Hong Kong, Canton, Macao, & Swatow,	JAMES GARDINER, Hong Kong.
Amoy	BELLAMY AND CO.
Foo-Chow-Foo	HEDGE AND CO.
Shanghai.....	H. FOGG AND CO.
Tien-Tsin	JAMES HENDERSON.
Nagasaki—Japan ...	PIGNATEL AND CO.
Yokohoma	HANSARD AND BLACK.

OFFICE, 12, GEORGE-YARD, LOMBARD-STREET, LONDON, E.C.

Printed for the Proprietors by WOODFALL and KINDER Milford-lane, Strand. W.C., and published by JOHN ELLISON, at the Office of the "LONDON AND CHINA TELEGRAPH," 12, George-yard, Lombard-street, E.C., in the parish of St. Edmund the King.—Monday, Feb. 5, 1866.

Digitized by Google

The London and China 新聞紙 Telegraph.

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON ARRIVAL OF THE MAILS, about the 4th, 14th, and 28th, in connection with the "LONDON AND CHINA EXPRESS,"
A SUMMARY OF NEWS FOR THE OUTWARD MAILS OF 10th, 17th, and 26th.

VOL. VIII.—No. 200.] LONDON, TUESDAY, FEB. 13, 1866. [Price 9d., with Sup., 1s. 3d.—Sub. 30s. per ann., postage included, Sup. 12s. extra.

Latest Advices.

	From London.	Arrived out.	HOMEWARD. Arrived in London this day.
JAPAN—			
Yokohama	Oct. 17	Dec. 16	Dec. 18
Nagasaki			
Hakodadi			
CHINA—Peking			„ 2
Tien-tsin			
Chefoo			
New-chwang			
Hankow			„ 18
Kiu-kiang			
Chin-kiang			
Shanghai	Oct. 26	Dec. 20	„ 25
Ningpo			
Foo-Chow			„ 23
Formosa—Tamsuy			
Amoy			„ 24
Swatow			
Hong Kong	Nov. 10	Dec. 23	Jan. 1
Canton			
Macao			
PHILIPPINES—			
Manila	Oct. 26	Dec. 17	Dec. 23
COCHIN-CHINA—			
Saigon			Jan. 4
SIAM— Bangkok			Dec. 23
BORNEO—			
Labuan			
Sarawak			Jan. 2
JAVA—			
Batavia			Dec. 30
MALACCA STRAITS—			
Singapore	Nov. 27	Jan. 6	Jan. 8
Penang	„ „	„ 4	„ 10

The following telegrams have been published under date Shanghai, Dec. 26, but they are not confirmed by the mail now delivered. Sir Rutherford Alcock had arrived in Peking, and the Court differences had been amicably settled. Prince Kung's administration was giving satisfaction, but the Cabinet was unfavourable to foreigners, and difficulties were consequently apprehended. The Nienfei rebels were appearing in large numbers in the North, but no active measures had yet been taken to oppose them. News from Japan states that local disturbances continue to occur. The Daimios were steadily filling the arsenals and improving their naval and military tactics.

List of Passengers.

PASSENGERS INWARD.

By this mail, per P. and O. Company's steamer Ripon, arrived at Marseilles Feb. 11.—From Shanghai: Mr. Skeggs. From Hong Kong: Mr. and Mrs. Anderson, Messrs. Pyke and Leavesly. From Singapore: Messrs. Lucardie and Strachella. From Penang: Captain Rouase.

To Southampton per Syria, expected to arrive 16th inst.—From Shanghai: Mr. Dobbyer, Lieutenant Crowdy, Mr. Warburton, Mrs. Jack, 2 infants and Eur. servant, Mr. Howlett, Mr. and Mrs. Simons, eight 2nd class passengers, and 2 children.

PASSENGERS OUTWARD.

Per P. and O. steamer Mongolia, from Southampton, Feb. 4.—To Hong Kong: Dr. and Mrs Dods, Mr. and Mrs J. C. Power, Mr. R. B. Jones, Mr. P. B. Marshall, Deputy-Assistant Superintendent of Stores, O. A. Pease, Rev. C. H. Harbord, R.N., Mr. and Mrs. M. P. Knight, Rev. F. Hubrig, Mr. W. H. Seaton, and five 2nd-class passengers. To Shanghai: Mr. R. N. Newby. To Singapore: Rev. W. Jeffrey, Mr. Dugald Munn. To Ceylon: Mr. and Mrs. Folkard, Mr. C. Liddelow, Mr. W. G. L. Yorke, Mr. N. F. Walpole, Ensign Cunninghame, Mr. A. H. Turner, Mr. Mason, Mr. Bouchier, Prince de Condé, friend, and European servant, and seven 2nd-class passengers. To Calcutta: Lieut. R. and Mrs. Mitford, Messrs. Sconce and J. Dods, Mrs. Birch and daughter, Mr. J. Gillman, Capt. Kysh, Mr. L. W. Lee, Mr. Ball, Capt. A. Combe, Messrs. P. Robertson and Vance, Lieut. Constable, Mr. W. A. Ormsby, Mrs. A. Grigor, Mrs. Stirling, Ensign Lloyd, Mr. J. C. Pendered, Ensign Cowell, and fourteen 2nd-class passengers. To Madras: Surgeon F. and Mrs. Day, Mrs. J. Puckle and two children, Miss Puckle, and European servant, Lieut. Lys, Mr. W. Cooke, Col. Doria, Mrs. Rhemis, Ensign Rhemis, and three 2nd-class passengers. To Aden: One 2nd-class passenger. To Alexandria: One 2nd-class passenger.

From Gibraltar.—To Hong Kong: Duc d'Alencon, friend, and European male servant. From Marseilles, Feb. 12.—To Ceylon: Mr. R. and Mrs. Kydd, Mr. A. Spitteler, Mr. J. Reid, Miss Julia A. Hopper, Mr. Bain, Mr. E. T. Dalmegie. To Hong Kong: Mr. W. M. Reeves, Mr. Holme, and three Japanese, Mr. T. G. Newton. To Shanghai: Mr. and Mrs. Michie, Mr. and Mrs. Maitland, Mr. F. E. Wright. To Calcutta: Mr. and Mrs. W. C. Gibson, Messrs. W. T. Berners, Power, and Galwey, Col. and Mrs. R. O. Bright, infant, child, and European servant, Col. and Mrs. Morton, Miss Inglis, Hon. Mrs. E., Miss, and Mr. F. Drummond, and European servant, Mr. J. H. Palmer, Capt. J. and Mrs Sconce, Lieut. and Mrs. Low, Mrs. R. H. Smith, Mr. G. Stone, Miss Gowan, Mr. Sutherland, Mr. W. Haworth, Mrs. Goodall and two infants, Mr. and Mrs. Kinchant, Messrs. A. L. McGavin and E. B. Peacock, Dr. C. Smith, Mr. H. J. Williams, Col. Baumgartner. From Suez.—To Hong Kong: Mr. and Mrs. Kruger. To Madras: Lieut. A. J. Howes, Col. Woolley. To Alexandria: Mr. L. A. Goss, Col. C. L. Showers.

Per P. and O. steamer, from Southampton, Feb. 12.—To Singapore, via Bombay: Messrs. Nelson and Skelton.

Per P. and O. steamer, from Southampton, Feb. 20.—To Yokohama: Mrs. G. Domoney. To Ceylon: Mr. and Mrs. Carver, Mr. Mainwaring, Mr. R. J. Callander, Mr. G. Hawthorne, Ensign Thompson, Sir Greville Smyth, Captain and Mrs. F. Paul, Mr. W. C. M. Gould. To Shanghai: Mr. E. Warden, Mr. Vachell, Mr. W. H. Taylor. To Singapore: Lieut. R. Taylor, Mr. J. Reader. To Hong Kong: Mr. A. Cameron, jun.

From Marseilles, Feb. 28.—To Hong Kong: Dr. J. Carnegie, Dr. Manson, Mr. J. W. Reed, R.N. To Shanghai: Miss Finlay, Mr. W. G. Aspinall.

From Suez.—To Ceylon: Mr. Both.

Per P. and O. steamer, from Southampton, March 4.—To Hong Kong: Mr. and Mrs. Locock and three children. To Penang: Mr. A. and Miss Man. To Shanghai: Mr. C. Overbeck.

From Marseilles, March 12.—To Shanghai: Mr. and Mrs. Marshall, Mr. Mills, Mr. and Mrs. Morriss and child, Mr. N. Elias. To Hong Kong: Mr. J. M. Vickers.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

Dates are down to the 18th Dec. There is nothing in the shape of news. The *Japan Herald* and *Japan Times* disagree as to the fact of the ratification of the Treaty; but there is nothing in our advices to justify the doubts indulged in by the *Japan Times* and telegraphed from Galle. The assumption appears to be pure jealousy at not being furnished with the information.

CHINA.

TIEN-TSIN

The following statement of Imports is from the Circular of Messrs. Platt and Co.:—

	1864.	1865.
Grey Shirtings	164,359	489,500
White Shirtings	72,135	115 500
Dyed Shirtings	14,948	8.800
T. Cloths	36,520	89.560
White Spots	13,139	20,745
Dyed Spots	—	5.921
White Brocades	—	6,149
Dyed Brocades	—	5,850
Dyed Damasks	2,760	4,478
Turkey Red Cloths	6,860	19,122
Handkerchiefs	4,560	5.626
Chintzes	21,879	32,396
Velvets	4 137	4,838
Velveteens	302	587
Drills	3,487	8,735
Jeans	1,580	540
Camlets	4.661	9,397
Long Ells	1,345	460
Lastings	2 322	3,453
„ Imitation	10,185	3,283
Spanish Stripes	6,910	4.662
Figured Orleans	1,202	13,249
Lustres	—	15.523
Mixtures (Wool and Cotton)	3,898	3,127

SHANGHAI.

The dates received by the present P. and O. Mail are to the 25th; the same date as received per French Mail, and published in our issue of the 5th. Advices, however, have come forward to the 27th by a private steamer to Hong Kong. The following summary of news is from the *Shanghai Recorder*:—

The monthly meeting of the Municipal Council took place on the 11th inst. A branch of the Shanghai local post-office has been opened at Ningpo, though the scheme at first met with some opposition. The Council propose opening a general savings bank in Shanghai.

Digitized by Google

The Committee of the Shanghai Chamber of Commerce had an interview on the 13th with Sir Harry Parkes respecting the new tariff to be introduced in Japan, which, we understand, is to be made as nearly as possible analogous to that embodied in the treaty of Tientsin, and a system of drawbacks will, if possible, be introduced.

The Chamber of Commerce has also recommended that the new dollar to be struck at the Hong Kong Mint should have a fixed device. The dies for a design of Victoria have already been made; and as it appears unlikely that this can now be altered, it is not improbable that this device will be made permanent and the Victoria dollar become as well known in China as the Carolus and Mexican. It is certainly desirable that the design be not changed, as by that course the value of the coin would be much lessened in the eyes of the Chinese.

At the monthly meeting of the North China Branch of the Royal Asiatic Society, on the 12th, Mr. Alabaster read a very interesting paper upon the Buddhist Ideas of Hell, illustrated by variour Chinese pictures. The ideas entertained upon this subject bear in some instances a curious analogy to many with which we have long been familiar. The principle of retribution is not the only one which is thought to be attained by punishment after death; but there are evident traces to be found of the ideas of purification and regeneration, though they appear to be vague, and to partake at once of the doctrines of purgatory and the Pythogorean doctrine of the transmigration of souls. Most of the notions entertained are, however, of an extremely materialistic nature. Mr. Kingsmill read some extracts from his resumé of the events during the year now drawing to a close; which, though it will doubtless be a valuable means of reference for events, was not, we think, sufficiently condensed to form a paper fit to be read before a society. Sir Harry Parkes, after complimenting Mr. Kingsmill upon his paper, expressed his pleasure at the able manner in which the society had been conducted during his absence, and also thanked them for the address which he had received when in Japan.

A notification has been issued calling attention to the fact that all British subjects must register themselves at the Consulate. Those who belong to the artisan class will have to pay $1 fee; but others will be charged $5. This sum is certainly rather high.

Though business during the past fortnight has not been so extensive as before the departure of the mail, prices have been fairly maintained in the leading markets. In imports the market has been slightly in favour of buyers, the advices from home of a decline having affected the tone. There is, however, a very sensitive feeling, and should the telegrams by next mail advise a rise they would no doubt produce a corresponding effect here. In Black Tea there has been very little doing, only 22 chops having been settled. In Greens an extensive trade has been done, chiefly for England, 24,450 half-chests having been settled. In Silk there has been some activity, and an advance of 20 to 30 tls. per picul upon last mail's quotations. In Cotton there has been a slight decline in prices. Supplies come forward more abundantly, but are damp and of inferior quality.

RUMOURED ABOLITION OF THE FOREIGN INSPECTORATE OF CUSTOMS.

A rumour has got about of an intention on the part of the Chinese Government to do away with the foreign element in the Custom-house. This report has gained some currency, but it would certainly appear to be without foundation, and we are not surprised that little credit is attached to it. It is not improbable that it had its origin in the negotiations between Mr. Wade and Prince Kung respecting rules as to cargo confiscated by the Customs, the true bearing of which may very likely have become misunderstood by the natives. The first question that naturally arises is, what interest the Chinese could have in doing away with the foreign element in the Customs? The immediate result would be a loss of revenue and a recurrence to the old state of affairs before the establishment of the Inspectorate. Tariffs and regulations would be a mere name, and smuggling become again the recognised order of the day. However ignorant the Chinese officials in Peking may be, they cannot fail to be aware of the fact that the foreign Inspectorate of Customs has been productive of handsome revenue, and any desire on the part of the inferior officials to do away with the present system in the hope of again being able to enrich themselves out of the duties, would be futile. It is not likely that the most ignorant of the Chinese officials can imagine, after the experience they have had, that such an establishment as the foreign Custom-house could be satisfactorily conducted by Chinese without the assistance of foreigners; and it would, therefore, appear in the highest degree improbable that the native authorities would wish to attempt such an experiment. It may, however, be that the Chinese set the rumour afloat with the object of gaining better terms from foreign Governments respecting Custom-house regulations. They may have hoped that, by hinting at overthrowing the present system, they would be able effectually to squash any objections to the establishment of such rules with regard to confiscations as would be in accordance with their interests. If such was their idea, they have certainly succeeded by obtaining the concessions from Mr. Wade embodied in the four rules recently published. There is, however, a third hypothesis, but one which we scarcely think probable, upon which this rumour might be accounted for, namely, that by having their independent jurisdiction in disputes with reference to confiscations recognised in the way in which it has been by the new rules, the Chinese authorities may have seen such an accession to their powers as may have led them to suppose that they can, without the expense of foreigners in their employ, gain all the advantages of an Inspectorate. We can scarcely, however, imagine that even the most infatuated Chinese official can have seriously entertained such an idea; and it would, therefore, seem that the rumour which has gained currency is either altogether unfounded, or is only a feint of the Chinese Government, by which they hope to gain some other end than the one which they wish to represent themselves as desirous to attain.

HONG KONG.

The dates of the present mail are to the 1st January, or three days later than per French mail published in our issue of the 5th inst. Nothing of any importance had transpired, and we welcome a correspondent's letter detailing the Canton of the present day, which will be found interesting. The following items are from the *China Mail*:—

The weather is assuming a more determined air, and suggesting associations connected with Christmas by a temperature of about 60 and under. The Supreme Court has been occupied for two days with the disposal of the last month's crime. Nine Chinese pirates have been sentenced to death; but it is to be feared they may escape such a desirable consummation of their career by a commutation of sentence.

We have been informed of a report being circulated to the effect that Captain Quin is about to resign his post of Superintendent of the Police, and that Mr. Tonnochy is to be pushed into that office. We have no hesitation in saying that, were Captain Quin to resign, Mr. Tonnochy would, likely be the person to whom the superintendency would be offered; but there is, to our knowledge, no change contemplated.

In Macao, things are going from bad to worse every day. The large number of ships engaged in the coolie trade, and the enormous amount of money offered for coolies, turn every honest Chinaman's heart, and we daily hear of kidnapping and other outrages committed on the unprotected and unwary. In order to mitigate this evil, the agents for Cuba and Peru have lately commenced giving better *chau-chau* to the coolies whilst in the barracoons; and we hear that, after they are softened down to compliance, they are made tolerably comfortable, not in order to remove the stigma of slavery, but, in fact, from no other motive than to keep them in a good condition that they may fetch a high price in the market. We trust France will soon withdraw her protection from this nefarious traffic, when the whole will cease to disgrace the Christian name in China.

We have been favoured by Captain Mortinsen, of the Hamburg barque *Looling*, now in Amoy, with the following report:—

On the 12th December information was forwarded to H.M.'s gunboat *Grasshopper* that a fleet of pirates were in the vicinity of Amoy. She accordingly got up steam, and left the harbour at midnight. On the 13th at 2 A.M., two hours after her departure, arriving in Chimmo Bay, she fell in with three piratical junks, and another, a trader, which had been captured by them. The pirates fired one shot; which, however, did not fall near the gunboat, who replied with a shell. They then took the water, and succeeded in reaching the shore. The commander of the gunboat, quickly landing his crew to pursue them, managed to capture nineteen of their number, about fifty others escaping. The *Grasshopper* returned to Amoy the next day, and delivered the miscreants to the native authorities. The captain of the captured trading junk had been killed by the pirates during the fight. The leader of the last batch of

Digitized by Google

pirates captured had been flayed alive, it is said, in a most elaborate style.

H.B.M.'s gunboat *Opossum*, Commander St. John, has again been successful in her endeavours to quell piracy on the coast. In Bias Bay she captured a large piratical junk and eighteen of her crew, which she delivered over to the Chinese authorities.

A new tea-clipper, named the *Ariel*, commanded by Captain Keay, late of the *Falcon*, arrived in harbour on the 14th Dec., after a very fine passage of 99 days. She is intended as a rival to the *Fiery Cross* and *Serica*, and will probably prove a formidable competitor. Her builders are the well-known Messrs. Steele and Co., of Greenock. She is a beautiful model; and, taking her altogether, we consider her to be the finest and prettiest craft we ever set our eyes upon.

The British ship *Thomas Seddon* reports having had moderate weather until entering the China Sea, since which period she has encountered a succession of strong gales. On Oct. 17th, when in lat. 10.59 N., long. 96.49 E., held communication with the barque *Nebuddar*, from Penang bound to Rangoon, out 30 days; and Oct. 24th, in lat. 15.14 N., long. 19·57 W., the ship *Peilades*, from Hong Kong bound south.

The American ship *Santee*, while leaving the harbour, bound to Manila, on the 29th December, through the negligence of the Chinese pilot who was in charge, ran into the P. and O. Co.'s steamship *Aden*, which vessel was lying alongside the *Ottawa*, knocked away her mizen-mast, port chain-plates, &c. &c., and caused very considerable damage. The pilot, simultaneously with the vessel's striking, jumped overboard. The *Santee* has anchored, awaiting the result.

(To the Editor of the *Daily Press*.)

Sir,—The following information may be of use to master mariners and others not acquainted with the S.W. end of Formosa. The British schooner *Julia Ann*, under my command, left Hong Kong on the 30th November, laden with a very valuable cargo bound to Yokohama in Japan. I worked up the coast as far as Breaker Point according to the general directions given. I then took my departure intending to go round the S.W. end of Formosa, which island I sighted on the 3rd of December; at 5 P.M. I sighted the shipping in the harbour of Taicow. Steering along close in shore with a depth of about 8 or 9 fathoms, as shown by the *Rifleman's* charts of 1863 and 1864, and apparently a bold coast, I was making to the anchorage as shown on the chart above mentioned inside of Cambay Island. The lead going but gave no bottom at 6 fathoms, when suddenly I struck on a very hard sand spit which runs off shore about three miles and not marked on the *Rifleman's* chart of 1863, although the anchorage is marked about one mile off shore; now had this extensive sand-bank been marked on the chart I should have saved a very valuable cargo and ship from destruction, as the vessel and nearly all of the cargo is totally lost. W. LEONARD, Master of *Julia Ann*.

Taicow, Formosa, 11th December, 1865.

The following mercantile notices have appeared:—

The interest and responsibility of Mr. Thomas S. Odell in our firm ceased on the 31st December, 1865, and Mr. Earnest Deacon has this day been admitted a partner. Deacon and Co., Canton, January 1, 1866.

The interest and responsibility in our firm of Mr. Robert Richard Westall and Mr. Randal Humpston Chambers ceased on the 31st ultimo, and Mr. William Hargreaves is this day admitted a partner. Our partners in China now are Mr. William Hargreaves, Mr. Robert Brand, and Mr. Justus William Henry Escherich. Smith, Kennedy, and Co., Hong Kong, January 1, 1866.

The screw steamer *Far East* arrived from Calcutta and Singapore on the 1st January, having experienced very heavy weather in the China Sea.

(FROM A CORRESPONDENT.)

In my last I undertook to give some little account of the present condition of Canton; and having just returned from that place I hasten to put my impressions concerning it upon paper. As I mentioned lately, the means of communication on the Canton River have been lately largely increased by the operations of the Steamship Company, formed to compete with the daily steamers running under the flag of Messrs. Russell and Co., the well-known American firm. Two rival steamers now make the passage each way daily, and although the feeling of personal animosity displayed by Messrs. Russell and Co. has led to such keen competition as reminds one of scenes on the the Hudson or Mississipi, the British company appear likely to prosper and to triumph in the long run, owing to the tact and good fortune of their manager and the general support of the community. A wharf is now in rapid course of construction for the company, to facilitate the landing of goods and passengers, the special sanction of the local Chinese Government having been obtained for the purpose; and as this is the first undertaking of the kind ever proposed at Canton, the concession is somewhat noteworthy, as evincing a readiness to depart from ancient precedents for the good of the mercantile community. The new wharf, the construction of which is watched with much interest by the Chinese, abuts on the old factory site, the desolate condition of which I referred to in my last.

Not even the ruins of the once solid and commodious hongs now remain upon what was once the centre of all foreign commerce with China. The parallelogram of twelve or fifteen acres in extent, which contained during upwards of 150 years the seat of intercourse between the Chinese and foreign licensed monopolists of trade, and their successors, the merchants who crowded to these seas after the war of 1841, is now a grass-grown area, with only a few broken slabs of granite here and there, and vestiges of concrete pathways or areas, to mark the former existence of the buildings which ten years since were so closely crowded within its limits. At the rear the busy hum of the suburbs fills the narrow thoroughfares stretching north and west, whilst along the river bank to the eastward still rise the blackened columns of the native warehouses destroyed by the conflagrations ensuing upon the hostilities of 1856. Further up the river the scene grows more cheerful, for, passing the establishment of the Foreign Customs, a neat building in the European style, the eye rests upon the solid river wall, green croquet-ground, and multiplying buildings of the Shamien site, the new position for British residences. This newly established settlement, occupying perhaps the coolest and most healthy situation in the South of China, (and differing thus greatly from the confined and sultry locality of the old factories) is an artificial island, constructed during the military occupation of Canton by the allied troops, on the site of a sand flat, at the south-western extremity of the suburbs, and immediately facing the broad outlet of the Macao Reach. A solid sea-wall of dressed granite, rising about four feet above the highest level of high water, encloses the site, which was filled in with sand and the rubble derived from the old factory ruins, and forms an oval of about 800 yards in length, and 300 in extreme breadth. A canal 100 feet in width divides this site from the Chinese suburb; and the land itself, divided into lots, was sold some years since to the various merchants. All the British houses and most of the few Germans, with a considerable number of Parsees and Moormen, own lots on Shamien, but owing to the depressed condition of trade, but few substantial houses have been erected. The new buildings of the British Consulate, recently completed, occupy a central position facing the river, and appear to offer ample accommodation to the various officers stationed at this port; and, at the extreme western point, a very neat church and parsonage were among the first buildings constructed. Three or four large houses and as many bungalows are all that have yet been erected by the mercantile community, who have not felt encouraged to do more than erect mat sheds (by courtesy bungalows) for occupation during the summer, retiring for the cold season to the Chinese houses which line the river bank on the side opposite the city. A sad apathy is but too visible by even a transient visitor at Canton. The once numerous British firms have been reduced to barely a tithe of their former number, and these for the most part represented by but a single clerk apiece. The proximity of Hong Kong and the facilities afforded by cheap steam communication have concurred in almost suppressing Canton as a place of foreign business, except for a very limited description of merchandise.

Mr. Cobden's pet theory respecting the manner in which trade should be carried on with China has been in a measure worked out at this place, and the results, as regards the majority of British merchants, is not satisfactory. Cheap continental houses, established at Hong Kong, find great advantage in dealing with the Chinese brokers who visit the colony to transact business; but the result, however favourable to the revenue of Hong Kong, is by no means calculated to advance the interests of genuine British trade with China. Notwithstanding their paucity in numbers and stagnation in business, however, the Cantonions have the reputation of being a sociable and agreeable community, which is more than can be said for many more favoured settlements on the coast.

Some amusement has been excited here by the statement, copied in one of your late numbers from a French source, setting forth the gratifying news that the "Bureau of Sciences and Arts" at Peking had reported favourably upon railways and telegraphs, and strongly recommended their introduction. Probably none but a Frenchman would be ignorant or unblushing enough to speak of a "Bureau of Science and Art" in connection with a Government which knows nothing of science and considers art beneath its notice;

Digitized by Google

but you may rest assured not only that no such "Bureau," or anything like it, exists in China, but that the Chinese Government will resist to the death the spread of what it has already pronounced dangerous and revolutionary innovations. A Russian gentleman, M., or Count Hippolyte, has but recently returned home from Peking, where he has sought in vain the consent of the Government to extend the Russian telegraph from Kiachta through Chinese territory. The hoax I have above referred to probably owed its origin to the inventive mind of the individual who some years ago published an account in Paris of the Peking *Gazette*, a dry and harmless little record of stale official documents, which he described as a daily newspaper of the size of the *Moniteur*, with a *comic* supplement (!) frequently containing caricatures of foreigners. This is worse, if anything, than the "Bureau of Sciences."

SIAM.

BANGKOK.

Dates are down to the 23rd December. A considerable improvement is noticed in business generally. The circular of Messrs. Scott and Co. reports the *Bessie* loading for London, but no arrivals or departures direct with Europe or America. Several were loading for China, Java, &c.

RICE.—The supplies are moderate, and a good demand has sprung up, which causes prices to keep high, but when the market is abundantly supplied, say about the end of next month, or in February, a considerable fall is anticipated. Present rates are as follows:—Common cargo, 55 tls. per koyan. There is still a great deal of water on the ground, which interferes with the harvest, but the greater part will be secured by February. Beyond doubt the crop is the largest that has been produced here for many years.

SUGAR.—There is very little of last year's produce remaining, and for local consumption small quantities command 12¼ tls. per picul for No. 1, and 11½ tls. per picul for No. 2. The growing canes are in a backward state, caused by the large quantity of water still on the ground, and they require another month of dry weather to ripen, so that we do not look for supplies of new sugar arriving to market before February.

JAVA.

BATAVIA.

Great dissatisfaction is felt among all the merchants and tradespeople in Batavia about the narrow-minded laws and regulations at the office of imports and exports, which become so troublesome and unbearable that it is said the port might as well be shut against general trade if this is to be continued. The explanation which the functionaries are pleased to give to the tenor of the laws and regulations under which they are to act and the execution of their duties accordingly, seem to have no small share in adding to this feeling of dissatisfaction.

By order of the Governor-General, the ports of Telok-Betong in the Lampong districts, and Tandjong-Pandan in Billitan have been declared to be free ports from the 1st January, 1866,—Telok-Betong, a port in the Lompong districts, has been nearly destroyed by fire. Loss valued at one million.

The production of coffee and sugar in Java is this year far greater than was expected. The original approximation was: 820,500 piculs coffee, and 1,138,718 piculs sugar, whilst the real production is: 926,741 piculs coffee and 1,786,915 piculs sugar, which will realise about 70 millions.

It is rumoured that Assahan will be incorporated with Siak, so as to form one residence, whereas now Siak is only an assistant-residence.

MALACCA STRAITS.

SINGAPORE.

Dates are down to the 8th January. The P. and O. Mail of 27th November did not arrive out until the 6th January, owing to detention on this side by bad weather. The following notice has appeared:—

Under instructions from the managing directors, Mr. Frederick Dallas Barnes will act as agent for the P. and O. Company at this station until further orders.—S. J G. Jellicoe, agent.

P. and O. S. N. Co.'s offices, Singapore, Jan. 2, 1866.

The past fortnight has been in a great measure given over to the festivities of the season, and few political subjects have come up for discussion. The Chamber of Commerce, however, have again had to protest against the proceedings of the Tumongong of Johore with respect to the produce exports from his territory. The Island of Singapore itself has unfortunately almost ceased to produce those old exports for which it was formerly noted, and what is now termed "Singapore Pepper" and "Singapore Gambier" is almost entirely the growth of the mainland of Johore, from which it is conveyed to the market here in small open boats. For a long time the Tumongong was content to allow these products to pass from his territory unnoticed, deriving no other benefit than the revenue which he exacted from the cultivators, by means of the opium and gambling farms. The Malay potentate however, has of late years become more enlightened as to the advantages which the absolute possession of a large fertile territory in the immediate proximity of one of the largest Eastern markets gives him, and, guided by the advice of tolerably astute advisers, he seems now resolved to turn his position to the best account by changing the market for the produce of his territory from Singapore to his own capital at Tanjong Putri. With this object he has issued what we must take as a preliminary decree, that no produce shall be exported from his country unless it is previously brought to Tanjong Putri and an export permit obtained. No export duty is imposed, but by thus bringing together, from the various rivers by which Johore is intersected, the entire produce of his territory to one point, he will have half accomplished his purpose; and at the other half he is at present dilligently at work This

From an article in the Java Government Gazette of 15th December, 1865, we learn that Mr. H. O. Robinson's Mail Contract for the Eastern Archipelago has been declared null and void, and has been given to the Netherlands India Steam Navigation Company established at the Hague, and represented in Java by Mr. A. Frazer.

Births, Marriages, and Deaths.

(Announcements for Subscribers are made free of charge.)

BIRTHS.

COUPER—On the 25th Jan., at Craigiebuckler House, Aberdeen, the wife of John Cardno Couper, of Whampoa, and of Craigiebuckler, of a son, stillborn.

FRASER—On the 15th Dec., at Shanghai, the wife of James Campbell Fraser, Esq., prematurely, of a daughter.

KERSHAW—On the 27th Jan., at Suffolk Lodge, Brixton-road, S., the wife of William Kershaw, Esq. (Messrs. Kilburn, Kershaw, and Co.), of a daughter.

LOCOCK—On the 28th Jan., at 21, South Audley-street, the wife of Sidney Locock, Esq., Secretary to H.M.'s Legation in Japan, of a daughter.

LYALL—On the 4th Feb., at 14, Gloucester-square, the wife of George Lyall, Esq., of Hong Kong, of a daughter.

WILKINSON—On the 26th Jan., at Carlton-terrace, Hastings, the wife of C. J. Wilkinson Esq., Commander P. and O. Co.'s Service, of a daughter.

YOUNG—On the 31st Dec., at Irwell Bank, Singapore, the wife of Jasper Young, Esq., of a son, stillborn.

MARRIAGES.

BECKER—HJELSTROM.—On the 5th Jan., at St. Andrew's Church, Singapore, by the Rev. C. J. Waterhouse, M.A., Chaplain, Friedrich Albert Becker to Elisabeth, daughter of Captain Hjelstrom, of Rotterdam.

DOYLE—BALL.—On the 6th Feb., at St. James's Church, Spanish-place, by the Rev. Anthony Ball, brother of the bride, assisted by the Very Rev. Monsignore Searle, Henry Edward Doyle, Esq., third son of John Doyle, Esq., of 54, Clifton-gardens, Maida-hill, to Jane Isabella, daughter of the late Right Hon. Mr. Justice Ball, of Stephen's-green, Dublin.

EWING—JONES.—On the 27th Jan., at St George's, Hanover-square, by the Rev. George Eastman, B.D., Harriett Janet Jones, of Laurie Park, Sydenham, to William Ewing, Esq., of Glasgow. No cards.

GWYTHER—BEVIS.—On the 6th Feb., at the Congregational Church, Ramsgate, by the father of the bride, John Howard, son of George Gwyther, Esq., of Upper Holloway, London, to Jane Gidley, eldest daughter of the Rev. H. J. Bevis, of Ramsgate, No cards.

KATZ—SCHWARZ.—On the 27th Dec., at the Synagogue, Singapore, Hermann Katz to Roza Schwarz.

MAITLAND—CROSBIE.—On the 3rd Feb., at St. Matthew's Church, Bayswater, by the Rev. Robin-on Duckworth, M.A., Dean and Tutor of Trinity College, Oxford, cousin of the bride, John Andrew Maitland, Esq., of Shanghai, to Margaret Nicol, eldest daughter of James Crosbie, Esq., of Banff, N.B.

UNDERWOOD—WOOD. On the 8th Feb. at the parish church, Eccles, by the Rev. J. Pelham Pitcairn, M.A., Philip Henry Underwood, of Shanghai, to Eliza Arabella, eldest daughter of John Thomas Wood, of Patricroft House, near Manchester. No cards.

DEATHS.

DONALSON—On the 16th Dec., at Hong Kong, the infant son of Mr. Thomas G. Donalson, Public-gardens.

APPER—On the 29th Dec., at Canton, of extreme debility, Elizabeth Ball, the wife of the Rev. A. P. Happer, after a residence of twenty-seven years in the East, aged 56.

TWISS—On the 24th Jan., at 9, Talbot-terrace, Bayswater, Lieut.-General John Twiss, Royal Engineers, aged 68.

WALKER—On the 26th Nov., on the passage from Melbourne to this port (Hong Kong), of apoplexy, Captain Henry Edward Walker, of the ship Joshua Bates, aged 52.

COMMERCIAL REPORT.

CHINA IMPORTS.

HONG KONG.

COTTON YARN.—This article shows a decline in value equal to about $5 per picul, when compared with the quotations of the proceding fortnight. The only settlement reported consists of 25 bales of very common Twist. Grey Shirtings: There is but little demand at present among the Chinese dealers for these goods, their previous purchases "to arrive" sufficing apparently for their present wants, while the receipts by the Ariel, Ladye Love, and Crest of the Wave have for the time given them large stocks to choose from. Prices show a decline ranging from 15 to 25 cents per piece, and actual sales are reported at 2,500 pieces to Chinese, 14,000 pieces to foreign buyers, and about 6,000 pieces of sea damaged goods sold by auction. White Shirtings: Remain without material alteration to notice in price, and sales are

Digitized by Google

estimated at 3,500 pieces for the fortnight. T-Cloths: Have participated to some extent in the decline experienced by unbleached Long Cloths, and the settlements for the past fortnight are estimated at 1,000 pieces on the spot, and 1,500 pieces "to arrive" at a decline of about 10 cents per piece. American Drills: Quotations are purely nominal, there not being any of this class of goods on the market. White Spotted Shirtings, Dyed do., Brocades White and Coloured: The settlements of these goods during the fortnight consist of 2,870 pieces of Dyed Brocades, and there does not appear to be any inquiry at present for Spotted Shirtings. Damasks and Chintzes: 100 pieces of Turkey Red Cloth have found buyers. Handkerchiefs: There are not any sales of these goods to mention.

RAW COTTON.—Moderate supplies of this staple continue to come forward from India, and the Northern Ports of China, but the dealers restrict purchases to the supply of immediate wants, and settlements for the fortnight do not exceed 4,000 bales of all kinds. Prices have declined to the extent of about $3 per picul. In the Canton market the sales since the date of last report are estimated at 1,800 bales, a decline in value amounting to tls. 1 to 2 per picul.

WOOLLENS.—Spanish Stripes, Medium Cloths, Ladies, and Habit Cloths: The first mentioned have met with a fair amount of inquiry during the past fortnight, and have been purchased to the extent of 1,050 pieces; prices remain without alteration. Long Ells: A further trifling decline has to be noticed in the value of these goods, which have met with a fair amount of inquiry since the date of last report. Sales are estimated at 1,500 pieces. Camlets remain unchanged in price, and settlements consist of 560 pieces of English manufacture. Lastings: The sales of the past fortnight are estimated at 380 pieces. Blankets: There have not been any sales of these goods reported.

METALS.—Iron Nail Rod, &c.: A moderate amount of business has been transacted during the fortnight in the various descriptions of iron imported for sale to this market, and the settlements are put at 850 piculs of Nail Rod, 350 piculs of Bar, 450 piculs of Hoop, and 370 piculs of Iron Wire. The purchases in the Canton market are restricted to Nail Rod, of which 1,100 piculs have found buyers. Lead: Is slightly dearer in price, and has met with moderate inquiry both in this and the Canton market. The sales reported are 2,600, and 1,150 piculs respectively, while in Foochow 1,670 piculs have been placed against Tea, at the equivalent of $6.50 to 7 per picul. Tin: 250 slabs have found purchasers. Tin Plates: Without sales. Steel: Meets with but little inquiry.

COALS.—Hong Kong: The arrivals since last report amount to 3,600 tons of English and North Wales qualities, of which 1,000 tons even for consummers and 1,600 tons had been sold to arrive at $14. The remaining 1,000 tons will probably realise the same price, but are held for an advance. Australian scarce and in demand, and may be quoted $10·50 to $11. Shanghai: There has been a less active market for coals during the past fortnight, and but few sales can now be reported. Quotations from ship here are:—For English steam coals, 10 to 10·5 tls. per ton; Cardiff, 10 to 11·5 tls. per ton, and nominal for both; American 14·5 to 15 tls. per ton, with sales; Sydney, 8·7·5 to 9 tls. per ton; Japan, 8 tls. per ton; Keelung, 6·5 to 7 tls. per ton, with sales.

CHINA EXPORTS.

CANTON.—A very limited business has been done in this market since the date of our last, owing partly to the news received from home by the last two mails and partly to buyers holding off during Christmas time. The principal transactions have been for America, to which country a display of eagerness to forward shipments has been shown; prices remain nearly the same as those last quoted.

AMOY.—During the fortnight a good steady business has been done for America at about previous rates. There are still about 5,000 packages to arrive from the country, but they principally consist of very common and inferior descriptions.

FOOCHOW.—The Tea market has remained active during the fortnight. Congous: On receipt of the London mails of 10th and 17th October buyers entered the market, and in a few days swept off nearly the whole of the remaining stock, thereby causing an advance of from one to two taels. Latterly transactions have become restricted, owing to the smallness and the poor assortment of what remains unsold. Oolongs have been in good demand at previous quotations, other kinds have been dealt in to a small extent at previous quotations.

SHANGHAI.—Black Teas: The stock on offer at date of our last has been cleared at previous rates. About 4,000 chests of common Oonam and Ningchow have since arrived and been placed on the market, which when sold will nearly close our export for the season. There will no doubt be a deficiency of 5,000,000 lbs. in the shipments from this and the river ports as compared with last year's. Settlements amount to 75,000 chests common Oonam to fair Ningchow kind, at tls. 20 to 28. There have been no re-shipments, and the stock comprises only 3,500 chests.

HANKOW.—Settlements during the fortnight amounted to something over 4,000 chests at fully up to previous rates. The supply of country packed tea had come to an end. The stock comprised only 1,800 half-chests Hankow packed tea, and the season might be considered closed. Quotations were, Oonams, common to fair, tls. 15 to 16½. Total shipments to date, 670 chops or 325,000 chests or 32,706,500lbs. against, 715 chops or 363,000 chests or 36,200,400lbs. to same date last year.

KIUKIANG.—Black Teas: Of Hohow and Ningchow tea 1,570 packages had arrived and been taken at once, and 330 packages Ningchow shipped to Shanghai on native account. No tea was left on the market. Quotations were, Ningchows, common to fair, tls. 20 to 22; Hohows, common, tls. 12¼ to 14. Total shipments to date, 113,200 chests or 8,748,100lbs., against 116,100 chests or 9,421,600lbs. to same date last year. Green Teas: The high rates for which the teamen are firm in holding their stocks had rather deterred buyers, and only 4,400 half-chests had been settled. These sales showed no decline in rates, tls. 42½ having been paid for "Teen-mow" second crop. In addition to the sales 11,000 packages had been shipped to Shanghai, partly contracts partly on native account, and about 13,000 packages were left on the market against 114,300 packages at same date last year. The estimate of total supply at Kiukiang for the season is now 140,000 packages, against 230,000 last year. This deficiency is partly due to some of these teas having reached us this year via Ningpo. Quotations were—Fychows and Moyunes common to fair, tls. 25 to 34; fine to finest, tls. 36 to 42½. Total shipments to date—85,900 half-chests or 5,167,900 lbs., against 28,400 half-chests or 1,686,000 lbs. at same date last year.

YOKOHAMA.—The demand for teas has been unabated during the past fortnight, and a further advance has taken place for fine descriptions. Great complaints have been made of the parcels brought forward for the past month, on account of their being much mixed with coarse and common leaf, notwithstanding which they have all been taken at high prices. The stock is now less than it was two weeks ago, and the settlements are estimated at about 4,000 piculs. The quotations are—Common, $19.50 per picul; good common, $21 to 24 per picul; medium, $27.50 per picul.

RAW SILK.—CANTON.—Very little of the 7th crop has yet come forward, and settlements consist principally of the 6th crop and of the commoner grades. Holders are still very firm, and prices have again advanced upon almost all kinds. Buyers are, however, holding off for the present which will probably make settlements in the course of a few days somewhat easier to effect. The settlements of the fortnight are reported at 400 boxes and 450 bales—in addition to which 150 bales pierced Cocoons and 150 do. Waste Silk have been placed. Loong-kong, No. 1, $600 to 610 per picul; No. 2, $585 to 595 per picul.

SHANGHAI.—There was little doing in this market till the last mail arrived, when the continued reports of high rates at home with prognostications of still higher ones for the future caused an active demand till settlements amounted to 1,200 bales. Fine kinds have been most sought for, and the equivalent of 33s. per lb. has been paid for one parcel chop Tsatlees the highest price ever known in China. Our quotations show an irregular advance of from 10 to 30 taels per picul. The arrivals have been very moderate, and the stock is down to 1,500 bales. Quotations are:—Tsatlees, chops No. 1, tls. 630 to 640 per picul.

YOKOHAMA.—The dealers have shown a desire to dispose of their produce, but being unwilling to do so at a reduction in price, and in view of the non-arrival of the London and Continental advices till late, no inducement was offered for extensive operations. The settlements amount to about 450 shipping bales, leaving a large unsold stock, estimated at 2,000 native bales, principally consisting of medium and inferior grades of hanks, with a few parcels of Koshiu and some Oshius and Sodais; there is also included in the above a great quantity of silk, which, having been rejected by foreigners for its inferiority has been replaced on the market. Mybash and Sinchu $750 to $890.

EXCHANGES ON LONDON.

[For dates, see first page.]

		Bank.	Private.
At Yokohama	6 months sight.	4s. 6¼d.	4s. 7d. to 4s. 8d.
At Shanghai (per Tael.)	6 ditto	6s. 3d.	6s. 3d. to 6s. 4d.
At Canton, At Hong Kong, At Macao	6 ditto	4s. 7½d.	4s. 7½d. to 4s. 8¼d.
At Singapore	6 ditto	4s. 7d. to 4s. 7d½.	4s. 7½d. to 4s. 8d.
At Manila	6 ditto	4s. 3½d.	4s. 4d. to 4s. 5d.

At Shanghai, Bills on India, Rs. 298 to 299 per 100 taels. At Hong Kong, Rs. 219 per $100. Bar Silver at Shanghai, 111 taels; at Hong Kong, 10½ per cent. prem. Mexican dollars at Shanghai, taels 72 per 100 and Exchange on Hong Kong, 26 to 27 discount. Hong Kong and Shanghai Bank shares, 12 per cent. prem.; Gas Company in demand by Europeans and Chinese at £3 and £4 prem. per share; Hong Kong and Whampoa Docks, 45 prem.

EXPORT OF TEA AND SILK TO GREAT BRITAIN.

1865-66.

	From Kanagawa.	From Shanghai.	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales.
From June 1 to Nov 30, 1865	1722939	40340898	37679800	747284	10426125	90917046	49565
Corresponding period last season	890895	43532627	37858946	453017	7426870	90162355	25515

SHIPMENTS SINCE.

		Ship.	From.		Piculs.	
Dec. 1	...	Salsette (mail str.)	... Shanghai, &c.	...	—	1,414
— —	...	Portland	... Foochow	...	1,212,500	
— 2	...	Glencoe	... Shanghai	...	959,460	
— 6	...	City of Quebec ...	... Do.	...	815,360	
— 7	...	Juanpore	... Foochow	...	563,700	

TO UNITED STATES.

							Piculs.
From June 1 to Nov. 30, 1865	...	...	...	...	...	15310883	1913
Corresponding period last season	...	...	...	...	...	7280444	40

SINCE SAILED.

Dec. 2	...	Oscar	... Shanghai	...	249,200	
— 3	...	Bothwell Castle	... Do.	...	61,000	15

TO THE CONTINENT.

							Bales.
From June 1 to Nov. 30, 1865	...	...	...	...	...	2313150	...
Corresponding period last season	...	...	...	...	...	38800	...

SAILED SINCE.

Dec. 5	...	Aldebaran	... Foochow	...	352,900

TO SAN FRANCISCO.

						Tea pkgs	Boxes.
From June 1 to Nov. 30, 1865	...	...	...	...	...	1815.7	405
Corresponding period last season	...	...	...	...	...	12640	...

SHIPMENTS SINCE.

Dec. 3	...	Agenoria	...	...	...	...	...	870	2

Digitized by Google

TO AUSTRALIA.

From June 1 to Nov. 30, 1865 5,668,615
Corresponding period last year 934,700

SAILED SINCE.

Dec. 7 ... Tycoon 363,600
— — ... Amaranth 250,500

TO GREAT BRITAIN.

From 1843 to 1844.....	...	...	...	51,022,600	...
„ 1845 to 1846.....	...	...	...	57,334,.00	18,604
„ 1850 to 1851.....	...	...	...	63,972,000	22,143
„ 1853 to 1854.....	...	...	...	77,327,800	61,280
„ 1855 to 1856.....	...	...	...	92,240,300	80,480
„ 1857 to 1858.....	...	...	...	76,990,255	68,311
„ 1858 to 1859.....	...	...	...	65,789,792	83,136
„ 1859 to 1860.....	...	...	...	85,560,452	64,168
„ 1860 to 1861.....	...	...	...	90,066,160	70,644
„ 1861 to 1862.....	...	...	...	109,854,040	79,199
„ 1862 to 1863.....	...	...	...	121,273,580	72,848
„ 1863 to 1864.....	...	...	...	117,463,586	46,605
„ 1864 to 1865.....	...	...	...	121,236,870	32317

EXPORT OF SUNDRIES TO GREAT BRITAIN.

	Cotton Piculs.	Wool Piculs.	Camphor Piculs.	Cassia Piculs.	Aniseed Oil Boxes.	Japan Wax Piculs.
From June 1 to Nov. 30, 1865...	...	26	1187	2769	183	...

TO THE CONTINENT.

	Cassia Piculs.	Aniseed Oil Boxes.	Camphor Piculs.	Preserves Boxes.	Galangal Piculs.	Crackers Boxes.
From June 1 to Nov. 30, 1865..	20260	36	...	459	235	4543

TO THE UNITED STATES.

	Crackers Boxes.	Matting Rolls.	Fans Boxes.	Cassia Piculs.	Silk Pongees Pieces.	Wool Piculs.
From June 1 to Nov. 30, 1865...	45388	26148	1374	5375	...	...

SHIPMENTS SINCE.

Oscar 150
Bothwell Castle ... 9000 5450 500

TO SAN FRANCISCO.

	Emigrants Number.	Sugar Piculs.	Rice Piculs.	Crackers Boxes.	Matting Rolls.	Opium Prepared Taels.
From June 1 to Nov. 30, 1865 .	47	5383	123512	1700	2840	209300

SHIPMENTS SINCE.

Dec. 8 ... Agenoria 955

TO AUSTRALIA.

	Emigrants Number.	Sugar Piculs.	Oil Piculs.	Matting Rolls.	Prepared Taels.	Crackers Boxes.
From June 1 to Nov. 30, 1865 .	...	...	707	1402	1200	...

The picul is 133⅓ lbs. weight; the tael at Shanghai is equal to 1 dollar and 40 cents, and is divided into decimal parts of ten.

SHIPPING INTELLIGENCE.

ARRIVALS.

At YOKOHAMA.—None.

At SHANGHAI:—From London: Dec. 15, Anglo Saxon, Malvina Vidal; 21, Jubilee.

At FOOCHOW.—None.

At HONG KONG.—From London: Dec. 27, Ladye Love; 28, Crest of the Wave; from Liverpool, 15, Ariel, Vanda, from Shields; 25, Ornate; from Cardiff, Louisa Kohn; from Sunderland, 28, Queen of the Age.

At MANILA.—From Liverpool: Dec. 10, Cinco Hermanos.

At SINGAPORE.—From Liverpool: Dec. 29, Carn Tual.

DEPARTURES.

From YOKOHAMA.—For New York: Dec. 8, Brilliant. For Boston: 15, Vinco.

From SHANGHAI.—For London: Dec. 14, Henry Finleyson; 21, Patrician, Earl Dalhousie. For New York: 13, Capiolani; 15, Roderick Dhu, J. N. Cushing, Grasmere.

From FOOCHOW.—None.

From HONG KONG AND CANTON.—For London: (*via* Macao) Dec. 19, James Russell. For New York: 15, Tanjore, 19, Star King (*via* Macao).

From MANILA.—For Liverpool: Dec. 13, Fort George; 21, Labrador. For New York: 9, Royal Saxon.

From SINGAPORE.—For London: (*via* Cape of Good Hope), Jan. 6, Latona; For Falmouth: Hermelin. For Liverpool: Dec. 30, Arab Steed. For Europe (*via* rice ports), 26, Teresa. For New York: 30 Caroline Elizabeth. For Boston: 29, Alexander.

LOADING.

At YOKOHAMA.—For London: Cleveland. For New York: Flatworth, Monkchester, Lucerne.

At SHANGHAI.—For London: Rajah of Cochin, Peter Denny, Petchelee. For New York: Memento, Indus, Horatio.

At FOOCHOW.—For London: Ocean Spray, Albuera, Assyrian (all full).

At HONG KONG and CANTON.—For London: Victoria. For New York: Gem of the Ocean, Antelope, Dan.

At MANILA.—For London: Monsoon, Moulin. For Falmouth: Ferozepore. For Hamburg: Voladora. For New York: Goethe.

At SINGAPORE.—For London: William Simpson, County of Ayr. For Falmouth: Auguste and Meline. For Bordeaux: Mohely. For United States: Agnes, Borneo, Chineseren, Fritz and Anton, James Paton.

VESSELS PASSED STRAITS OF SUNDA.

From ENGLAND and CONTINENT to CHINA, &c.—December 18, Glencoe, from London to Shanghai; 23, Taymouth Castle, Glasgow to Singapore; 24, John Bunyan, Cardiff to Shanghai; 4, William and Clara, Amsterdam to Batavia; 5, Hugo Grotius, Rotterdam to Batavia.

From CHINA, &c., to ENGLAND and CONTINENT.—December 5, Forerunner, Singapore to Falmouth; Beemah, Foochow to London; Santon, Macao to London; 8, Betsie Stanton, Japan to London; Hercules, Batavia to Amsterdam; 9, Invincible, Shanghai to London; 10, L. E. Ashby, Shanghai to London; Corea, Foochow to London; Robin Hood, Shanghai to London; Horsa, Shanghai to London; Waalstroom, Shanghai to Amsterdam; 13, Favorite, Samarang to Channel; 15, Brunswick, Singapore to Liverpool; Lottie Warren, Manila to London; 16, Louis Meyer, Batavia to Holland; 19, Bessie, Bangkok to Falmouth; Aldebaren, Foochow to Falmouth; 20, Chanticleer, Japan to London; Singapore, Foochow to London; Rosella, Singapore to London; 22, City of Quebec, Shanghai to London.

From CHINA, &c., to UNITED STATES.—December 11, George Beeker, Shanghai to New York; 12, Madagascar, Manila to New York, Nabob, Foochow to Boston; 20, Atilla, Singapore to New York; 23, Oscar, Shanghai to New York.

FREIGHTS AND CHARTERS.

At YOKOHAMA.—To London: Tea and Cotton, £2 to £2 10s.; Silk, £3 to £3 10s.

At SHANGHAI.—There is no improvement to notice either for home or coasting, the vessels on the berth for London are loading slowly at 30s. per ton of 50 cubic feet, and those for New York at £2 per ton of 40 cubic feet. To the rice ports there is no inducement offering.

At HONG KONG.—A good demand for tonnage from the rice ports has existed, and rates have gradually improved, varying from £2 5s. to £3. Several home charters from the Canton waters have been made as follows:—The Victoria, chartered for London at £1 to £1 15s. per ton, and the Antelope and Dan have been taken up for New York, the former at £1 10s. and the latter at £1 12s. 6d. per ton; for Hamburg the Iris and the Uranus have taken the berth, the former is loading at £1. 15s. to £2 per ton; according to the circular of George Holmes, the estimated number and tonnage of disengaged vessels in harbour is 52 vessels and 26,903 tons.

MANILA.—The Labrador completed her cargo at £2 for unclayed sugar and the same rate for hemp. The Moulin, for London, has engaged about 200 tons hemp at £2 5s. per ton.

SINGAPORE.—Vessels have been in fair demand to load for Europe from the Birmah rice ports at gradually advancing rates. The highest paid have been £3 5s. per ton to the United Kingdom, or £3 10s. if sent to the Continent.

CASUALTIES.

FOOCHOW.

On the 24th December the barque Eurydice, tea laden for London, in passing down the "Min" struck on Pagoda rock and had to discharge all her cargo.

COMMERCIAL POSTSCRIPT.

The prospectus of the Mont Cenis Railway—which will reduce the time (in conjunction with steamers from Brindisi) to India and China, by two days—has been issued, and will be found in our advertising columns. In addition to the route being shorter, it will be also an agreeable change *en route* to Alexandria to proceed from Paris to Macon, thence over Mont Cenis to Turin. Alessandria, Bologna, Ancona, on to the port of Brindisi, and thence to Alexandria.

ARRIVALS NOT INCLUDED IN THE TABLES.—Feb. 6, off the Start, from Batavia, Zephyr; 5, off Scilly, from Batavia, Dageraad; 9, at Deal, from Singapore, Rowena; Jan. 25, at Boston, from Manila, Ocean Rover; Feb. 9, at London, from Hong Kong, Minnie; at Queenstown, from Manila, Edward; 9, at London, from China, Herald, from Ceylon, Liberator; Feb. 8, at Texel, from Batavia, Elshout, Galilei; from Samarang, Franklin; at Brouwershaven, from Pasaroeang, Pudsey Dawson; 9, at London, from Colombo, Iono; at New York, from Penang, Casilda; 8, at Marseilles, from Sourabaya, Triton; at Queenstown, from Manila, Armstrong; 12, at Liverpool from Manila, Gloucestershire.

DEPARTURES.—Feb. 8, from Sunderland for Hong Kong, Caldew; 9, from London for Yokohama, Isles of the South; for Newport and Hong Kong, Ariosto. Feb. 9, from Cardiff for Shanghai, Pauline; 6 from Broomielaw for Singapore, Huntly Castle; 10, from London for Shanghai, Westminster.

SPOKEN.—St. Vincent de Paul, Saigon to Toulon, Dec. 28, 9 S., 12 W. Challenger, London to Japan; Jan. 13, 1 N. 23 W. India, Rotterdam to Bataiva, Dec. 18, 21 S., 35 W.

LAID ON.—At Glasgow: For Batavia, Sam and Srbya, Betty; for Colombo, Swanley. At London: For Shanghai, Aurora Australis; for Yokohama, Minnie.

CASUALTIES.—The Dageraad, Dumker, which arrived at Brouwers-

Digitized by Google

haven Feb. 8, from Batavia, had lost both anchors in the roads, and has sailed for Dykwater; assistance has been sent to her.

MISCELLANEOUS.—Off Ascension: Dec. 29, from Sourabaya for Amsterdam, Lady Alice.

Off ST. HELENA.—Jan. 1, from Batavia for Flushing, Susanna and Elizabeth.

At TABLE BAY.—Dec. 15, from Hong Kong, Constance.

At MAURITIUS.—Dec. 28, from Yokohama, Bessie Stanton, Cole.

THE ROYAL NAVY OF 1865 AND 1866.

In 1865 the Royal Navy of Great Britain was composed of 765 ships of all classes, of which 193 were in actual commission (carrying 3,996 guns), exclusive of Royal yachts, tenders, gunboats, cruisers, tugboats, &c., engaged in harbour duty. This list comprised 16 ships of from 70 to 104 guns, mounting 1,276 guns; 27 of from 30 to 67 guns, carrying 1,119 guns; 29 of from 20 to 29 guns, carrying 638 guns; 38 of from 10 to 19 guns, carrying 556 guns; and 83 of from 1 to 9 guns, carrying 347 guns. Of the above 11 were either in all or partly iron cased, and their joint armaments represented 216 guns. In addition to this number there were then building 28 ships of all classes, namely, four iron screw ships, one iron screw corvette, one hydraulic iron cased vessel, two double-screw iron and wood gunboats, and 20 wooden screw ships, frigates, corvettes, &c.

The ships paid out of commission since the commencement of the year 1865 are 36 in number, representing an armament of 670 guns. The following is an alphabetical list:—Alecto, 3, Commander W. H. Blake; Blenheim, 60, Captain T. H. Mason; Challenger, 22, Captain J. J. Kennedy, C.B.; Charybdis, 21, Captain E. W. Turnour; Coromandel, 5, Lieut. D'Arcy A. Denny; Curlew, 9, Commander J. S. Hudson; Dart, 5, Captain F. W. Richards; Edgar, 71, Captain T. Brandreth (bearing the flag of Admiral Sir S. C. Dacres, C.B.); Euryalus, 35, Captain W. M. Dowell (bearing the flag of Rear-Admiral Sir A. L. Kuper, K.C.B.); Geyser, 6, Commander A. J. Thrupp; Griffon, 5, Commander L. G. Perry; Harrier, 17, Commander W. H. Fenwick; Hawke, 60, Captain E. Heathcote; Himalays, 6, Captain T. B. Lethbridge; Liffey, 39, Captain G. T. Parker; Magicienne, 16, Captain W. Armytage; Medea, 6, Commander D'Arcy S. Preston; Miranda, 15, Captain R. Jenkins; Mullet, 5, Commander C. H. Simpson; Naiad, 6, Master-Commander G. Reid; Orestes, 21, Captain A. H. Gardner; Orlando, 46, Captain J. B. Dickson; Petrel, 11, Commander E. Madden; Phaeton, 39 Captain G. Le G. Bowyear; Plover, 5, Commander the Hon. A. L. Corry; Rinaldo, 17, Commander the Hon. M. H. Nelson; Satellite, 21, Captain S. S. L. Crofton; Scorpion, 4, Captain J. Commerell (V.C.); Shannon, 35, Captain O. J. Jones; Styx, 6, Commander W. B. Urmston; Tartar, 20, Captain J. M. Hayes; Virago, 6, Commander C. F. Palmer; Wanderer, 4, Commander M. C. Seymour; Weser, 6, Commander Arthur H. J. Johnstone; Wye, Master-Commander V. G. Roberts; and Zebra, 17, Commander E. G. Lindsay. To this list must be added the names of the Racehorse, 4, Captain Boxer, totally lost on the north-west coast of Shantung, China, on the 4th of November, 1864; the Bombay, 67, Captain Colin Campbell, burnt off Mount Video on the 14th of December, 1864; and the Bulldog, 6, Captain Charles Wake, destoyed by order of her captain, having grounded while bombarding off Cape Haytien on the 23rd of November last.

The ships commissioned since the 1st of January, 1865, are 32 in number, representing an armament of 509 guns. They are as follows:—Arethusa, 35, Captain R. J. G. Macdonald; Basilisk, 6, Captain W. N. Hewett (V.C.); Bristol, 39, Captain G. T. P. Hornby; Caledonia, 31, Captain the Hon. A. C. Foley, (bearing the flag of Rear-Admiral R. Yelverton, C.B.); Constance, 39, Captain E. K. Barnard; Favourite, 10, Captain F. H. Shortt; Gannet, 3, Commander W. Chimmo; Greyhound, 17, Captain C. Stirling; Helicon, Commander M. Singer; Landrail, 5, Commander, H. L. A. L. Maitland; Lee, 5, Lieutenant O. T. Lang; Malacca, 17, Captain R. O. Oldfield; Megæra, 6, Captain M. B. Dunn; Mutine, 17, Commander W. H. Blake; Narcissus, 39, Captain Colin A. Campbell; Niger, 13, Captain A. C. Byng; Oberon, 3, Lieut.-Com. E. H. Verney; Octavia, 30, Captain C. F. Hillyar; Pallas, 6, Captain M. Connolly; Prince Albert, 4, Captain R. Wilmshurst; Revenge, 73, Captain G. Le G. Bowyear; Royal Sovereign, 5, Captain C. F. Herbert; Scorpion, 4, Captain J. Commerell (V.C.); Scout, 21, Captain J. A. P. Prince; Serpent, 4, Commander E. J. Bullock; Sparrowhawk, 4, Commander E. A. Porcher; Sphinx, 6, Captain R. V. Hamilton; Spiteful, 6, Commander A. D. W. Fletcher; Terrible, 21, Captain G. A. Napier; Topaze, 31, Captain M. de Courcy; Torch, 5, Commander G. A. Douglas; and Wyvern, 4, Captain H. J. Burgoyne (V.C.).

By a careful digest of the *Navy List* for January, 1866, we find that the number of ships now in the Royal Navy is 799, of which 188 are in actual commission, exclusive of those belonging to the same classes as those exempted in our review of 1865. There are, as in 1865, 16 ships of from 70 to 104 guns, mounting 1,278 guns; 26 of from 30 to 67 guns, carrying 952 guns; 26 of from 20 to 29, carrying 577 guns; 38 of from 10 to 19 guns, carrying 555 guns; and 81 of 1 to 9 guns, carrying 380 guns. This gives a total armament of 3,692 guns, being a reduction of 244 guns on the preceding return. There are 16 partly or entire iron-clad ships afloat, against 11 in 1865, and their armament shows an increase of 24 guns.

There are also building in the Royal yards 22 vessels of all classes, of which no less than three are "first-rates," as they are called in the terminology of days gone by, but which among naval men are known for their use as offensive ships by the less euphonious title of "slaughter-houses." An alphabetical list is subjoined:—

Name of Vessel.	Guns.	Description.	Where Building.
Blanche..	4	screw sloop..	Chatham.
Bulwark..	81	screw ship	Chatham.
Camel	—	iron paddle-tug	Jarrow.
Danae	4	screw sloop..	Portsmouth.
Daphne	4	screw sloop..	Pembroke.
Dryad	4	screw sloop..	Devonport.
Myrmidon	4	screw gun-vessel	Chatham.
Nassau	4	screw gun-vessel	Pembroke.
Newport	5	screw gun-vessel	Pembroke.
Niobe	4	screw sloop..	Deptford.
Northumberland ..	26	iron-clad screw	Millwall.
North Star	22	screw corvette	Sheerness.
Nymph..	4	screw sloop..	Deptford.
Penelope	10	iron-clad double ram ..	Pembroke.
Plover	3	double-screw gun-vessel ..	Deptford.
Reindeer	7	screw sloop..	Chatham.
Repulse	81	screw ship	Woolwich.
Robert	81	screw ship	Devonport.
Sylvia	4	screw gun-vessel	Woolwich.
Trusty	—	iron paddle-tug	Jarrow.
Viper	2	double-screw iron gunboat..	Poplar.
Waterwitch	—	hydraulic iron-cased gun-vessel	Blackwall.

It will thus be seen that the Royal Navy for 1866 is constituted of fewer commissioned ships than it was in 1865, and has a lesser armament of guns. But it must not, therefore, by any means be inferred that its efficiency has been sacrificed in a corresponding degree, or that we stand in a less secure position than we did at the commencement of 1865. A glance at the analyses above will show a reduction in three out of five classes of ships of our navy, while other two are equal as regards numbers. In the iron-clad fleet there has been a considerable increase, and when we look around at the reserve of armour-clad ships, and note the number that could be brought into service in the case of emergency at the shortest notice, our feeling of security is complete.

The satisfaction, in the face of an apparent lessening of our defensive strength, may be easily explained. The maritime wars of England will never again be fought with such ships as the names of Nelson, Howe, Collingwood, or Jervis were associated with. Their date of service as war-ships has passed away, as has been conclusively proved by the history of the past three or four years. The world has been told that a single fleet steamer, mounting one or two guns of heavy calibre, could inflict the most serious damage on the navy of a powerful State, and pass from one depredation to another with peculiar immunity, until, in turn, she fell in with a hastily-constructed ironclad, mounting superior calibre to her own, and then the tide of success soon turned. So it would be with England in case of war. Of all our large ships and frigates how many would it be safe to send to sea to confront an enemy? One vessel of the Wyvern or Scorpion class, capable of steaming at a greater speed than ordinary ships, would "run the gauntlet," as it is termed, of a whole squadron of frigates unscatched, leaving behind her doubtless some of the ships in a sinking state. It is but a question of three essentials—the best kind of armour, the greatest possible speed, and the best kind of gun: provided with these one small ship would overmatch whatever might be brought against her unless alike provided for defence and offence. When such ships, therefore, as the Edgar, the Hawke, or the Blenheim are paid out of commission, and are placed in that ill-defined class, "the ordinary," the public have a right to be pleased with the putting aside an arm of the service which has become powerless for all practical purposes in upholding the ships of their class as men-of-war. Looking at it merely in this abstract view it is satisfactory; but, beyond this, the public expenses are considerably lessened, and a fine body of first-class seamen are set free to join ships of the navy of the present day.

REPRESENTATION OF THE COLONIES IN PARLIAMENT.—Mr. Montgomery Martin, formerly Colonial Treasurer at Hong Kong, has addressed the following letter to *The Times* on this subject:—"Sir,—During the discussion for a reconstruction of the House of Commons, or for a redistribution of political power, permit me to put in a word for some absent fellow-citizens who cannot be in England next month in time for the adjudication of this subject. My proposition is to admit the intelligent, wealthy, and populous dominions of the Crown beyond the mere precincts of Great Britain and Ireland to have a voice in the Imperial Legislature.—My last petition to the House of Commons, presented by Sir John Pakington, sets forth the basis on which the proposition is founded. In few words it is, that those integral parts of the empire termed, for want of any better name, "colonies," shall be authorised to send representatives to the House of Commons, who shall sit therein and vote on all questions but such as affect the internal taxation of the people of the United Kingdom. Thus, for instance, the "colonies" possessing "responsible government" to be authorised to depute from their local Houses of Assembly one or more representatives for the Imperial Parliament, to be elected for five or for seven years—or for the duration of the House of Commons – to which they are delegated. Canada to elect two representatives; Nova Scotia, New Brunswick, Prince Edward Island, and Newfoundland one each—six; New South Wales, Victoria, South Australia, Queensland, Tasmania, and New Zealand, one each—six; the West India Islands, one; British Guiana, one; Cape of Good Hope, one; Natal, one; Mauritius, one; Ceylon, one; Malta, one—seven; Calcutta, one; Madras, one; Bombay, one—three. Total, 22. These two-and-twenty voices or votes could have but small influence on the party divisions of 650 members; but they would be listened to and be respected on all questions affecting the constituencies and interests which they represented. At present, the House of Commons practically declares war against any foreign Power without those constituencies being heard, although their lives and property are immediately placed in jeopardy by such declaration of war. Tariffs of trade and treaties of commerce are made without ever hearing how they may affect millions of British subjects and hundreds of millions of property belonging to them. Surely this is not just? We are now requiring British America, Australasia, &c., to provide their own means of defence against foreign aggression, such aggression being the result of votes or decrees of the Imperial Parliament, where those now absent millions have no voice! There are various other arguments of policy, prudence, and nationality in favour of the course I have so long advocated as one of the best means of union and strength for the wide-spread British Empire, which is weak and vulnerable at many points while disunited, but may be made the most powerful, prosperous, and durable kingdom that has ever yet existed on this earth."

Digitized by Google

NOTICES TO CORRESPONDENTS.

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be authenticated by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

A REGISTER is kept of the addresses of all persons connected with the FAR EAST, and reference can be made to the same by personal application at the office or by letter.

Any information required by Subscribers, in reference to Commercial or General matters in CHINA, JAPAN, SINGAPORE, *and other parts of the* FAR EAST, *will be supplied on application at the Office, where files may be seen of the Journals published in those countries.*

THE LONDON AND CHINA EXPRESS.

PUBLISHED on the departure of the Mails *via* Marseilles on the 10th, 17th, and 26th, contains a Summary of European, American, and General News; Commercial and Shipping Reports, and Special notices of Trade with the FAR EAST.

Subscription 5*l*s. per annum, including Postage. Export Supplement 12*s*. extra.

The London & China Telegraph.

LONDON, TUESDAY, FEB. 13, 1866.

FRANCE AND THE FAR EAST.

THE annual *expose* of the situation of the Empire, published, as usual, by the French Government at the commencement of the year, contains a few passages which demand a place in our columns. Under the head of Marine we find the following:—"The situation of affairs is so far improved in China that "we are not called upon to occupy ourselves with the defence "of European interests formerly so seriously threatened by the "Taipings. In Japan, since the events of Simonoseki, which "led, in 1864, to a new Convention with the TYCOON, our re-"lations have continued to improve. In presence of these facts, "our naval station there has been reduced to its ordinary propor-"tions. Cochin China sees our authority confirmed; calmness "and peace reign amid the population, which comprehends more "and more every day how valuable our authority is to all their "interests. The judicial service, organised by the decree of "the 25th July, 1864, was organised at Saigon in the month of "March last. Public instruction has been the object of con-"stant solicitude on the part of the local Government; at the "present moment the schools number twenty-four and the "pupils six hundred, to which must be added two hundred boys "and girls at the college of the Bishop of Adran. An agricul-"tural commission has been formed at Saigon. The maritime "movement as well as the coasting trade exhibit a constantly "growing increase; commerce, likewise, follows an upward "course; the financial situation improves every year, and the "public works proceed with activity."

The Imperial school of Oriental living languages has edited a grammar of the Javanese language, the first that has appeared in France. The Imperial Printing-office also announces the appearance of a Javanese grammar, by the Abbé Favre, but we presume that the two works are one and the same.

SILK IN FRANCE.

THE state of affairs at Lyons has undergone a great change; the quantity of raw silk taken into consumption has fallen off considerably during the past fortnight. During the week ending with the 27th January only 769 bales of silk were registered by the *Condition* office, the total weight being 54,138 kilogrammes, or 6,696 kilos. less than during the preceding week; last week, that ending Feb. 3, the quantity was still less, namely, 645 bales, weighing 44,703 kilos.; thus exhibiting a falling off of 9,500 kilos. as compared with the previous week, and of 12,000 kilos. as compared with the same week last year. No uneasiness is expressed at this change in the aspect of the market, for it is remembered that during the past two months the purchases have been very heavy; besides, the stock on hand is very much reduced, and holders demand heavier terms than manufacturers are willing at present to pay. Moreover, the French purchasers are naturally watching the English market with great interest; they declare that the late prices demanded for the silk from the Levant were far beyond the comparative value of the material, and trust that the fall which has taken place is only the commencement of a heavier one. The prices in England, of course, have a great influence on the French market; and while the stock keeps so low as it is at present in France that influence is all the more powerful. There is much said at Lyons about a judicious return to normal prices; but while no stock either of the raw material or of the manufactured article worth mentioning is in the warehouses, some people may probably be of opinion that the words judicious and normal are not quite in unison with the state of the market and the proposition for a reduction in the price.

THREE of the Satsuma officers who lately visited this country under the guidance of Mr. Holme, returned with that gentleman to Japan by the last mail. The remainder of the party (with the exception of the students who remain to study under Professor Williamson) will follow shortly.

A BLUE-BOOK has just been issued containing further commercial reports received from Her Majesty's Consuls in China for the year 1864. These were presented to both Houses of Parliament by Her Majesty's command on the opening of the present Session, and will be noticed in our next.

THE QUEEN'S SPEECH.

One of the clauses thus refers to Japan:—

"The negotiations which have been long pending in Japan, and which have been conducted with great ability by my Minister in that country, in conjunction with the representatives of my allies in Japan, have been brought to a conclusion which merits my entire approbation. The existing treaties have been ratified by the Mikado; it has been stipulated that the tariff shall be revised in a manner favourable to commerce, and that the indemnity due under the terms of the Convention of October, 1864, shall be punctually discharged."

PAPERS ON CHINA ORDERED.

Colonel NORTH: Correspondence which has taken place relative to the sickness and mortality in the 2nd Battalion of the 9th Regiment and 2nd Battalion of the 11th Regiment in China and Japan.

Colonel SYKES: Correspondence in the Colonial-office respecting the rendition by the acting Governor of Hong Kong, Mr. Mercer, to the Chinese authorities at Canton, of a person described in the public journals as the Mo-Wong, and his barbarous execution.

Naval and Military.

The military invalids brought on Feb. 3 from Hong Kong and the Cape of Good Hope in Messrs. Teighe and Smith's ship Gresham were disembarked and forwarded to the Royal Victoria Military Hospital at Netley. A board of officers, consisting of Rear-Admiral G. G. Wellesley, Colonel Shadwell, Adjutant Quartermaster-General, Dr. Innes, the principal medical officer of the S.W. district, and other officers, afterwards assembled on board the Gresham to inquire into the causes of the excessive rate of mortality which had prevailed among the troops during the voyage home, upwards of 40 men, women, and children having died on board since the vessel sailed from Hong Kong. The report of the Board was to the effect that the large number of deaths was solely attributable to the weak and sickly state of the troops at the time of embarkation at Hong Kong, the accommodation afforded to the troops on board the ship, the height between decks, and their thorough ventilation proving the Gresham to be a ship of unusual excellence for troop-carrying duties. The officers accompanying the troops on the voyage expressed themselves in terms of warm admiration of the conduct of the commander of the Gresham, Captain Brayley, and especially with the manner in which he endeavoured by every means in his power to anticipate the wants of the sick during the voyage.

In our last (says the *Army and Navy Gazette*) we mentioned several movements of regiments about to take place. The following may now be considered as settled. They in some respects modify, and in some add to, our information of last week, which otherwise remains correct:—The 2nd battalion 2nd Royals, Bermuda to England; 2nd battalion 3rd Buffs, Barbados to England; 2nd battalion 4th Regiment, Malta to Nova Scotia; 2nd battalion 11th, China to the Cape (not to Bengal, as previously arranged); 1st battalion 15th, New Brunswick to Bermuda; 2nd battalion 16th, Nova Scotia to Barbados; 1st battalion 22nd, Malta to New Brunswick; 1st battalion 25th, Canada to England. The change of destination of the 2nd battalion 11th to the Cape is commendable, considering how much the battalion has suffered in China. The change will render it necessary to send out one more regiment from home to India—probably the 5th Fusiliers—and one less to the Mediterranean. Hence it is probable that the 87th Fusiliers will not go abroad until 1867.

A letter has been published from General Guy, of Hong Kong, reporting on the general good conduct of the marines on board the *Conqueror*.

On the 8th inst. Admiral Seymour was entertained by the officers of the *Victory* as a farewell. Sir Michael will be succeeded by Admiral Sir Thomas Pasley next month.

The *Gazette* of last Friday notifies promotions in the Royal Engineers, consequent on the retirement on full pay of Colonel R. C. Moody, who receives the honorary rank of major-general. Lieutenant-Colonel Sampson Freeth becomes colonel, Captain Fitzroy Somerset lieutenant-colonel, and Second Captain and Brevet Lieutenant-Colonel Charles George Gordon, C.B., becomes captain.

NAVAL APPOINTMENTS.—Captain R. Dew, C.B., to the Royal Adelaide, additional, for service in the Lord Clyde. Lieutenants—Philip N. Tyrwhitt, to the Princess Royal, additional, for disposal; William F. L. Elwyn, to the Princess Royal. Master—John W. Reid, additional, to the Princess Royal. First-class Assistant Engineers—John Aitken and William Thomas, additional, to the Princess Royal. Engineers—Joseph Rothery, and William Ross, additional, to the Princess Royal.

ARMY APPOINTMENTS.—Lord Templetown will be succeeded by Major-General the Hon. Sir A. A. Spencer, K.C.B., who lately returned from the command of a division of the Madras army. Major-General F. W. Hamilton, C.B., now Vice-President of the Council of Military

Digitized by Google

Education, will, in all likelihood, succeed Major-General Walker, C.B., in command of the troops in Scotland, at the expiration of that officer's period of Staff service in April. It is probable that Major-General W. C. E. Napier, now commanding a brigade in Ireland, will succeed Major-General Hamilton as Vice-President of the Council of Military Education. Before his appointment to his present command, Major-General Napier was for some time commandant of the Staff College. As we led our readers to anticipate a fortnight ago, the post of Military Assistant at the War Office, in succession to Major-General Crofton, will be filled by Colonel Shadwell, Assistant-Quartermaster-General at Portsmouth. Colonel Shadwell was for a long time on Lord Clyde's Staff, served in China, India, and the Crimea, with distinction, and has the reputation of being an excellent man of business. The new appointment is made on the usual Staff scale of five years' tenure. Lieutenant C. Garsia, 1st battalion 11th Foot, has been appointed Aide-de-Camp to Major-General O'Grady Haley, C.B., commanding a division in Bengal.

JAPANESE SILK.

(To the Editor of the *London and China Telegraph.*)

SIR,—It is a fair subject of inquiry whether the Tycoon's Government itself is not concerned in the adulteration of silk bales, of which our merchants at Yokohama so bitterly complain, very mixed and inferior qualities making a large proportion in the deliveries to order. In China we know the supervision of business transactions with foreigners, so far as the strict fulfilment of contracts is concerned, is excessively loose, but in Japan every minutia of the trade, even to the recalling of produce on its way to the open ports, is held well in hand by the officials at Osaca, who persist in regulating trade transactions for political and other purposes. We have had abundant evidence of their endeavour to restrict exports as well as imports, and this making up of parcels of common kinds, ostensibly of fine silks, is, I apprehend, only another form of discouraging foreign purchasers, and so neutralising that greater freedom of intercourse which circumstances compel them to allow. This communication will answer its purpose of leading to some expression of opinion on the subject in your columns by merchants resident at Yokohama and other ports; and especially in calling the attention of Her Majesty's Envoy to the subject. In the revision of the treaty, we must *distinctly stipulate* for all that our present treaty rights *merely imply*. The Japanese by their cunning beat us in details, in the carrying out of articles not loosely but too comprehensively worded for the Japanese mind. For myself, I shall not complain of any length which the revised British treaty may assume. Brevity is the soul of wit, but I am doubtful of its efficiency in dealing with the Japanese mind.—Yours, &c., AN IMPORTER.

P.S.—In the present aspect of the cotton trade our merchants in Yokohama appear to be paying too high for medium and inferior cotton. Whilst the quotation for the best Maibash and Sinchu is $880 to $890, medium rises as high as $840 to $860, and inferior to $770 to $810 per picul. Even medium Ida is quoted at but $50 lower than the best Maibash and Sinchu. Koshio was much lower, but still too high.

East India Buildings, Feb. 5, 1866.

Continental Intelligence.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, FEB. 8.

Since a fortnight we are thrown into a ministerial crisis, which occurred on the most unexpected moment. The Cabinet—and in the first place our *premier* Mr. Thorbecke—enjoyed the majority of both the Chambers of the States General and the confidence of nearly the whole country. Without a vote of distrust, without the fact that one of the proposed bills was rejected, we at once heard that Messrs. Thorbecke and Olivier had asked for their dismission, while Messrs. Van de Putte and Cremers had placed their "portefeuilles" at the disposal of the King. I need not say that this fact caused the most painful impression throughout the country, while it was supposed that the Liberal system would fall with the eminent leader of the Liberal school. After some days had elapsed, the King charged Mr. Fransen van de Putte, a statesman of some two years, to compose a new cabinet, with the aid of Mr. Van Bosse, who afterwards declined. Every day has brought its rumours about those who would be invited to be members of the new Cabinet, but nothing can be said thereabout, with any security. In truth, all that we know is that we know nothing—not only about the new members, but also about the reason of the crisis. It is said—as I told you—that a difference of opinion had arisen between Mr. Thorbecke and Mr. Van de Putte, about the introduction of the *code penal* in India, but this rumour is generally distrusted, and in the first place by the Liberal papers. On the other hand, it is believed, that the fall of Thorbecke has been caused solely by the intrigues of Mr. Kappayue van de Cappellen and others. But, as I said to you, I cannot say what is the truth, and no paper can say it for me. This, however, is certain that it will bevery difficult for Mr. Fransen van de Putte to form a new Cabinet, and when formed no long life can be predicted for it. Our political condition just now bears considerable resemblance to the atmospheric phenomena experienced in tropical climates when a tornado or earthquake is about to bring trouble and alarm upon men, and the imminent cloud which hangs ominously in the political horizon of the new Cabinet is the Culture Bill, that being the turning point of the Ministerial policy.

A new Ministry has been formed, constituted as follows:—Colonies, M. Fransen van der Putte; Finance, M. Vanbosse; Interior, M. Geertsema; Foreign Affairs, M. Cremers; Justice, M. Picke; War, and *ad interim* Marine, M. Blanken. M. Thorbecke has been appointed Minister of State, and M. Olivier Commander of the Order of the Dutch Lion.

The last mail brought the news that the steamer *Platypus* was expected at Batavia, coming from Queensland, with the aim to make an inquiry for the steam line between Australia and Batavia. The *Java Bode*, which inserted this news, says:—"The interest which is shown as well in Australia as at Singapore differs singularly with the equivocal and indifferent words of our Minister of the Colonial Department." I believe now that I can give you the assurance that Mr. Fransen van de Putte will not grant the subsidy, of which I spoke in my last letter.

The Peruvian man-of-war *Independenzia* has been lying off Ter Neuzen, and was joined there by seventy Englishmen. As this ship, which was built in England, was obliged to leave that country, her appearance on our coast created some sensation at the Hague. The Minister of Foreign Affairs at once ordered that H.M. steam frigate *Adolf Herzog van Nassau* should start for Ter Neuzen, to watch the *Independenzia*, and to prevent international laws as well as the neutrality of our country from being violated. An inquiry, however, made by the Secretary-General of Foreign Affairs, led to the conviction that this ship was really a Peruvian man-of-wiar, and that there was no danger at all that our neutral position would be volated. The *Adolf*, however, will remain in the proximity of the *Independenzia* to prevent any difficulty.

Our Minister of the Marine Department, Mr. J. C. Huyssen van Kattendyke, after a severe illness of several weeks, died yesterday, at the age of 50 years. The country loses in him a great statesman. General Blanken, minister of the war department, is appointed *ad interim* to the department of marine.

An anti-Church, or rather anti-Christian, movement has been working here for some time past. I told you that one of our most eminent preachers, Dr. Pierson, had resigned as M.D. and published a *brochure*, in which he said that the "Church" was no longer a want of our age. He followed the example of Mr. Busken Huet, in resigning. Since Mr. Pierson left for Heidelberg, a paper war has been going on between the most learned of our clergy, and it is strange, but true, that still more of them have resigned. Every day our papers make mention of the fact that "*Domine*" X or Y solicits for a civil position—director, journalist, clerk, &c., and not unfrequently they return to college to study for the medical or legal profession. These are the first consequences of the new doctrine; what will be the final ones?

As soon as the Members of Parliament assemble, a bill will be introduced, by which it is proposed to abolish capital punishment. There is, however, still a very vehement opposition against the measure, which is much strengthened by the singular fact, that several years have elapsed without so many murders having been committed as have been perpetrated within the last few weeks.

Within a few days a new opera, "Aleida van Holland," music by our compatriot, Mr. W. F. Thooft, will be brought *en scene* in our theatre. It is said that it will be a very meritorious musical work.

De Tyd, our clerical paper, has gathered now 150 000f. in behalf of the Pope. It is not only the Dutch money which the Holy Father wants, he wants also our young men, who in large numbers engage themselves for the Papal army, in spite of the warnings that they never can return to their mother country as Dutchmen, while all those who serve foreign monarchs, without the consent of their king, lose their national rights.

The rinderpest still spreads itself more and more; the plague has attacked five provinces, viz.,—North Holland, South Holland, Utrecht, North Brabant and Zeeland. The official returns show that since the outbreak of the plague till the 3rd inst., 33,560 beasts were attacked, of which 10,580 died, 7,911 were slaughtered, 12,132 recovered, while the rest remained under treatment. The Government returns more and more to the system ordering the slaughter of the beasts which are attacked.

A general exposition of art and industry will be opened on the 17th of June till the 17th of October in the Crystal Palace in Amsterdam.

The *Kai-yoo-maru*, a fine steam frigate built for the Japanese Government by the Dutch Trading Company, is approaching completion, and is expected to leave for Japan about September next. She is about 2,400 tons measurement, 450-horse power, and will carry a battery of 26 heavy guns, most of them rifled. She is to be commanded for the outward voyage by Lieutenant Dinaux, and will have a crew of about 300 men. Seven Japanese officers intend returning to Holland in her. This vessel, by the time she reaches Japan, is expected to cost the Government about half a million of dollars. Among the passengers by the outgoing French mail is Dr. Gratama, who goes out in the service of the Japanese Government, as assistant to Dr. Bauduin, the Principal of the Imperial Medical School at Nagasaki.

COMMERCIAL.

COFFEE.—The market is very firm, and a large business doing. On the February auction of the Dutch Trading Company 85,862 bags Java will be offered; besides, the company mentioned that only 350,000 bags will be offered during the months, March to June, while in July no auction will be held. As the quantity offered this month consists chiefly of white sorts, there was in private hands much inquiry for green and other qualities. The following parcels were sold since our last report: 1,400 bags Java, ex Isis, at 43½c.; 1.200 bags ditto, ex ditto, at secret prices; 400 bags ditto, ex Alessa Augusta; 3,500 bags Padang, ex Caduceus, at 46c.; 1,500 bags Java, ex Harvest Home; 2,400 bags Java, ex Caduceus, at 45½c.; 769 bags ditto, ex Isis; 3,410 bags Java, ex Zephir, at 45c.; 2,000 bags Java, ex Kosmopoliet II. A still larger business would be done when holders did not decline to operate without an advance. Stock of the Trading Company, 320,000 bags, against 506,800 bags in 1865: on warrants, 63,409 bags, against 70,756 in 1865; private stock, 77,000 bags.

SUGAR.—The condition of the market is rather unaltered, and only

Digitized by Google

4,000 kr. were sold, high numbers Java mostly at ¼f. to ⅜f. above the November prices. The quotation for the low numbers, however, declined ¼f. to ⅜f.

TEA.—Without transactions: the market is inactive, the trade being occupied inspecting the parcels, which arrived per Yeavering Bell from Foo-chow foo, and which are to be offered in public auction on the 21st. The valuation of this cargo is as follows:—fine Kaisou Congo, 115 to 128c.; finest Kaisou Congo, 120 to 185c.; Superfine Kaisou Congo, 150 to 210c.; finest Kaisou Congo, 130 to 185c.; extra superfine Souchou, 225 to 230c.; superfine Souchou, 250 to 260c.; finest Souchou, 240 to 250c.; superfine flowery Pecco, 250c.; finest flowery Pecco, 220c.

RICE.—There is much want of stock, and in consequence the market is inactive. The second hand declines to operate without a considerable advance, but at this price there is no speculative inquiry.

SPICES.—There is only a trifling business doing, and the holders should willingly sell at a somewhat lower rate, but there is no demand besides for Mace, in consequence thereof the 47 chests imported per Caduceus were sold at very firm prices. Nutmegs: No. 1, 77c. to 78c. Stock Nutmegs: 1,075 casks. Mace: 626 casks. Cloves: 1,422 casks. Cinnamon: 1,716 fard. Pepper: 2,589c.

TOBACCO (JAVA LEAVES).—In waiting for the auctions, which will be held on the 13th, and on which are to be offered 2,936 bales, the market is inactive. The stock here consists of 3,282 p. Java.

MANILA SEGARS.—In the auction of the 31st Jan. the following quantities were sold:—400 m. 2a Cortados Cavite, 1865, partly sold at 37½f., the rest retired at 40f.; 230 m. 2a Cortados, 1864, partly sold at 35f., the rest bought in at 37f.; 350 m. 2a Cortados, 1865, partly sold at 35½f., and the rest retired at 37f.; 130 m. 2a Cortados Cavite, 1865, only 5,000 were sold at 37f., the remaining bought in at 40f. The market is very firm, notwithstanding the large stock.

COTTON.—The market closed dull, and a trifling business was doing.

HIDES.—The market was very active, and the following parcels were sold at firm prices:—1,321 p. Samarang buffalo (dam) at 26c. to 29c.; 200 p. buffalo ex Jedo, 293 p. ex Cadan, and 1,000 p. do. ex Caduceus.

INDIGO.—With a good demand, and all that was offered—90 ch. Java and 45 ch. Bengal—was sold at very firm prices; fine quality is willingly paid with 10c. to 15c. above valuation.

SAPAN-WOOD.—A considerable business was doing, and 8f. is willingly paid for sailing parcels. About 1,000 tons were sold last week.

TIN.—The market is very dull in consequence not only that the quotations of English tin decreased £5 on the London market, but also because it was known that the Trading Company will offer in auction on the 22nd of March 111,800 slabs. It is feared that prices will undergo a further decrease. 1,600 slabs were sold at 55⅜f. 900 slabs at 55½f., and 1,000 at 55f. Stock of the Trading Company 125,933 slabs against 108,598 in 1865.

ARRAC.—58 cases Batavia alcohol, and 32 casks Batavia ex Codan were sold.

COCOANUT OIL.—Without alteration or transactions.

DRUGS.—Camphor: Very firm; and with some transactions at advanced prices. Cubeben: In auction were sold 501c. (dam) from 42c. to 42½c. Gum Benzoin: 7 chests arrived per Caduceus were sold. Gum d'Amar: 4000 chests, ex Veritas, were sold. Gum Elasticum: Very firm; and fine 2A was sold in loco at 140f. Gutta Percha: 2,000 kilos. ex Caduceus were sold at secret prices. Vanilla: Very dull; to-morrow, 150 kilos Bourbon, and 50 kilos. Java are to be offered in auction.

RATTANS.—The transactions were of great importance, 1,558 bundles ex Aletta Augusta; 1,420b. ex Theodor Dell, and 4,800b. ex Veritas were sold,

MONEY.—The rate of discount is still unaltered and high, and the business on the stock market very unimportant, the quotation is rather nominal. 2½ per cent., Dutch, 61⅛; 3 per cent., 71⅜; 4 per cent., 95⅜; Trading Comp., 146½; Dutch Rh. railway, 132; Rotterdam Bank, 102½.

CHANGE.—London: 3 mo., f.1,165; 2 mo., f.1,173; short, f.1,186; Paris, 3 mo., f.4,650; 2 mo., f.4,670; short, f.4,710; Hambro, 3 mo., f.3,490; 2 mo., f.3,510; short, f.3545; Bremen, 3 mo., f.18,940; St. Petersburg, 3 mo., f.148.

PASSENGERS INWARD.

From JAVA: Per Prinses Amalia, Mrs. Prive and family, Wessels and family, Chomel and van Es; per Judea Packet, Mr. van Dyk and family; per Kortenaer, Mr. Sorilon and family; per Henrietta Gerardina Susanna, Mr. Lusnik and family.

ARRIVALS.—Jan. 23, at Texel, from Batavia, Prinses Amalia, Ann Forster; from Passaroeang, Lodore; 25, at Texel, from Batavia, India Packet; 27, at Brouwershaven, from Samarang, Wallaroo; 30, at Brouwershaven, from Passarveang, Dorothea; from Batavia, Kortenaer; 31, at Texel from Batavia, Stad Leiden; from Padang, Lady of the Lake; from Batavia, Henrietta Gerardina Suzanna, Burgomeester Hoffmann; at Texel, from Batavia, Ida Elizabeth, Verden; Feb. 3, at Brouwerhaven, from Batavia, Nieuwland; at Texel, from Batavia, Koophavel; from Macassar, Louise; 4, at Texel, from Batavia, Anna and Sophia, Estafette, Mentor, Stad Ensebede; 5, at Texel, from Java, Friesland; 6, at Brouwershaven, from Batavia, Tuisko; at Texel, from Tjelatjap, Jacoba and Anna.

DEPARTURES.—Jan. 31, from Brouwershaven, for Melbourne, Nieuwe Waterweg.

RUSSIA, GERMANY, &c.

(FROM OUR CORRESPONDENT.)

HAMBURG, FEB. 7.

I am now enabled to announce to your readers that the Austrian expedition to the Far East is at length fully decided on by the Council of Ministers, and only awaits formal confirmation on the part of the Emperor. Though as yet many of the details are not settled, the broad features of the plan agreed to are as follows:—The expedition is to be entirely of a diplomatic nature, and its object is to negotiate treaties of amity and commerce with China, Siam, and Japan. It will be placed under the command of Rear-Admiral Von Tegethof, who commanded the Austrian frigate *Schwartzenberg* in the action of the 9th of May, 1864, with a Danish squadron in the North Sea, off Heligoland, and who was promoted to his present rank for the gallantry he displayed on that occasion, though his seamanship has been called into question for permitting his ships, under steam, to allow the Danish squadron to come down and pour in a raking fire in succession, which occasioned the severe loss he suffered (116 killed and wounded out of a complement of 350 men), besides setting fire to the frigate's foretopmast and bowsprit, which obliged her to decline further fighting, and bear up for Cuxhaven to repair damages. That ship is now cruising in the Levant, still under the command of the same officer, who has been recalled by telegraph to fit out the vessel at the Imperial Arsenal at Pola for the approaching expedition, which is to start in March. The *Schwartzenberg* will be accompanied by the corvette *Archduke Frederick*, Captain Wipplinger, who will be placed under the orders of the Rear-Admiral. The latter vessel has been stationed in the North Sea ever since the war with Denmark, but is now on her way to the Adriatic, having also been recalled telegraphically. The diplomatic negotiations will be confided to the Chevalier Karl von Scherzer, the historian of the "Expedition of the Novara," who has been selected for the post by the Minister for Foreign Affairs, and for which he is in every respect eminently qualified. He will have under him a diplomatist from the Foreign Office, in the person of the Councillor of Legation Isfordink, a gentleman of experience, and well versed in the details of drawing up treaties. The ships are to be fitted out for two years' foreign service.

The circumstance that may be said to have led immediately to the decision being so suddenly taken is the official report lately sent in by Rear Admiral von Tegethof of his examination of the state of the Suez Canal and its prospects for the future; which report is of such a favourable nature as to demonstrate to the satisfaction of the Council of Ministers the importance of the opening of the canal for Austrian interests, and the necessity for being prepared in time to take advantage of it, or else the cream will be skimmed off by France and Italy, who are also in the field and taking active measures for securing at least their fair share of the anticipated enormous traffic that must take place by the new route to the Far East.

At Trieste the intelligence has been received with the greatest satisfaction and enthusiasm, as was to be expected, and already a prospectus is being prepared for the formation of a new company to run a line of steamers between that port and India, China, and Japan, to be ready to commence operations as soon as the Suez Canal is opened for the passage of large vessels.

The Russian journals seem untiring in their praises of the new telegraph tariff that came into operation on New Year's Day, laying particular stress on the fact that the greatest reduction in the charge is for telegrams to the more distant parts; thus a message to Irkutzk, which hitherto cost 10 roubles, can now be sent for 4 roubles, and to Kiachta 4½ roubles instead of 10½ roubles formerly.

At Altona the first Burgomaster is always a lawyer by profession, whilst the second is chosen from among the commercial and industrial community. The mercantile Burgomaster having resigned, Mr. W. Pustau, the China merchant, will in all probability be elected by his fellow-citizens to this post of confidence.

M. Alexis de Lentz, of the Russian Embassy at Peking, is promoted to the rank of Collegial Secretary, with Seniority to date from the 18th of August, 1865.

COMMERCIAL.

COFFEE.—Orders come in freely and give a lively tone to the market, whilst the deliveries continue satisfactory. Without being higher, prices are firm. Sales of the fortnight 27,000 bags. The imports in January were 5,800,000 lbs., against 6,600,000 lbs. in January last year, and 1,800,000 lbs. in 1864. Present stock 21,000,000 lbs., against 11,000,000 last year, and 7,000,000 in 1864.

SUGAR.—Holders being more disposed to sell submitted to a reduction of 4 to 8 sch. bco. per centner, without, however, creating much business. Among the sales were 5,000 bags of brown Manila at 17 mks. bco. In the refined market former prices could with difficulty be supported, and purchasers were rather shy.

RICE remains in the same quiet state, the values being steady.

SPICES.—There is an improved demand for Cassia Lignea, and higher prices are paid. Flores have also risen, and are likely to go up still further, as the stocks are very small. Ginger is firmer, and Pepper maintains its value.

SPELTER.—This market has been steadily improving since last mail. Nothing is now to be had under 15 mks. 12 sch.

SHIPPING.—ARRIVED.—*Pathfinder* from Macao, in 75 days from Anjer.

Literature.

A Treatise on the Nature and Cultivation of Coffee: With some Remarks on the Management and Purchase of Coffee Estates. By Arthur W. Lascelles, Managing Director Moyar Coffee Com-

Digitized by Google

pany (Limited). London: Sampson Low, Son, and Marston. —The author of the above work treats very ably of the effects of various elevations on the plant, but that part of the volume which will engage most attention is where he enters on the question of comparative outlay and returns. To reduce the expenditure is of course the great problem occupying the minds of planters, and the topic necessarily involves the consideration of the entire treatment of the plant and the ripened berry. Unquestionably there is much loss in existing processes, which more diffused experience will curtail. We notice in the *Colombo Observer* a letter pointing out the great loss on large estates from the neglect of planters, especially in wet weather, to separate promptly "tails" and "washings." As to the land, when needing a stimulant, the author advises a compost of coffee pulp, wood-ashes, and common salt, with thoroughly decomposed vegetable matter. The ordinary phosphate of lime sold in England is also recommended for the securance of continued fruitfulness. Other items connected with general cultivation, the condition in which the berry should be gathered, and the process of curing, are minutely adverted to, with the operations that succeed curing, and relate to preparation for export. To the influence of the system of cultivation adopted we are disposed to attach the very highest importance, and the author does not undervalue it. Mr. Lascelles affirms that as to quality—though opinions on this point differ—it is more influenced by cultivation than elevation. Adopting the analogies provided by the growth of cereals, we cannot well do otherwise than adopt the same conclusion; it is certainly indisputable that careful cultivation increases the crop. The author places the average selling price of coffee on parchment at Colombo, as on the coast of India, at 60s. per cwt., and charges for subsequent preparation and shipping at £5 per ton.

The emphasis which Mr. Lascelles places on the valuation of estates on the basis of an average of three or four years, shows his conviction that a very different principle has at times obtained. He would suspect a bumper crop as the result of very "extraordinary manuring and pruning." The warning as to the introduction of Coffee Companies by Financial Associations, who necessarily demand high commissions, and who are the first after a certain time to flood the market with the shares which make part of the price for the purchase of their influence, is applicable to all companies of an industrial character. But in view of the numerous Ceylon Coffee and even Tea Companies that are probably destined to make their appearance, and the fact that Financial Companies are active bidders for promotion of business, the warning is not without importance, coming as it does from one who has looked closely into the conditions of profitable cultivation, and who extends his survey of results beyond "the guarantee period" to the time when estates should return the full capital invested, together with handsome interest. It is possible that a property may, during the period of guarantee, yield, by a system of forced tillage injurious to the soil, a very high return, and as a consequence relapse into a condition requiring a heavy drain on capital to produce in future even average crops.

CHINA COTTON.—The *Railway, Banking and Commercial Almanack*, in speaking of the countries to which deficiency of cotton supplies in 1865 should be credited, remarks of China: "The latter country may be omitted from future calculations; it does not grow enough for its own consumption; what it has sent to Europe of late years has been forced hither by excessively high prices; and when that temporary stimulus is withdrawn, that temporary effect produced by it ceases,—added to which the ingenious varieties of fraud and adulteration for which our Chinese friends possess such an inherent talent, and which they have an opportunity of indulging without stint in preparing and packing cotton, have disgusted European customers who have generally determined to look elsewhere for what they require. We may add to the foregoing, that at present, prices both for China and Japan cotton are merely nominal; according to last official accounts the quantity at sea from India and China amounts to 136,000 bales."

KIDNAPPED BY A CHINAMAN. – The desire of the Chinese to adopt European children appears to be so stong as to lead them in some instances to break the law. Recently a Chinaman was arrested upon the criminal charge of stealing a child. The accused states that he has had the child in his possession for some time, and we can only say that it looks as if it had been well cared for. We have reason for expressing a desire that the case will be fully investigated. In connexion with this, we may state that the Chinese have a great inclination to adopt European male children to whom their cast of countenance may be pleasing. Instances are under our own knowledge where the Celestial has offered a good round sum in exchange for a child to whom he had taken a liking.—*Australian Paper.*

LOSS OF THE P. AND O. STEAMER "JEDDO," FROM HONG KONG TO BOMBAY.—The P. and O. Company have received the following telegram:—"The company's mail steamship *Jeddo* left Hong Kong on the 15th of January. She duly arrived at Point de Galle and landed there all her passengers, mails, and cargo for Europe, and proceeded for Bombay. On the night of the 2nd Feb. she ran on the Choul Kadu Shoal, about fifteen miles south of Bombay. She had on board two passengers only, 76 boxes of specie, and a general cargo from China. Two of the company's steamers were immediately sent to her assistance, and at the date of the latest telegram (5th) all mails, passengers, and specie, and 200 packages of cargo had been landed at Bombay; 700 packages of merchandise still on board, more or less damaged. The company's agent telegraphs, 'I do not think the ship can be saved.'"

Messrs. Scott and Co., Cartsdyke, launched the Ajax (ss), of 2,279 gross tonnage and 1,627 tons register, 309 feet long, 38 feet 8 inches beam, and 28 feet 4 inches depth of hold, for Mr. Alfred Holt, of Liverpool. This vessel forms one of the fleet of steamers which are intended to keep up a monthly line of communication between Liverpool and the Chinese ports *via* the Cape of Good Hope. The machinery, of 300 H.P., is constructed by the Greenock Foundry Company.

Monetary and Commercial.

The *Economist* says:—

The demand for silver for the East, to pay for cotton, is, according to the best authorities, likely to last for a month or so to come. After that, in all likelihood, the cotton payments will be provided for, and we may expect increased ease. But we must not even then expect great ease. Ordinary credit is sound. The revelations of the Joint-Stock Discount Company and other such companies are disastrous to those concerned, but they have no diffused effect. The public at large never heard of them; their momentary success was known only within a small circle, and their present disasters will spread dismay within that circle only. There are no signs of a collapse in industry—not even of a mitigated and minor collapse such as we had last year, far less of such a collapse as in the spring of 1848 or 1858. And till that happens—so long as trade continues as vigorous as now—the value of money will continue as now. To some extent, it is said, the high rates of interest have checked transactions, but we are not inclined to believe they have done so to a great extent.

The telegram from Hong Kong of the mails of the 15th January arrived on the 31st, which is the quickest time, we believe, on record.

The Hindustan, China and Japan Bank has complied with the standing orders in respect to its Bill for the reduction of the nominal amount of shares to be brought forward this session. The Bill passed the Examiners on the 30th ult.

The biddings for £350,000 in bills on India took place at the Bank of England. The proportions allotted were—to Calcutta, £244,100; to Madras, £5,900; and to Bombay, £87,200. The *minimum* price was as before, 1s. 11½d. on Calcutta and Madras, and 1s. 11¾d. on Bombay. Tenders on Calcutta and Madras at 2s. will receive about 85 per cent., and on Bombay at 2s. 0¼d. in full; above these prices in full. A slight increase is thus shown in the demand for means of remittance to Calcutta, and a diminution as regards Bombay.

It has been decided to adopt a memorial to Government praying for the continuation of the present P. and O. line between Suez and Mauritius.

At a meeting of the Telegraph to India Company, the following statement was made:—

The directors report the due payment by the lessees of the Egyptian line of £1,250 for the half-year ending 31st December, 1865, out of which they recommend that a dividend be paid at the rate of 5 per cent. per annum free of income-tax. The directors express their hope and expectation that the important object for which the company was formed, viz., to secure an independent and alternative line between Great Britain and India, may be accomplished at an early period. They learn with satisfaction that the receipts of the Persian Gulf line, with all its imperfections in the transmission of messages through the several intervening States of Europe, yield upon the expenditure of £400,000 a percentage far exceeding the most sanguine expectations. They are confident that the experience obtained may now be made use of, so as to render the laying and maintenance of a properly constructed cable a matter of certainty, and that it is only a question of time. The directors have always urged upon the Government the imperative necessity for alternative lines, to provide against those contingencies which cannot be avoided, and they regard the Red Sea line as offering advantages in all respects far superior to any other, from its sectional short lengths and the commercial importance and returns of the line when opened.

The following is an outline of the service to be run from Liverpool to China by Mr. Alfred Holt, of Liverpool. Particulars of the vessels will be found amongst our Ship advertisements.

OUTWARDS.—To proceed direct to Mauritius, calling there for a few hours only, to land and receive specie, parcels, and passengers only;

Thence to Penang, where the stay will probably be about 36 hours;
" Singapore, staying about 3 days;
" Hong Kong, " 4 "
" Shanghai, where the voyage will end.

The length of voyage from Liverpool to each of the above ports (including detention in ports) is expected to be:—

To Mauritius	39	days;
" Penang	54	"
" Singapore	57	"
" Hong Kong	66	"
" Shanghai	76	"

HOMEWARDS.—The same route will be taken, and in addition, a call of 5 or 6 days will be made at Foo-choo-Foo; and the call at Mauritius will be lengthened to about 2 days.

The length of the homeward voyage to England is therefore expected to be (including detention in ports):—

Digitized by Google

From	Shanghai	77	days.
,,	Foo-choo-Foo	69	,,
,,	Hong Kong	65	,,
,,	Singapore	57	,,
,,	Penang	54	,,
,,	Mauritius	38	,,

Additions to these ports of call may be made from time to time; but if done, care will be taken to avoid any material lengthening of the voyage.

FREIGHT.—Outwards: £6, and 10 per cent. per ton of 40 cubic feet.

FREIGHT.—Homewards: The rate will vary according to sailing vessel rates. The intention being to ask a small advance on these.

All the steamers have been built on the Clyde; they are of full power; and will steam the whole passage, both out and home. The rates of passage money will be about three-fourths of those charged by the Overland Route.

BANK AND MISCELLANEOUS SHARES.

Shares.	Joint Stock Banks.	Paid.	Closing Prices.	Prices Jan. 26.
£20	Asiatic Bank Corporation, new shares	£10	20 to 23	20 to 22
50	Agra and Masterman's	25	54 to 56	54 to 56
20	Chartered Bank of India, Australia, and China	All	22½ to 23½	22½ to 23½
25	Chartered Merc. of India and China	All	44 to 46	45 to 46
25	Commercial of India and the East	All	27 to 29	27 to 29
20	Eastern Exchange	5	1½ to ¾ dis.	1½ to ¾ dis.
50	London Joint Stock	15	47 to 48xd.	47 to 49
100	London and Westminster	20	94 to 96xd.	95 to 97
25	Oriental Bank Corporation	All	50 to 52	50 to 52
50	Union of London	15	52 to 54	51 to 52xd.
100	Hindustan, China, and Japan	25	17 to 19	17 to 19
100	Do. Issued at 2 pm.	25	17 to 19	17 to 19
100	Do. New	25	17 to 19	17 to 19
20	Scinde, Punjab, and Delhi	10	4¼ to 3½dis.	4¼ to 3½dis.
25	Bank of Egypt	All	32 to 34	32 to 34
100	Bank of London	50	138 to 141xd.	145 to 150
20	Land Mortgage Bank of India	4	par to ¼pm.	par to ¼pm.
	MISCELLANEOUS.			
10	Mediterranean Extension Telegraph	All	3 to 4	3 to 4
50	P. and O. Steam Company	All	70 to 72	70 to 72
50	Do. New	35	14 to 16pm.	15 to 17pm.
20	China Steamship & Labuan Coal Co	9	7½ to 6½ dis.	7 to 6 dis.
5	Bombay Gas	All	5⅝ to 5⅝	5⅝ to 5⅝
10	Hong Kong Gas	All	1¾ to 2¼ pm.	1¾ to 2¼ pm.
5	Singapore Gas	5	par	—
20	E. I. Irrigation and Canal	12	5 to 4 dis.	4½ to 3½ dis.
20	Madras Irrigation and Canal	All	17 to 18	17 to 18
5	Oriental Gas	All	5⅜ to 5⅜	5⅜ to 5⅜
10	O. Inland Steam	All	1 to 2	1 to 2
100	West India Steam Company	60	109 to 111	107 to 110
—	Ceylon Deb., Nov. 1868, 6 per cent.	100	101 to 103	101 to 103
—	Do. Do. 1878	100	106 to 108	106 to 108
20	Ceylon Company	7	2 to 3 pm.	2 to 3 pm.
20	Do. A shares	2	¼ to 1 pm.	¼ to ¼ pm.
10	Ceylon Coffee Estates Co.	10	10¼	—
20	International Finance Society	5	par to ¼pm.xd	¼ to ¼ pm.
20	General Credit & Finance Company	4	1¼ to 1⅜ pm.	1⅜ to 1⅜ pm.
20	Egyptian Com. & Trading Company	6	1¼ to ¼ dis.	1¼ to 1¼ dis.
20	Société Financiére d'Egypte	10	5 to 4 dis:	5 to 4 dis.
10	Upper Assam Tea	4¼	par to 1 pm.	par to 1 pm.
10	Do.	All	11 to 13	12 to 14
50	Overend, Gurney, and Co.	15	3¾ to 4 pm.	5 to 5 pm.

MANCHESTER MARKETS.

The market rules in favor of buyers. The following are the quotations:—Grey Shirtings, 7 lb., 14s. 9d. to 15s.; 9 lb., 21s. Cotton Yarn, Nos. 16-24, 2s. 1d. to 2s. 2d.

ARTICLES OF IMPORT.

TEA.—There has been a moderate amount of business passing during the last fortnight, the comparatively cheap prices at which the Teas from recent arrivals have been offered, have induced both the Trade and Exporters to buy to a fair extent, and latterly there has been a slight improvement in the blackish-leaf kinds, ranging from 1s. 9d. to 2s. per lb. The Public Sales have also passed off with fair spirit at fully former prices. Low and dusty kinds of Congou have been in fair demand at former prices. Fair to good common have recovered the decline of ½d. per lb. last quoted. Fair to good flavory kinds, of old Import, show no further change; those of new Import have sold rather more readily at the decline lately established. Fine to finest show no alteration, business in them being limited. Common to fair black-leaf kinds, of old Import, have again sold about ½d. per lb. lower; the recent arrivals of this class, have been difficult of sale; medium to good qualities have been taken to ome extent at from 1s. 7d. to 2s. per lb., the later sales showing some slight improvement; fine to finest remain much as before. The new Canton-make kinds show no great variation. In Oolongs there has been a fair business doing, there having been a few purchases for Export, and prices are fully maintained. In Souchongs there have been sales made at rather lower prices. Flowery Pekoes show no material change. In Scented Teas business has been to a fair extent, prices showing but little alteration, the fresh arrivals having been moderate. In Uncolcured Japans the sales made have been on a par with the decline established in the publie sale quoted in our last. In Green Teas there has been a small business, the late arrivals having as yet only been partially placed on the market; prices, however, are firmly maintained, in the prospect of the spring demand for export to Canada. Hysons have not been so readily saleable. In Canton Greens there is no material change, but the commoner kinds are not easy of sale. The stock in the United Kingdom on the 31st ult. was estimated at 83.000,000 lbs. against 94,200.000 lbs. last year, and the quantity afloat at 47.717,903 lbs., against 42,285,220 lbs.

SILK.—The state of the silk trade is thus referred to in the circular of Durant and Co.:—We have to report a very quiet market. The deliveries of last month were very favourable, larger than for many previous months, marking that consumption is progressing on the fullest scale of recent times, and we bear of no present disposition to reduce, although the deliveries this last week have been small, but there is an evident determination on the part of all consumers both here and on the Continent to work down their stocks, and to be light during the critical months of April and May; hence transactions almost from the commencement of the year have been upon a very limited scale. The stock of China silk begins to show diminution, and this diminution will in all probability become greater month by month. Of Japan silk the stock is very small, especially if we deduct some 700 bales of comparatively unusable classes. Bengal silk shares in the general quiet. The next periodical public sales are fixed to commence on the 21st inst."

COTTON.—In the week closing on Friday, February 2, there was a decline in prices on the spot of 1d. on Western Madras, and 1¼d. on Tinnivelly and Salem. On Monday, the 5th, the demand revived, and has continued without intermission throughout the week at gradually hardening rates, the advance since the 2nd being fully ¼d. per lb. on Tinnivelly and ¼d. to. ½d. on Western Madras. Sales to arrive 3,000 bales Tinnivelly at 14½d. to 15½d. from January to September, closing at 15½d. for December, guaranteed good fair. The quotation for Tinnivelly is from 12d. ordinary to middling, to 16d. for good to fine. No sales of China or Japan to report, the stock in London on the 8th inst. being only 321 bales. Middling Orleans is quoted in Liverpool at 19½d., and fair Dhollerah at 16¼d. per lb.

SUGAR.—The market has continued extremely flat since our last advices, and prices are 1s. per cwt. below those of the 26th of January. 4,000 bags muscovado Manila were sold this week at 28s. per cwt.

COFFEE.—Prices remain without alteration. At public sale. this week 680 casks, 800 barrels and bags Plantation Ceylon went off with a fair competition, fine ordinary mixed to low middling 73s. to 82s. 907 bags Native were likewise sold at steady rates, good to fine ordinary 68s. to 70s. 6d Privately, 170 casks of inferior quality have been placed at 56s. to 57s. 6d. 1.537 bags Manila and 152 bags Malabar, at auction, being held for stiff prices were withdrawn.

RICE.—This market continues in a very stagnant condition. Of 3,680 bags Bengal, in auction, on the 9th, 2,450 bags were realized at a decline of 6d. per cwt. on the last sales, ordinary mixed to fair Dacca grain 12s. to 13s., low and low middling broken white 12s. to 12s. 3d.; 2000 bags Arracan were bought in. Privately, 5,000 bags good Nakrenzie are reported sold at 10s. 7½d. cash, which is again cheaper, and business is supposed to have been done for arrival at 10s. to 10s. 3d. Continental terms.

RUM.—A small parcel of Penang has been sold at 1s. 5½d., with 60 hhds. extra quality at 1s. 6½d. per proof gallon.

CAMPHOR.—1s 5s. per cwt. dearer on the average. Considerable business has been done in both descriptions up to our higher quotations of £6 for China, and £6. 2s. 6d. for Japan, and the market remains perfectly firm.

CASSIA LIGNEA.—Rather dearer, with limited trade privately: no auctions. Buds: Retail business at £11 per cwt.

CINNAMON (CEYLON).—The recent quarterly sales went off well at par to 3d. per lb. decline upon the last quarterly sales, the greatest reduction being in the good and fine first quality. 2,136 bales nearly all found buyers; 438 bales 1st sort 2s. to 2s. 10d., with superior at 3s. to 3s. 4d.; 1,034 bales 2nd, 1s. 9d. to 2s. 9d; 505 bales 3rd 1s. 8d. to 2s. 4d.; 159 bales 4th and Jungle 1s. 4d. to 1s. 9d.

COCOANUT OIL.—This market has been very inactive, and prices have gone back 10s. to 20s. per ton, with very limited trade. 60 casks Cochin, 76 casks Ceylon, 59 casks Sydney, and 28 casks Madras at auction.

DRUGS.—Cubebs: Nothing of any importance doing. Dragon's Blood: Steady; of 16 cases at auction two sold at £11 per cwt. for very good lump, and £7 17s. 6d. fair. Galangal Root: Steady; and of 270 bags at auction three-fourths sold at 13s. per cwt. for fair. Rhubarb: In increased demand, and dearer; and 192 boxes at auction mostly sold at 7s. 6d. to 7s. 8d. per lb. for fair flat, and 6s. 11d. to 7s round, and 3s. to 5s. 4d. ordinary to middling.

GUMS.—Benjamin: Quiet; and of 20 cases Sumatra at auction only one-fourth sold, at £12 5s. to £12 10s. per cwt. for fair second quality. Damar: Continues steady; and of 175 cases at auction one-fourth sold at 55s. to 58s. per cwt. for fair to good picked. Gamboge: Scarce, firm, and enquired for.

GUTTA PERCHA.—Moderate business privately, upon former terms, for reboiled. 85 baskets and 26 tons at auction retired.

HEMP (MANILA).—Limited business done privately on current roping at £45 to £46 per ton.

HIDES.—Prices have declined ¼d. to ½d. per lb., 3,700 Singapore and Penang Buffalo offered, 1,123 sold at from 4⅜d. to 5d. per lb.. 623 Manila Buffalo offered and sold, 1st heavy 4½d. per lb., 2nd heavy, 3¾d. per lb.; light, 3½d. per lb.

OILS.—Anniseed: Speculation has gone on, and large business has again been done on the spot and for arrival up to 9s. 3d. to 9s. 4d. per lb. on the spot, and 9s. 9d. for arrival. Cassia: Is again rather dearer; 20 cases at auction sold at 7s. 10d. per lb., and subsequently at 8s. and for arrival 8s. 1½d., upon which terms the oil remains firm. Cinnamon: Very firm; 3 cases sold at auction at 3s. 4d. to 3s. 8d. per oz. for good. Citronelle: Is dearer; 23 cases at auction sold at 4d. to 4½d. per oz.

PEPPER.—Black: Is the turn dearer; considerable business done in Sumatra and Penang up to 3½d. per lb. for the former, and 3½d. the latter. 1,287 bags Singapore at auction retired; 1,174 bags Penang sold at 3⅜d. to 3½d.; and of 600 bags Tellicherry, a few sold as 3¾d. to 3⅞d. White: Firm; and 100 bags Singapore, and 50 bags Penang at auction, sold at 5⅞d. to 6⅛d. per lb. for fair to very good.

SPICES.—Cloves: Nothing doing in Penang and Amboyna. Zanzibar very firm; 912 bags sold at auction at 3¼d. to 3⅜d. per lb. for fair. Mace: Steady; of 10 cases Penang at auction half sold at 1s. 3d. to 1s. 7d. per lb. for ordinary to middling reddish. Nutmegs: Not any auctions have been held; good business has been done privately at an advance of fully 1d. per lb.

SAGO.—Quiet; 938 boxes at auction mostly sold at 18s. 6d. to 19s. per cwt. for middling medium. Flour: Nothing of any consequence doing.

TOBACCO.—Manila Cheroots and Segars: The late imports have proved too heavy for general purposes; for Segars there is a good demand. Manila Leaf: Prices rather firmer, especially for the better classes. Japan:

Digitized by Google

A parcel of this growth is expected shortly. Java: Anything reasonable in price suitable to the requirements of the trade has found buyers; but musty, heated, badly feathered tobacco, though offered at prices ruinous for the shippers, remains neglected. Quotations—Java, 5½d. to 13d.; Manila, 6d. to 3s.; Japan, 4½d. to 8½d.; Manila Cheroots, 7s. to 8s.

TERRA JAPONICA.—Cutch Pegue: Steady; of 722 bags at auction, half sold at 30s. to 30s. 6d. per cwt. for good. Gambier: Flat, and the turn cheaper; of 830 bales at auction, half sold at 20s. 9d. to 21s. per cwt. for fair.

MISCELLANEOUS.—Blacklead: Steady; of 561 barrels at auction two-thirds sold at 12s. to 14s. 6d. cwt. for middling lump, and 7s. to 7s. 6d. dust. Galls: All kinds in better supply, and market flat and drooping. 178 bales Turkey at auction all retired; and 136 boxes Japan sold at 61s. to 61s. 6d. per cwt. for good. Ebony Wood: Firm; 19 tons Ceylon at auction sold at £9. 7s. 6d. to £9. 12s. 6d. per ton. Musk: Firm; 128 caddies Tonquin at auction sold at 38s. per oz. for fine picked, 24s. to 29s. 6d. middling to fair, and 15s. 6d. to 20s. pickings. 2 tins grain retired. Rattans: Very flat; and of 37,428 bundles Singapore, and 7,348 bundles Penang at auction, a few only sold at 3s. to 5s. 6d. per 100. Sapan-Wood; Manila dearer; 30 tons sold at auction at £15. 10s. to £16. 10s. per ton. Mother o'Pearl Shells: Dearer: 50 cases Manila sold at auction at £6. to £6. 2s. 6d. per cwt. Star Anniseeds: Remain scarce: sales of recent arrival are reported at £7. 10s. per cwt. Sticklac (Siam).—Quiet: 77 cases at auction retired. Vermilion: Very scarce and dear; 3 boxes at auction sold at 3s. 10d. per lb.; subsequently retail sales effected at 4s.

ARTICLES OF EXPORT.

IRON.—The quotations in London are for Welsh bars, £7 to £7. 5s.; nail rod, £8. 10s. to £9; hoops, £9. 15s. to £10; sheets, single, £10. 10s. to £10. 15s.; Staffordshire bars, £8. 10s. to £9. 5s.; rails, £7.

STEEL.—Swedish keg, £15. 10s. to £16.

COPPER.—Sheet and Sheathing, £101 to £103 per ton; yellow metal, 8¼d. to 9d. per lb.

TIN.—£95 for block; £96 for common bars. Tin plates, best charcoal, I.C. 34s. to 35s.

LEAD, &c.—English pig, W.B., £22. 5s.; shot, patent, £24. 5s.; sheet, £22. 5s. to £22. 10s.; spelter, £23 to £23. 10s.; zinc, English sheet, £30; quicksilver, £8.

The following is from the Circular of Messrs. French and Smith:—The course of business in the Metal Market the past month has been very irregular, which must be attributed to the uncertainty generally felt as to the prospects of the Money Market. The demand for shipment has been light, while consumers purchase only for their immediate wants. Iron: Welsh and Staffordshire makers are fairly supplied with orders. Scotch Pig Iron has been very unsteady, the speculators for a rise having allowed the market to go back 6s. 3d. On the 29th, since which it has rallied and closes at 68s. being to-day's quotation. It is well understood, however, that the stock on warrants has largely increased during the month. Copper: After the reduction of the 22nd ulto. of £5 per ton, many transactions were reported, and large sales of English were made to French houses. The market, however, is not active for immediate delivery, and orders for manufactured are very scarce. Fine foreign copper is firm, Burra, £98. Kapunda, £99 to £100. Chili, £91. Tin: The large stocks Banca and Straits weigh so heavily on the market, that the price has gradually receded to, Banca £92 10s., Straits £90. In consequence the English smelters were compelled to reduce the price of English £5 per ton on the 2nd instant, but this reduction is not sufficient as foreign is still much cheaper than English. The quantity of Straits Tin afloat for Europe is about 1,378 tons, against 1,171 in 1865, and 780 tons in 1864. Tin Plates: The makers continue well employed at full prices. The shipments last month were 95,000 boxes, against 62,000 boxes in January, 1865. Lead: During the month of January, the transactions were but small, and, in consequence, prices are a little easier.—We quote, W. B. £22 5s. L. B. and Co., and similar brands £21 5s. Spelter is dull, and price about £23. The stock in London, 31st ult. was 6,241 tons, against 10,344 tons last year. In other metals no alteration.

Shipping Intelligence.

ARRIVALS.

Date.	At	From	Ship.	Captain.
Jan. 17	New York	Foo-chow-Foo	Glenaros	Buckham.
— 17	Do.	Singapore	Earl of Shaftesbury	Kromann.
— 17	Do.	Yokohama	Surprise	
— 31	Texel	Batavia	Ida Elisabeth	Dooren.
— 31	Do.	Samarang	Vreden	Kopperman.
Dec. 18	Monte Video	Hong Kong	Kate Carnie	
Feb. 3	London	Shanghai	Statesman	Marshall.
— 3	Do.	Do.	*Wild Deer	Cobb.
— 4	Deal	Penang	Napier	Petherbridge.
— 4	Do.	Colombo	Reform	Turnbull.
—	Do.	China	*Helen Nicholson	Halliday.
— 5	Do.	Do.	Polmaise	Butler.
— 5	Do.	Do.	Dartmouth	Davis.
Jan. 21	New York	Canton	Panama	Soule.
Feb. 5	London	Colombo	Lizzie Scott	West.
— 3	Brouwershaven	Batavia	Niluwland	Pot.
— 6	Deal	China	Bengal	
— 3	Texel	Batavia	Koophandel	Mool.
— 3	Do.	Macassar	Louise	Hansen.
— 4	Do.	Batavia	Stad Enschede	Kretschmer.
— 4	Do.	Do.	Mentor	Butenuth.
— 4	Do.	Do.	Estafette	Oepkes.
—	Scilly	Foo-chow-Foo	Hydra	Breckwoldt.
— 7	Deal	China	Agra	
— 4	Texel	Passaroeang	Anna Sophia	Hockstra.
— 5	Do.	Java	Friesland	Sipkes.
— 7	Deal	China	Philip Nelson	Nelson.
— 7	Do.	Do.	Aurora Australis	
— 7	Do.	Colombo	Carausius	Baird.
— 6	Off Dungeness	Tjilatjap	Jacob and Anna	
— 6	Brouwershaven	Batavia	Tuisko	Dannemann.
Jan.—	New York	Canton	Sea Serpent	
—	Do.	Foo-chow-Foo	Douglas Castle	
Feb. 8	Falmouth	Penang	Adelaide	

* Ninety-eight days into dock.

DEPARTURES.

Date.	From	For	Ship.	Captain.
Feb. 2	Do.	Yokohama	James Longton	Millard.
— 3	London	Hong Kong & Canton	Dunmail	Thompson.
— 2	Clyde	Shanghai	Jhon R, Worcester	Brown.
—	Shields	Do.	Faders Minde	Olsen.
—	Do.	Batavia	Celebes	Teppema.
— 7	London	Cardiff & Shanghai	Burmah	Clark.
— 7	Do.	S'derland & Shanghai	Beautiful Star	Catto.
— 8	Do.	Batavia & Sourabaya	Zephyros	Jepsen.

(*See Commercial Postscript.*)

LOADING.

At LONDON.—For Yokohama: Isles of the South, Lorton, Eleanor For Shanghai: Westminster, Fi Wan, Dunkeld, Art Union, Helen Nicholson, Polmaise, Dartmouth. For Hong Kong: Kelso. For Hong Kong and Canton: Mary Nicholson, Scawfell, Melbrek, Ellen Rodger, Hotspur. For Singapore: Eastern Star. For Singapore and Penang: Frederica. For Batavia and Sourabaya: Peter Rohland. For Colombo: Whinfell, Blue Jacket. For Simon Bay and Trincomalee, Brothers.

At LIVERPOOL.—For Yokohama: Recife. For Shanghai: Vigil, John Paul. For Hong Kong: Addison, Ceylon. For Hong Kong and Canton: Veronica. For Singapore: Bolivia, Henry Ellis, Chili, Earl of Chester. For Batavia, Samarang and Sourabaya: Dagmar. For Batavia and Sourabaya: Triton. For Manila: Eulalia, Espana. For Galle: Simoon, Susan Pardew.

At GLASGOW.—For Singapore and Penang; Huntly Castle.

SPOKEN.

STAD DELFT, Rotterdam to Batavia, Jan. 2, 6 N., 21 W.
AREATA (?), Batavia to Amsterdam, 48 days out, Dec. 6, 28 S., 8 E.
SILVER CRAIG, Batavia to Boston, Dec. 3.
CATHARINA, Hamburg to Shanghai, Dec. 2, 25 N., 27 W.
CHRYSOLITE, Hong Kong to London, Nov. 21, 18 S., 104 E.
MADURA, Batavia to Rotterdam, Dec. 29, 13 S., 9 W.
SCHWINGE, Batavia to Rotterdam, Jan 8.
JOHAN, Batavia to Rotterdam, Dec. 8, 35 S., 27 E.
A. GRANT, Batavia to Amsterdam, Dec. 14, 28 S., 10 E.
GUINEVERE, London to Shanghai, Jan. 1, 4 N., 24 W.
LINDO, Batavia to Amsterdam, Jan. 29, 14 W.
TAITSING, London to Hong Kong, 34 days out, Dec. 5, 26 S., 23 W.
GLENCAIRN, from Shanghai, Nov. 19, off Anjer Point.
BANIAN (?), Penang to London, Nov. 23, 7 S., 105 E.
TAMERLANE, Canton to London, Dec. 8, 28 S., 54 E.
FREDERICK, Batavia to Amsterdam, Dec. 19, 35 S., 24 E.
CHS. RUSSELL, from Batavia, Dec. 11.
GLOUCESTERSHIRE, Manila to Liverpool, Nov. 28, 25 S., 58 E.
HERALD, from Macao, Dec. 3, 28 S., 47 E.
CONSTANCE, Hong Kong to London, Dec. 9, 34 S., 20 E.
JAPAN, Amoy to New York, Dec. 14, 30 S., 40 E.
JANE WATT (?), Foochow to London, Dec. 16, 30 S., 45 E.
MADURA, Samarang to Rotterdam, Dec. 1, 35 S., 19 W.
IRON CROWN, Shanghai to London, Dec. 20, 23 S., 2 E.
BURGERMEESTER HOFFMANN, Batavia to Rotterdam, Jan. 14, 32 N., 24 W.
No. 6289, 3RD D.P., Hong Kong to New York, Oct. 5, 12 N., 110 E.

FREIGHTS AND CHARTERS.

Partially owing to the unsettled state of the weather and the continued high rate of discount, the shipping market is somewhat duller, and rates in outward freights are a little easier.

Current Rates of Freight for Vessels on the Berth:—To Yokohama: 50s. weight, 40s. to 50s. meast. To Nagasaki: The same. To Shanghai: 40s. weight, 30s. to 35s. meast. To Hong Kong: 40s. weight, 30s. meast. To Singapore: 30s. weight or measurement. To Penang: 40s. weight or measurement. To Ceylon: 40s. weight, 20s. measurement.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per Keel. For Batavia: £26. 10s. For Hong Kong: £50. For Galle: £42. For Singapore: £42. For Shanghai: £60. From Newport, Cardiff or Swansea, per ton. For Hong Kong: £2. 8s. For Manila: £1. 15s. For Galle: £2. 2s. 6d. For Singapore: £2. For Shanghai: £2. 16s.

The Admiralty have invited tenders for the conveyance of 16 tons naval stores from the River Thames to Colombo, and of 6 officers, including a medical officer, 1 lady, 1 child, 3 staff-serjeants, 102 men, 18 women and 18 children to Hong Kong, and have engaged freight for stores in the Melbrek for Hong Kong, and the Brothers for Trincomalee, the tenders for the conveyance of about 4 officers, 1 lady, 1 child, 38 men, 6 women, and 5 children from Kingstown or Queenstown to Japan have been rejected.

The Hotspur has been chartered by the P. and O. Company in addition to the Agincourt, to convey boilers, stores and coals, to Hong Kong.

CASUALTIES.

The Harkaway, Simkins, for Batavia, which put back into Milford, 31 Jan., still makes water, and has run up the river on the mud in shelter, to free a few feet for the purpose of further examination, and to endeavour to stop the leak, if possible, without discharging.

The Earl of Shaftesbury, Kromann, which arrived at New York, Jan. 17, from Singapore, had met with very heavy weather, during which she had her bulwarks stove, and damaged her rudder.

The Hydra, Breckwoldt, from Foo-chow-foo, has been towed into Scilly with loss of two anchors and chains and fore and main masts cut away, having got in among the rocks on the night of the 5th Feb., she however, makes no water.

The Chalgrove, from Liverpool for Shanghai, put into Queenstown, Feb. 5, with deckhouse smashed.

The Koophandel, Mooi, from Batavia, which arrived at Amsterdam, 3rd Feb., had broken her foremast.

Digitized by Google

MONT CENIS RAILWAY COMPANY (Limited).

Share Capital £250,000, with power to borrow £125,000 on Bonds bearing 7 per cent. interest.

Issue of Share Capital £250,000, in 12,500 Shares of £20 each.

£1 payable on application; £3 on allotment; residue in Calls of £4, at intervals of not less than Three Months.

PRESIDENT.
The Duke of SUTHERLAND, K.G.
CHAIRMAN.
Sir JAMES HUDSON, G.C.B.
DIRECTORS.
Thos. Brassey, Esq., 4, Great George-street, S.W.
Duke of Vallombrosa, Cannes, France.
Lord Abinger, Eccleston-square, S.W.
Sir M. Peto, Bart., M.P., 9, Great George-street, S.W.
Sir Robert Dallas, Bart., 52, Rutland-gate, S.W.
Edward Blount, Esq., 3, Rue de la Paix, Paris.
Jervoise Smith, Esq., 47, Belgrave-square.
T. R. Crampton, Esq., 12, Great George-street, S.W.
W. B. Buddicom, Esq., Pembedw, Flintshire.
Alex. Brogden, Esq., Ulverstone.
John B. Fell, Esq., Spark-bridge, Ulverstone.
BANKERS.
Messrs. Smith, Payne and Smiths, 1, Lombard-street, London.
Union Bank, Liverpool.
Messrs. E. Blount and Co., Paris.
The Credit Genevois, Geneva.
Messrs. French and Co., Florence.
ENGINEER.
James Brunlees, Esq.
SOLICITORS.
Messrs. Freshfields and Newman, 5, Bank-buildings, Lothbury.
BROKERS.
Messrs. Laurence, Son and Pearce, Angel-court, Throgmorton-street, E.C.
SECRETARY.
T. S. Cutbill, Esq., 13, Gresham-street, E.C.

PROSPECTUS.

Concessions have been obtained from the French and Italian Governments for constructing and working a Locomotive Railway over the Mont Cenis.

This railway crosses the Alps from St. Michael, in Savoy, to Susa, in Piedmont, a distance of forty-eight miles, connecting the railways of France with those of Italy, thus completing the last link of a direct line of 1,406 miles from Calais to the Port of Brindisi, on the Adriatic, whereby an improved route will be created from France and England to Italy, Egypt, and the East, and a saving of two days effected in the transit of the Indian Mail.

The Mont Cenis Railway will be constructed on the existing Imperial road, the grant of a sufficient width of which, free of charge, has been made by the two Governments, and this grant may be considered equal to a subvention of £200,000.

For working this line, the centre rail system of locomotives will be adopted, the practicability of which has been proved by trials made on the Cromford and High Peak Railway, in England, and afterwards on the Mont Cenis, where the system has recently been submitted to every variety of test before Commissions of Engineers appointed by the French, Italian, English, Russian, and Austrian Governments.

These five Royal Commissions, in their official reports, have concurred in expressing their conviction that the trials made on the mountain have fully proved the practicability and safety of working the proposed railway over the Mont Cenis. And the complete success of the system having thus been established, the Governments of France and Italy have granted the Concessions for the railway, and the privileges asked for.

The English Commissioner, Captain Tyler, R.E., in his report to the Board of Trade, published by order of the House of Commons, states that this scheme for crossing the Mont Cenis is, in his opinion, practicable, both mechanically and commercially, and that the passage of the mountain may thus be effected, not only with greater speed, certainty, and convenience, but also with greater safety than under the present arrangements.

The interest they feel in an enterprise of so great importance to England, France, and Italy, as well as to the future of Railway construction in all countries, has induced the Directors to lend their aid to this undertaking. They wish it to be known that no contracts for works or supply of materials have been entered into, and that the works of the Line will be executed with a view to secure the best conditions for the Company, and the greatest possible economy.

After careful consideration of the estimates prepared by Mr. Brunlees, the Directors have satisfied themselves that the cost of the Line will not exceed £375,000, or £8,000 per mile, including rolling stock, payment of interest at 7 per cent. during construction, and preliminary expenses.

In the estimates of working expenses, the Directors have made ample allowance to provide for all the special circumstances of gradients, curves, and climate.

The gross revenue produced by the existing traffic on the road, calculating only the same annual increase as that of the past years, and taking no account of the increase of traffic that invariably results from the opening of a railway, will be sufficient, after paying working expenses and 7 per cent. interest on Bonds and Shares, to reimburse both Bond and Share Capital, and leave a profit of £233,000 at the end of seven years.

The period for which the Concessions are granted extends until the opening of the Great Tunnel of the Alps, which, taking the most favourable view of the time required for its completion, will give at least seven years of working of the Mont Cenis Railway; from which the following results may be expected:—

Revenue for seven years		£948,717
Value of Plant at end of seven years ...		70,000
		£1,018,717
Working Expenses	£284,613	
Interest at 7 per cent. ...	125,440	
Capital paid off	375,000	
		785,053
Surplus Profit after paying the Capital and Interest		**£233,664**

The profits of the Company in each year are to be applied:—

1st. In payment of interest on bonds.

2nd. In payment of a dividend of 7 per cent. per annum upon the shares.

3rd. For the purpose of creating "a Bond Redemption Fund."

4th. After the Bond Redemption Fund is completed, for the purpose of creating "a Bonus Fund," to be applied in payment of a bonus of £20 per share. After which payment the preferential dividend of 7 per cent. per annum will cease in respect of such share.

5th. One-half of the residue or surplus profits in each year will be divided among the Shareholders, and the other moiety will be paid to the Concessionaires.

It will be seen that the Concessionaires receive no compensation for the value of the Concession which they transfer to the Company until the reimbursement of the Capital within the seven years, by annual instalments, as above, has been provided for.

A Railway connecting Italy and a population of over twenty millions on the south, with France and a population of forty millions on the north of the Alps, between which countries there at present exists no other land communication than by diligences and carts or sledges, must have the effect of largely increasing the traffic, seeing that the journey over the Mountain would be made by the passenger trains in 4½ hours, instead of the 10 to 15 hours; and by the goods trains in 8 hours in place of 3 days as at present.

There may also, in addition, be expected the carriage of the fast overland Indian Mail, and the passengers travelling with it; and considerable quantities of merchandise now conveyed between Italy and France, via Marseilles.

A further annual increase of 10 per cent. due to the facilities afforded by the Railway, may therefore be assumed; and the revenue thus accruing would give the shareholders a profit of 18 per cent. per annum on the capital employed, in addition to the 7 per cent. received as interest on the shares until reimbursed. After the above period, and for the remainder of the Concession, the profits of the Railway would consist of the entire amount of net earnings, clear of all interest and capital charges.

Copies of the Prospectus and Forms of Application for Shares may be had of Messrs. Laurence, Son, and Pearce, 7, Angel-court, Throgmorton-street, and also of the Secretary, T. S. Cutbill, Esq., 13, Gresham-street, E.C., where copies of the Concessions, and reports of the Government Commissioners may be seen.

THE CHINA TRADERS' MARINE INSURANCE SOCIETY OF HONG KONG (Limited).

CAPITAL, 1,000,000 dols.
n 200 Shares of 5,000 dols. each. 1,000 dols. per Share Paid up.

CONSULTING COMMITTEE.
William Neilson, Esq. (Messrs. Olyphant and Co.)
J. W. Maclellan, Esq. (Manager Commercial Bank Corporation.
Richard Deacon, Esq. (Messrs. John Burd and Co.)

GENERAL AGENTS.
Messrs. Augustine Heard and Co.

The Allotment of Shares will take place on the 3rd day of October next, and further Applications for Shares will be received until the 3rd of October next.

Application to be made in the form given below, and addressed to the General Agents, from whom any information can be obtained.

FORM OF APPLICATION FOR SHARES.

To the General Agents of the China Traders' Marine Insurance Society of Hong Kong (Limited).

Gentlemen,—I hereby request that the Committee will allot to me shares in the above Company, and I agree to accept such shares, or any less number which may be allotted to me, and to pay the first call of One thousand Dollars per Share, and further calls to such amount and at such times and in such manner as may be authorised by the Articles of Association of the said Company, and to subscribe the Articles of Association when called on to do so. I am, Gentlemen,

Your obdient Servant.

Hong Kong, Sept. 7, 1865.

ASIATIC BANKING CORPORATION

Incorporated by Royal Charter.

Authorised Capital, £2,000,000. Paid-up Capital, £500,000. Reserve Fund, £175,000.

Head Office, No. 4, Lombard-street.

BOARD OF DIRECTORS.
FRANCIS BOYKETT, Esq., Chairman, (Messrs. Timothy Wiggin and Co).
JOHN A. RUSSELL, Esq., Deputy Chairman (Messrs. Grey and Coles, and Grey and Co. Bombay).
THOMAS CARDWELL, Esq. (Messrs Thomas Cardwell and Co., and Cardwell, Parsons and Co., Bombay.
CHARLES A. FEARON, Esq. (Messrs Fearon and Co. late of Messrs. Augustine Heard and Co., China)
WILLIAM MAITLAND, Esq. (Messrs. M'Killop, Stewart and Co., Calcutta).

Agencies and Branches are established at Bombay, Calcutta, Madras, Singapore, Penang, Ceylon, Hong Kong, Shanghai, and Melbourne.

The Corporation grant Drafts, collect and negotiate Bills of Exchange, payable at the above places, issue Letters of Credit and Circular notes, and conduct every description of Banking business connected with the East. They effect the purchase and sale of Indian Securities, the receipt of Pay, Dividends, &., and undertake the safe custody of securities. They also receive Deposits bearing interest, for fixed periods. Rates of interest and Exchange may be ascertained at the Head Office.

By order of the Board, F. W. Lawrence.
Acting General Manager.

PORT OF AMOY.

SHIPOWNERS, AGENTS and COMMANDERS are informed that the Dock Company's Establishments at the above Port afford every facility for REPAIRING and SPARRING VESSELS, and for CLEANING and PAINTING Iron and Steam Ships.

Their large Granite Dock, 286 feet long on the blocks, is in complete working order, and at average spring tides can take vessels drawing 16 to 17 feet water. The Dock is fitted with a Caisson Gate and with a Centrifugal Steam Pump of great power ensuring despatch in all states of the tide. An ample stock is kept on hand of Timber, Oregon Spars, Sheathing Copper and Yellow Metal, and of every description of material for Dockyard use.

The premises comprise an Engineer's Workshop, Brass Foundry, a large Smithy and Carpenter's Workshops, and the works are superintended by Resident Europeans, viz., a Shipwright, an Engineer, and a Blacksmith. Dry Godowns for the reception of vessel's stores, &c., when requiring to discharge them.

Amoy, March, 1865.

THE BANGKOK DOCK COMPANY'S NEW DOCK.

This magnificent Dock is now ready to receive Vessels of any burthen, and the attention of Shipowners, Agents, and Masters is respectfully solicited to the advantages for REPAIRING and SPARRING VESSELS, which no other Dock in the East can offer.

The following description of the Premises is submitted for the information of the public. The dimensions and depth of water being:—

Length	800 feet.
(To be extended.)	
Breadth	100 ,,
Depth of water	15 ,,

The Dock is fitted with a Caisson, has a splendid entrance of 120 feet from the River, with a spacious Jetty on each side, where vessels of any size may lay at any state of the tides, to lift Masts, Boilers, &c., with powerful Lifting Shears, which are now in the course of construction.

The Dock is fitted with Steam Pumps of great power, insuring despatch in all states of the tides.

WORKSHOPS.

The Workshops comprise the different departments of Shipwrights, Mast and Block Makers, Blacksmiths, Engineers, Foundry, &c.

The whole being superintended by Europeans, who have had many years' experience in the different branches.

The workmen are the best picked men from Hong Kong and Whampoa.

The Company draws particular attention to the great advantages this Dock offers, being in a Port where the best Teak and other Timber can be had at the cheapest cost.

A Steam Saw Mill is also in connection with the Dock, to insure despatch in work.

The Keel Blocks are four feet in height, and can be taken out or shifted without cutting or causing any expense to ships having to get them removed.

The Company is also prepared to give estimates or enter into Contracts for the Repairs of Wooden or Iron Ships, the Building of New Ships, Steamboats, &c., or any kind of work connected with shipping.

All Material supplied at Market price. Vessels for Docking may lay at the Company's Buoys or Wharf free of charge, until ordered to remove by the Superintendent.

Captains of vessels before leaving the Dock must approve and sign their Dockage Bills.

All communications respecting the docking to be addressed, until further notice, to the undersigned, by whom all Bills will be signed and collected.

JOHN BUSH, Managing Director.

Bangkok, 18th Sept., 1865.
Hong Kong, 20th Oct., 1865.

THE BANK OF HINDUSTAN, CHINA, AND JAPAN (Limited).

1, BANK-BUILDINGS, LOTHBURY, LONDON.

CAPITAL	£4,000,000
Subscribed	3,696,100
Paid-up	924,025
Reserve Fund	120,500

BANKERS.
The Bank of England | The National Bank
The Alliance Bank.

EDINBURGH BRANCH.

DIRECTORS.
William Forbes, Esq., of Medwyn.
Patrick Arkley, Esq., of Duninald.
James Mackintosh, Esq., jun., of La Mancha, and late of Calcutta.
John A. Macrae, Esq., W.S., 39, Frederick-street, Agent.

BRANCHES AND AGENCIES.
Henry Turner, Esq., Inspector.

Bombay	Manila	Hankow
Calcutta	Hong Kong	Nagasaki
Point de Galle	Fooc ow	Yokohama
Colombo	Ningpo	Melbourne
Kandy	Shanghai	Sydney
Singapore	Kiu-kiang	

Deposits received, subject to ten days' notice, on the usual terms, and for fixed periods at rates subject to special agreement.

Drafts issued, and Bills negotiated, payable in India, China, &c. Circular Notes and Letters of Credit, payable throughout Europe, are also issued for the convenience of Travellers per Overland Route.

The purchase and sale of Indian and other Securities, and the safe custody of the same, undertaken. Dividends, Pay, Pensions, Interest, or other moneys realised, and the registry of Indian Government Loan Notes effected, so that the interest may be paid in England.

Every other description of Banking and Agency business in connection with India, China, &c., conducted on the most favourable terms.

JOHN OUSELEY, General Manager.

Digitized by Google

CHARTERED MERCANTILE BANK
of INDIA, LONDON, and CHINA.
Incorporated by Royal Charter.
Paid-up capital, £750,000. Reserve Fund, £250,000.

BRANCHES AND AGENCIES.

Bombay.	Colombo.	Penang.	Hong Kong.	Yokohama
Calcutta.	Kandy.		Shanghai.	
Madras.	Galle.	Singapore.	Hankow.	Mauritius

The Bank negotiates and collects bills and grants draft payable at the places above mentioned, issues letters of credit and circular notes for the use of travellers by the Overland Route, terms for which can be ascertained at the Head Office in London.

The Bank will effect the purchase or sale of Indian securities, undertakes the safe custody of same, and the receipt of interest, dividends, pay, pensions, and other moneys, for remittance through the Bank or otherwise.

The Bank receives money on deposit, on which interest will be allowed according to the length of time deposited. Particulars as to rates can be ascertained at the Head Office, 52, Threadneedle-street, London.

Office hours from 10 a.m. to 3 p.m.; Saturdays, from 10 a.m. to 2 p.m.

No 52, Threadneedle-street, London, E.C.

Bottled Ales and Wines, &c.

"NO BUYERS for the BEST BRANDS, unless RE-PACKED," in consequence of repeated BREAKAGE.—Melbourne Journal of Commerce, Nov. 16. Heating and Breakage entirely prevented, and 15 per cent. saved in Freight of Cases by using SYMER'S BOTTLE PACKINGS AND COOLERS. Price ¼d. per dor. Bottlers contracting for large quantities effect so great a saving in labour, &c., that they can supply them at one-fourth less in price to Shippers, who will find it most profitable to order their goods to be so packed in future. In use by all the leading London houses.—T. WHITEHEAD, 37, EASTCHEAP, E.C Sole Manufacturer.

HOLLOWAY'S PILLS.—ILL-CONDITIONED STOMACH.—Few persons, save those who have long endured the hydra-headed disease called Dyspepsia, can form any notion of the great expense chronic Indigestion entails on muscle, nerve, mind, and temper. In the early stages of this protean malady the purifying, regulating and aperient Pills invented by Professor Holloway exert the most wholesome power by accurately adjusting the functions of the stomach, liver, bowels, and the minor organs subserving the solution of man's daily food. In confirmed debility of digestion Holloway's Pills are likewise reliable remedies which may be confidently resorted to in all stomachic, hepatic, renal, and alvine derangements, without the slightest doubt of their ability to release the sufferer from almost insupportable misery.

GELLE FRERES' PERFUMERY.

CHIEF ESTABLISHMENT, 35, RUE DES VIEUX AUGUSTINS, à PARIS.

THE house of GELLE FRERES, celebrated for the superiority of its Perfumery, addresses itself to the fashionable world as much for its essentially hygeianic, refreshing, and tonic preparations as for its delicate and distingué perfumes.

STEAM WORKS AT NEUILLY SUR SEINE

1st Class Paris Exhibition. Medal

DEPOT: BLUMBERG & CO., 55, CANNON-STREET, WEST, LONDRES.

DEPOT: H. BRULE, 23, RUE DE L'HOPITAL, BRUXELLES.

1st Class London Exhibition. Medal

Commission. **Articles specially Recommended.** **Exportation**

REGENERATEUR GELLE FRERES, a superior pomade for preserving, beautifying, and reproducing hair.
EAU D'ALBION for the toilet, an exquisite production from the juice of flowers and aromatic plants.
CARBOQUINA ROSE superior toothpowder, composed of carbon quinine and Province roses.
CUCUMBER SOAP for softening the skin, the best of all toilet soaps.
LAIT PROPHYLATIC to remove freckles and improve the appearance of the skin.
COMPOSITION ZOUAVE, for the instantaneous dyeing of the whiskers and moustache.
COLD CREAM, AU LOTUS LE LYBIE, to soften and refresh the skin.
NIGRITINE VEGETALE, an incomparable dye for the hair and beard, not staining the skin.
VIOLET ESSENCE and VIOLET WATER for the handkerchief.
CONCENTRATED EAU DE COLOGNE for the toilet.

SPECIAL PERFUMERY WITH A BASIS OF GLYCERINE.
SOAP, TOOTH-PASTE, POMMADE, CREAM FOR THE COMPLEXION, EAU DE TOILETTE.
To be obtained of all the principal Perfumers and Hairdressers in Europe and other parts of the world.

NOTHING IS MORE REFRESHING THAN
RIMMEL'S

EXTRACT OF LIME JUICE AND GLYCERINE,
Which cleanses and cools the head, and gives the hair a beautiful gloss without greasing it. Price 1s. 6d., 2s. 6d., 5s.

RIMMEL'S TOILET VINEGAR
Will also be found a perfect luxury as an adjunct to the Toilet and Bath and a reviving Perfume. Price 1s., 2s. 6d., 5s.

RIMMEL'S NEW PERFUMES,
The Titiens, Indian, and Chinese Bouquet, all of delightful fragrance from 2s. 6d.

RIMMEL'S RAFRAICHISSEUR,
For producing an Ambrosial dew. Reduced to 6d.

RIMMEL'S PERFUME FOUNTAIN,
An elegant ornament for the Drawing-Room, Ball-Room, Dining Table, &c Price from £1. 10s.

EUGENE RIMMEL, Perfumer by Appointment to H.R.H. the Princess of Wales,
96, STRAND, 128, REGENT-STREET, and 24, CORNHILL, LONDON.

BOYVEAU LAFFECTEUR'S ROB.
The only one authorised and adopted in France, Belgium, Austria and Russia.

THIS Vegetable Syrup, prepared and guaranteed genuine by the signature of Dr. GIRAUDEAU DE ST. GERVAIS, is very superior to the purifying syrups. It effects a radical cure, without mercury, in all affections of the skin, scurf, scrofula, &c., and symptoms arising from the acrid state of the humours. The Rob is especially valuable in diseases which have resisted the effect of mercury or iodide of potash. The general entrepot of 12, RUE RICHER, PARIS.

Sold Retail.—London: Jozeau, Hannay. New York: Fougera, Gaudelet, Milhau. Gibraltar: Patron and Danilowich Malta: Dr. Pirotti, Bugeja, Magri, and Rolando, Esperanza. Alexandria: Bellamore, Galette, Perinie, Bombay: Framjee Nesserwanjee and Co. Singapore: Martin and Little Batavia: L. Platon and Co. Macao J.D. Freath.

PRIZE MEDAL INTERNATIONAL EXHIBITION, 1862.

BENBOW AND SON'S
PURE GLYCERINE SOAP.

ELDERFLOWER, HONEY, ALMOND, BROWN WINDSOR, &c.; also their celebrated ESS BOUQUET, JOCKEY-CLUB BOUQUET, EXTRACT of VIOLET, and other perfumes for the Handkerchief. Manufacturers of HAIR, TOOTH, and NAIL BRUSHES.

PERFUMERY and POMATUMS of every description made expressly for Foreign Climates.

12, LITTLE BRITAIN, LONDON, E.C.

R. L. SOUTHERN AND Co.
MERCHANTS AND AGENTS,
6, MINCING-LANE, LONDON, E.C.

TUPPER AND COMPANY.

MANUFACTURERS OF PATENT GALVANISED IRON, in Sheets, Tiles, Iron Roof Sheds, Cisterns, Pails, Gutters, Wire for Fencing, &c.
WORKS AT BIRMINGHAM AND LONDON.
OFFICES: 61A, MOORGATE STREET, LONDON.
Merchants' orders executed with despatch.

BRIDGEWATER, JONES, AND CO., WHOLESALE HABERDASHERS, HOSIERS and GLOVERS,
WAREHOUSEMEN and MANUFACTURERS,
39, 40, and 41, WOOD-STREET, LONDON, E.C.
Lists of Prices forwarded to Merchants and Traders on application. Remittances to be payable in London.

COWASJEE DINSHAW,
Close to the Landing Place Depot of
EUROPEAN, CHINA, AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality. Bombay-made Soda Water and Lemonade. Perfumery, Confectionery, Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.
STEAMER POINT, ADEN.
Drawing and Reading-room free to Passengers.
THE "LONDON AND CHINA EXPRESS" ON SALE

UMBRELLAS and SUNSHADES suitable for all Foreign Markets and the Colonies are supplied to Shippers on the most favourable terms by JOHN MORLAND and SONS, Wholesale Manufacturers 60, Eastcheap, London-bridge, City. Silk, Alpaca, Gingham Steel Frames, Canes, Fittings and all kinds of Materia for the Trade. Oiled and japanned silks and cambrics.

CAUTION.

THE GROSS FRAUDS which continue to be practised by obscure manufacturers, more particularly in Germany, by imitating the Labels attached to JOHN GOSNELL and Co.'s PERFUMERY, render it imperative upon the Proprietors to Caution the public against such nefarious proceedings, and to request their friends and patrons to purchase only of respectable dealers, who import direct from JOHN GOSNELL and Co., and invite special attention to the address, 12, THREE KING-COURT, LOMBARD-STREET, LONDON, E.C.

JOHN GOSNELL and Co.'s SELECT PERFUMES.—Ess Bouquet, Royal Yacht Club Bouquet, Jockey Club Perfume, Essence of Wood Violet, Victoria Bouquet Garibaldi Bouquet, Frangipanni, Military Bouquet, The Bride's Bouquet, Tea Rose, Russian Leather Perfume.

JOHN GOSNELL and Co.'s Toilet Vinegar, Inexhaustible Salts, Aromatic Vinegar, Aromatic Eau de Cologne.

JOHN GOSNELL and Co.'s Prince of Wales Perfumes
JOHN GOSNELL and Co.'s Princess Alexandra Perfume.
JOHN GOSNELL and Co.'s La Noblesse Perfume.
JOHN GOSNELL and Co.'s La Noblesse Pomade.
JOHN GOSNELL and Co.'s La Noblesse Soap.
JOHN GOSNELL and Co.'s Real Old Brown Windsor Soap.

JOHN GOSNELL and Co.'s Golden Oil—Moelline—Macassar Oil, Bear's Grease, &c., for the Hair.

JOHN GOSNELL and Co.'s Extra Highly Scented Toilet and Nursery Powder.

JOHN GOSNELL and Co.'s Stereodesmic or Dentists Tooth Brushes and Trichosaron Hair Brushes, warranted to purchasers.

JOHN GOSNELL and Co.'s Instantaneous Hair Dye.

JOHN GOSNELL and Co.'s Cherry Tooth Paste is greatly superior to any tooth powder, gives the teeth a pearl-like whiteness, protects the enamel from decay, and imparts a pleasing fragrance to the breath.

NOTHING IMPOSSIBLE.—The Greatest and most Useful Invention of the day, AGUA AMARELLA.—Messrs. JOHN GOSNELL and CO., 12, Three King-court, Lombard-street, London, Perfumers to Her Majesty, respectfully offer to the public this truly marvellous fluid, which gradually restores the human hair to its pristine hue—no matter at what age. The Agua Amarella has none of the properties of dyes; it, on the contrary, is beneficial to the system, and when the hair is once restored one application per month will keep it in perfect colour. Price One Guinea per bottle; half bottles, 10s. 6d.

JOHN GOSNELL and Co., Perfumers to Her Majesty and by Special Appointment to H.R.H. the Princess of Wales, London.

Keating's Cough Lozenges.

JUDGED BY THE IMMENSE DEMAND this Universal Remedy now stands the first in public favour and confidence: this result has been acquired by the test of fifty years' experience. These Lozenges may be found on sale in every British colony, and throughout India and China. They have been esteemed wherever introduced. For COUGHS, ASTHMA, and all affections of the Throat and Chest, they are the most agreeable and efficacious remedy.

Prepared and sold in boxes and tins of various sizes, by THOMAS KEATING, Chemist, &c., 79, St. Paul's Churchyard, London. Sold retail by all druggists and patent medicine vendors in the world.

N.B.—To prevent spurious imitations, please to observe that the words "KEATING'S COUGH LOZENGES," are engraven on the Government Stamp of each Box without which none are genuine.

Digitized by Google

OVERLAND ROUTE.

COMMUNICATION by STEAM to INDIA, AUSTRALIA, &c., *vis* EGYPT.—The PENINSULAR and ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels at their London Offices for Gibraltar, Malta, Egypt, Aden, Ceylon, Madras, Calcutta, the Straits, and China, by their steamers leaving Southampton on the 4th and 20th of every month. For Gibraltar Malta, Egypt, Aden, and Bombay by those of the 12th and 27th of each month; and for Mauritius, King George's Sound, Melbourne, and Sydney, by the steamers leaving Southampton on the 10th of every month.

For further particulars apply at the Company's Offices 122, Leadenhall-street, London, E.C., or Oriental-place Southampton.

OVERLAND ROUTE VIA MARSEILLES.

SERVICES MARITIMES DES MESSAGERIES IMPERIALES.

FRENCH MAIL STEAM PACKETS.

The 19th of every Month, at 2 P.M. for—

MESSINA, ALEXANDRIA, ADEN, POINT DE GALLE (Ceylon), PONDICHERRY MADRAS, CALCUTTA, SINGAPORE, BATAVIA, SAIGON HONG KONG, SHANGHAI, and JAPAN.

The 9th of every Month for—

MESSINA, ALEXANDRIA, ADEN, SEYCHELLES REUNION, MAURITIUS.

For passage, freight, and information apply to B. W. and H. HORNE, 4, Moorgate-street, London; G. H. FLETCHER and Co., Liverpool; at the offices of the Services Maritimes des Messageries Imperiales in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

*** Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.

ORIENTAL, AUSTRALIAN, AND GENERAL STEAM AGENCY, AND GLOBE PARCEL EXPRESS.

PARCELS, PACKAGES, and MERCHANDISE forwarded, and PASSAGES engaged to all parts of the world. Baggage collected and shipped, insurances effected, &c.

CALCUTTA, MADRAS, CEYLON, and ADEN—Overland, 4th and 20th of every month.

BOMBAY and ADEN—Overland, 12th and 27th.

CHINA, SINGAPORE, and EASTERN SEAS—Overland, 4th and 20th.

AUSTRALIA and MAURITIUS—Overland, 20th.

INDIA, CHINA, and AUSTRALIA—Via Cape of Good Hope, Clipper Ships, weekly.

Prospectuses, with through rate to 500 places, free on application.

G. W. WHEATLEY and Co. (late Wagnorn), 150, Leadenhall-street, E.C.; CHAPLIN'S Regent-circus W. and 23, Regent-street, S.W.

INDIA AND CHINA.

ROBERTSON and CO. will despatch the following first-class VESSELS to their respective destinations. They are well adapted for their several trades, and are confidently recommended to their friends:—

Destination.	Ships.	Docks.	To Sail.
Hong Kong & Whampoa	Ellen Rodger	W.I.D.	With des.
Shanghai	Dartmouth...	E.I.D.	With des.
Kanagawa & Nagasaki	Chan-sze ...	W.I.D.	With des.
Singapore & Penang...	Frederica ...	W.I.D.	With des.

Apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.

CHINA and JAPAN.—The following splendid first-class clipper SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	Last Ship. Day.
Shanghai ...	Helen Nicholson ...	A1 12 yr.	E.I.D.	Feb. 28.
Shanghai ...	Aurora Australis ...	A1 13 yr.	E.I.D.	To follow.
Hong Kong & Whampoa ...	Mary Nicholson ...	A1 13 yr.	E.I.D.	With des.
Kanagawa ...	Eleanor ...	A1 13 yr.	E.I.D.	With des.

For Freight or Passage apply to KILLICK, MARTIN and Co., 28, Nicholas-lane, Lombard-street, E.C.

FROM LIVERPOOL.

Destination.	Ships.	Tons	Class.	To Sail.
Shanghai ...	Vigil... ...	550	AA1 —	Imm.
Hong Kong & Whampoa ...	Veronica ...	332	A1 14 yrs.	,,
Batavia & Soura-baya ...	Dagmar ...	700	2-3rds	,,
Calcutta ...	James Crosfield ...	979	—	,,

For terms of Freight or Passage apply to McDIARMID, GREENSHIELDS, and Co., Liverpool.

STEAM to CHINA from LIVERPOOL.—The following new screw steamers, built for the trade will be despatched for Mauritius, Penang, Singapore, Hong Kong, and Shanghai:—

Vessel.	Tons register	Captain.	To sail.
Agamennon ...	1672	Middleton.	On or about Mar. 20.
Ajax	1672	Kidd ...	To follow.
Achilles	1672	Russell ...	To follow.

Cargo taken by special agreement. Has good accommodation for passengers.

Apply to ALFRED HOLT, 1, India-buildings, Liverpool.

INDIA, CHINA, AND AUSTRALIA.

SHAW, LOWTHER, & MAXTON will despatch the following high-classed VESSELS to their respective destinations:—

Ships.	Class.	Destination.	Docks.	Date of sailing
Dunkeld ...	A1 11 yrs	Shanghai ...	E.I.D.	Feb.25
Polmaise ...	A1 14 yrs.	Shanghai ...	E.I.D.	To follow.
Melbrek ...	A1 14 yrs	Hong Kong & Whampoa ...	E.I.D.	With des.
Lorton ...	A1 14 yrs.	Yokohama & Kanagawa...	E.I.D.	Ditto
William Cole.	A1 12 yrs.	Sydney ...	E.I.D.	Feb.17
Racer ...	S T Veritas, &A1 American Lloyd's	Melbourne...	E.I.D.	Mar.20

For Freight or Passage apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings, E.C.

GELLATLY, HANKEY, and SEWELL will despatch the undermentioned CLIPPER SHIPS from the East India Docks, as under:—

Destination.	Ship.	Class.	To Sail.
Shanghai	Fiwan	A1 12yrs.	Feb. 17.
Hong Kong and Whampoa... ...	Seawfell ...	A1 13yrs.	Feb. 17.
Bombay	Verura	A A1 —	Feb. 20.
Madras	British Princess	A A1 —	March 20.
Calcutta	Centaur ...	A A1 —	Feb. 20.
Calcutta	King Arthur ...	A1 12yrs.	March 20.
Calcutta	Sydney Dacres .	A1 12yrs.	April 20.

For Freight or Passage apply at 27, Leadenhall-street.

SHANGHAI Direct, the FI-WAN, R. SHIELL, Commander, 888 tons register. Has excellent accommodation for passengers, having a large saloon and commodious berths, and will sail from the East India Docks about the 20th February. Intending passengers are invited to inspect this magnificent clipper ship, one of the fastest in the China trade.

Please make early application to Owners' Agents, JOHN PATTON, JUN., and Co., 22, Leadenhall-street, E.C.

FOR SINGAPORE.—Guaranteed to sail on or before 14th February, the EASTERN STAR (new), A 1 10 years, 340 tons register. This beautiful Montrose clipper is now fast loading in the West India Docks, and having only a limited space of room disengaged, shippers are requested to forward their goods alongside at once.

For Freight apply to Messrs. MACTAGGART, TIDMAN, and Co., 5, Lime street, E.C.; or to R. VAUGHAN, TIDMAN, and Co., 2, Great St. Helen's.

LINE OF PACKETS FOR SINGAPORE.

From LIVERPOOL.

Guaranteed first vessel after the FALCON. All rates subject to special agreement.

FOR BATAVIA and SOURABAYA, an A 1 or 3-3rds ship, with immediate despatch. The splendid clipper Ship HENRY ELLIS, J. L. PHILLIPS, Commander; 412 tons register; A 1 at Lloyd's; coppered and copper-fastened; well-known in the Chinese trade as one of the fastest opium clippers afloat. Loading in Prince's Dock.

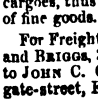
Apply to MORS LE BLANCH and Co., 42 and 43, The Albany, Liverpool.

COLOMBO Direct.—Notice to Shippers.—The WHINFELL, A 1 fourteen years, Captain LEWIS JONES, has still a limited quantity of room for light measurement goods.

For Freight apply to F. TALLACK, 23, Birchin-lane, Cornhill, E.C.

To follow the "BOLDON LAWN."

Will meet with very quick Despatch.



DIRECT for COLOMBO, the fine fast-sailing British-built ship BLUE JACKET, A 1, 267 tons register, E. C. LUSBY, Commander; London Docks. This fine vessel, newly coppered is well-known for her very rapid passages and the good order in which she invariably delivers her cargoes, thus offering a first-rate opportunity to shippers of fine goods.

For Freight or Passage apply to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street; or to JOHN C. CAMPBELL, 23, Great St. Helen's, Bishopsgate-street, E.C.

THE CHINESE COMMERCIAL GUIDE.

CONTAINING Treaties, Tariffs Regulations, Tables, &c., useful in the trade of China and Eastern Asia, with an Appendix of Sailing Directions for those Seas and Coasts, by S. WELLS WILLIAMS, LL.D, Fifth Edition.

Hong Kong, SHORTREDE and Co.; London Agent, F. ALGAR, 11, Clement's-lane, E.C. Price Two Guineas.

"CHINA MAIL" OFFICE.

PUBLISHED at this Office, No. 2, WYNDHAM-STREET (back of the Club):—

1.—THE EVENING MAIL,

EVERY DAY.

PRICE,—2 dols. per month.

TERMS OF ADVERTISING.—First insertion, Ten lines and under, 1 dol.; each additional line, 10 cents. Subsequent insertions, per week, 50 cents and 5 cents—("Auction" Notices excepted, for which only One Charge per week is made).

2.—THE CHINA MAIL,

ONCE A WEEK.

(On Thursday Night.)

PRICE—15 dols. per annum; Single Copies, 44 cents.

ADVERTISING.—First insertion, Five lines, 1 dol.; each additional line, 20 cents. Subsequent insertions, 50 cent. and 10 cents.

3.—THE OVERLAND MAIL.

ONCE A FORTNIGHT.

(The Morning of the Mail's despatch.)

PRICE—To Subscribers to the Weekly issue, 8 dols. to Non-subscribers, 12 dols. Single copies, 50 cents.

ADVERTISING.—The same as in the Weekly. All "Notices of Firms" appearing in the Weekly will be inserted in the *overland*, and charged for, unless otherwise ordered.

A. SHORTREDE & CO.

Hong Kong, Jan. 1, 1864.

THE MONEY MARKET REVIEW

A WEEKLY JOURNAL OF THE HIGHEST CLASS,

EXCLUSIVELY DEVOTED TO THE DISCUSSION OF COMMERCIAL AND FINANCIAL TOPICS.

PUBLISHED EVERY SATURDAY

TERMS OF SUBSCRIPTION.

PAYABLE IN ADVANCE.

Single Paper ... ... 6d. Yearly £1 6

BY POST.

Single Paper ... ... 7d. Yearly £1 10s

*** Post-office orders to be made payable to FRANCIS FISHER, 23, Birchin-lane, Cornhill, London, E.C.

THE LONDON AND CHINA TELEGRAPH.

THE EIGHTH Volume of this JOURNAL commenced on the 4th of January, 1866. The Subscription for the three numbers per month is 30s. per annum, including Postage, and to the Export Supplement 12s. Terms for advertising, 2s. 6d. per five lines; and 6d. for each additional line.

Subscriptions and Advertisements received abroad by the following Agents:—

Paris	G. W. YAPP, Rue de la Michodiere No. 13.
Amsterdam	LOMAN AND VERSTER.
Rotterdam.....	HOOG & KRUYT.
New York	WILMER AND ROGERS.
Gibraltar.....	W. SPEED.
Malta	G. MUIR.
Alexandria...	F. HAY
Aden	COWASJEE DINSHAW.
Suez.....	
Bombay	CHESSON AND WOODHALL.
Calcutta.....	SANDERS, CONES, AND CO.
Point de Galle	G. D. ANTHANISZ.
Colombo.....	Mr. VANDORT.
Kandy.....	W. A. ARCHBALD.
Labuan, Sarawak, and Singapore ...	JOHN LITTLE & Co., Singapore.
Penang	SANDILANDS, BUTTERY AND CO
Bangkok.....	SCOTT AND CO.
Batavia	HUNTER, HOUGHTON, AND CO.
Anjer—Straits of Sunda	G. SCHUIT, Anjer Hotel.
Manila	PHILLIPS, MOORE, AND CO.
Hong Kong, Canton, Macao, & Swatow,	JAMES GARDINER, Hong Kong.
Amoy	BELLAMY AND CO.
Foo-Chow-Foo	HEDGE AND CO.
Shanghai.....	H. FOGG AND CO.
Tien-Tsin	JAMES HENDERSON.
Nagasaki—Japan ...	PIGNATEL AND CO.
Yokohoma	HANSARD AND BLACK.

OFFICE, 12, GEORGE-YARD, LOMBARD-STREET LONDON, E.C.

Printed for the Proprietors by WOODFALL and KINDER Milford-lane, Strand, W.C., and published by JOHN ELLISON, at the Office of the "LONDON AND CHINA TELEGRAPH," 12, George-yard, Lombard-street, E.C. in the parish of St. Edmund the King.—Tuesday, Feb. 13, 1866.

Digitized by Google

The London and China 新聞紙 Telegraph.

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON ARRIVAL OF THE MAILS, about the 4th, 14th, and 28th, in connection with the "LONDON AND CHINA EXPRESS,"
A SUMMARY OF NEWS FOR THE OUTWARD MAILS OF 10th, 17th, and 26th.

VOL. VIII.—No. 201.] LONDON, TUESDAY, FEB. 27, 1866. [Price 9d., with Sup., 1s. 3d.—Sub. 30s. per ann., postage included, Sup. 12s. extra.

Latest Advices.

	From London.	Arrived out.	Homeward. Arrived in London this day.
JAPAN—			
Yokohama	Oct. 26	Dec. 16	Dec. 30
Nagasaki			
Hakodadi			
CHINA—Peking			
Tien-tsin			Jan. 6
Chefoo			
New-chwang			
Hankow			
Kiu-kiang			„ 4
Chin-kiang			„ 5
Shanghai	Nov. 17	Jan. 8	„ 9
Ningpo			
Yoo-Chow			„ 9
Formosa—Tamsuy			
Amoy			„ 10
Swatow			
Hong Kong	Nov. 17	Jan. 3	„ 15
Canton			
Macao			
PHILIPPINES—			
Manila	Nov. 10	Dec. 27	„ 6
COCHIN-CHINA—			
Saigon			„ 4
SIAM— Bangkok			„ 14
BORNEO—			
Labuan			Dec. 26
Sarawak			Jan. 2
JAVA—			
Batavia			„ 16
MALACCA STRAITS—			
Singapore	Dec. 11	Jan. 16	„ 22
Penang	„ „	„ 14	„ 24

Telegrams in advance of the mail of Feb. 1 from Hong Kong, due on March 13, were received on the 22nd inst. The French mail left Galle on the 11th, and will probably be here on March 7 with dates from Hong Kong to Jan. 25. The P. and O. steamer Emeu, which brought the present mail, passed the inward mail of Dec. 11 two hours after leaving Hong Kong.

List of Passengers.

PASSENGERS INWARD.

By this mail, per P. and O. Company's steamer Poonah, arrived at Marseilles, Feb. 25.—From Shanghai: Mrs. Essex, infant and native female servant, Messrs. Westall, Chambers, and Watson, Mrs. Coghill's infant and Eur. female servant. From Hong Kong: Commander Berkley, R.N., Mrs. Jackson, infant and native female servant, Mr. Buchanan, Mr. Marsh, Mr. J. Owen, Revs. C. Coria, S. Cherta, and M. Murray, and two 2nd class passengers. From Singapore: Messrs. Stewart and Lethman. From Penang: One 2nd class passenger.

To Southampton per Mongolia, expected to arrive March 2.—From Shanghai: Mr. Quick, Mrs. Halket, two infants and Eur. female servant, and one second class passenger. From Hong Kong: Mrs. and Miss Brown, Mr. Gifford, Mrs. Rickett, Captain Henry Brown, Mr. and Mrs. Baldwin, infant and native female servant, and two 2nd class passengers. From Singapore: Two 2nd class passengers. From Penang: Lady Maxwell and four daughters. To Gibraltar. From Hong Kong: Don Manver Madrazo, wife, infant and servant. Don Jose Telles, Mr. Batt. From Singapore: Don. E. M. de Menezles.

PASSENGERS OUTWARD.

Per P. and O. steamer China, from Southampton, Feb. 20.—To Yokohama: Mrs. G. Domoney. To Ceylon: Mr. and Mrs. Carver, Mr. Mainwaring, Mr. G. Hawthorne, Ensign Thompson, Sir Greville Smyth, Captain F. Paul, Mr. W. C. M. Gould, Mr. A. R. Dawson. Mr. Paul and European servant, Mr. G. Lyle. Mr. Uloth, Miss S. Olive, and three second-class passengers. To Shanghai: Mr. E. Warden, Mr. Vachell, Mr. W. E. Taylor, Mr. Rowbotham, and one second-class passenger. To Singapore: Lieut. R. Taylor, Mr. J. Reader, and one second-class passenger. To Hong Kong: Mr. Silk, R.N., Mr. J. Thompson, Mr. A. C. Sim, Capt. C. J. Wilkinson, and four second-class passengers. To Calcutta: Mr. Plowden, Mr. and Mrs. Doyle. Mr. Newberry, Mr. Walker, Miss Reid, Rev. G. F. Blyth, Miss Blyth, Capt. Barrett, Capt. and Mrs. Bingham, Mrs. McAdam, Miss Marston, Miss Gordon, Mr. Faddy, and thirteen second-class passengers. To Madras: Mr. R. Carew, Lieut. Croker, Captain and Mrs. Gloag. To Suez: Mr. R. F. Clarke, Mr. A. E. Dyer. To Alexandria: Messrs. Tapley, E. Humphreys, and Johnson, and one second-class passenger.

From Marseilles, Feb. 28.—To Hong Kong: Captain Hall, Dr. J. Carnegie, Dr. Manson, Mr. J. W. Reed, R.N., Dr. Collingwood, Mr. J. Robison. To Shanghai: Miss Finlay, Mr. W. G. Aspinall, Mr. and Mrs. Michie. To Calcutta: Mr. and Mrs. H. Pitcher, Mr. and Mrs. R. Cust, Mr. and Mrs. H. E. Perkins, Captains French and Butler, Mr. Ellis, Miss Aldrich, Miss Croome, Rev. W. Spencer, Capt. Fairbrother, Mr. Jameson, Lieut.-Col. and Mrs. Marsey, Mr. Power, Major H. Walker, Dr. Clement Williams, Mr. Williams, Mr. Goss, and one second-class passenger. To Madras: Colonel Stewart, Lord and Lady Napier and two European servants, Colonel and Mrs. Fordyce, Capt. Laprimandaye and European servant, Capt. G. A. Grant, Colonel Silver, Miss Tweedie, Capt. P. M. Crewe. To Ceylon: Mr. R. J. Callander, Mrs. Kinnear, infant, and European servant, Mr. J. P. Dickson. To Aden: Hon. Mr. Napier.

From Suez.—To Ceylon: Mr. Both. To Calcutta: Mr. E Van Cutsem.

Per P. and O. steamer, from Southampton, March 4.—To Hong Kong: Mr. and Mrs. Locock and three children, Mr. A. Lay, Captain Crossman. To Penang: Mr. A. and Miss Man. To Shanghai: Mr. C. Overbeck. To Ceylon: Staff-Assistant Surgeon Hinds, Mr. J. H. Thwaites.

From Marseilles, March 12.—To Shanghai: Mr. and Mrs. Marshall, Mr. Mills, Mr. and Mrs. Morriss and child, Mr. N. Elias. To Hong Kong: Mr. J. M. Vickers.

Per P. and O. steamer, from Southampton, March 20.—To Shanghai: Mr. C. G. Webb. To Ceylon: Mr. F. R. Bone.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

From this port we have files of the *Japan Herald* to the 30th December. The mail of the 20th October arrived on the 25th December, and the latest telegrams received from London reached to the 6th November.

By the steamer *Cadiz*, which conveyed the above named mail, the British Minister, accompanied by Lady Parkes and family, returned from Shanghai.

With regard to the proceedings arising out of the late extraordinary action of the American Consul, the *Japan Herald* says, "As yet we have not heard whether Sir Harry Parkes has given his formal opinion on the case between the Consuls of Great Britain and the United States. We are happy to be able to state, however, that Sir Edmund Hornby has expressed himself strongly in favour of the action taken by Mr Flowers, the British Acting Consul, in the recent assault case. The true state of the law is, that a Consul cannot compel any one, not of his own nationality, who may happen to be in the court as a spectator, to enter the witness box; but if, at his request, such an one does permit himself to be sworn, he must answer all such questions as the Court deems pertinent. Under these circumstances Mr. Seare was clearly in contempt. But no Consul has the power of awarding punishment to a subject of any other nationality. The proper course is, to make a complaint to the Consul of the nationality of the person in contempt, who alone can decide on the measure of punishment and its mode of execution. Thus throughout the whole affair, Mr. Flowers took a correct view of the case, and it gives us extreme satisfaction to find that Sir Edmund Hornby has mentioned in terms of high commendation the temperate and resolute manner in which he upheld the dignity of his court and of his office, under circumstances most painful and trying."

An Envoy Extraordinary of his Majesty the King of Belgium had arrived to conclude a treaty with Japan.

With reference to doubts entertained by some persons as to the genuineness of the Mikado's ratification of the treaties, the *Herald* says, "If the ratification be, as we hope and think it is, genuine, this is a very great event to be placed to the credit of 1865; but some express serious doubts, and we cannot pretend that there is absolute certainty in the matter—such as would enable any one to declare that it could not be called in question. It is quite believed in by the Japanese officials; and it is spoken of as a certainty by officers of an independent Daimio, who were lately in Yokohama on business, and spoke of it without any shade of doubt. To those who have not faith, it must be left for time to resolve."

An important case had been decided by the British Consul, between the Governor of Kanagawa, represented by I sono Masanoske, and Robert Brett, agent of the Chartered Mercantile Bank of India, London and China. The plaintiff claimed from the defendant the sum of sixty-six dollars and

Digitized by Google

fifty-eight cents, being ¼ the annual ground-rent of lot No. 79, in the occupation of defendant for the year 1862. The land had been originally alloted to M. Van Polsbrock, a Dutch subject, and now Consul-General for Holland, and still stood in his name on the land officers' books. When the Custom-house applied to him for the rent for the years 1862-3-4, he said he had sold the land to a British subject (Mr. Brett), and that the British subject in possession should pay all the due rents. Application was then made to the British Consulate for the rent, and rent for 1863 and 1864 was paid, and the land officers were told that as the British subject was not in possession of the land in 1862, the British Consulate could not collect the rent for that year, and that the Custom-house should look to the Dutch Consulate for the rent for 1862. The Dutch Consulate was applied to, and again refused to pay the rent, referring as before to the British subject in possession. Five other lots were in the same position, and the rents of all for 1862 were applied for at the same time at the British Consulate, all the lots being then in the possession of British subjects; failing to obtain the rent of lot No. 79, these proceedings were taken against the present tenant. The defendant pleaded that he was given to understand, when he purchased the land, that the ground rent for 1862 had been paid, and that under any circumstances he was not liable for liabilities incurred before it came into his possession. H.M. Consul, however, held that the ground was liable for the rent due on it to the Japanese Government, and that the ground must discharge that liability. The lot being registered as in the possession of the Chartered Mercantile Bank of India, London and China, the bank must, therefore, pay the present claim and the costs of the action; but may, if it thinks fit, look to the previous possessor for indemnity.

On the 13th December, about 1.40 A.M., a very severe shock of earthquake was felt in the settlement, which lasted about thirty or forty seconds; four distinct movements were felt, accompanied by the usual continuous vibration. The shock was felt very severely in the camp.

The Yokohama Chamber of Commerce had completed its organisation, and adopted a well-digested code of laws. It would commence operations with the beginning of the year, and turn its attention at once to the impending revision of the tariff.

In his Christmas sermon, the Rev. Mr. Bailey, Consular chaplain, made an appeal to his congregation on behalf of distressed British subjects who find themselves at this far away point of the earth, stranded without the means of livelihood or of returning to lands where work is to be got. His call was fairly responded to and some £40 to £50 was collected, which has been placed in the hands of H.B.M.'s Consul as the nucleus of a fund.

A disgraceful riot seems to have taken place on Christmas day, in the shape of a fight between English and French sailors. The commencement of the disturbance was on the previous afternoon, when three or four men and boys belonging to H.B.M.'s Navy were attacked before they had been many minutes on shore by a number of French sailors, who beat them considerably. Complaint was made to the Municipal Psice and the assailants were shown to Superintendent Dury, but as the complainants could not actually identify the individuals who had severally assaulted them, he could not of course interfere. On Christmas day about 4 P.M. some French sailors were climbing a pole, which had been erected in front of one of the grog shops, and, on an Englishman successfully achieving the feat, a stone was thrown at him, which severely hurt his arm; and, on his slipping down the pole, his friends immediately attacked the Frenchmen, which led to a general *mêlée*. The fight lasted till nearly midnight, and a good many men were injured, more or less severely. As soon as information was given to the French authorities on shore, a picquet was sent to the scene of action, and with the assistance of the Municipal Police, a very large number of the combatants were secured and placed in durance vile.

H.M.S. *Argus* had left for Hong Kong. The gunboat *Kestrel*, for the purchase of which tenders had been invited, was sold to Messrs. Glover and Co. H.M.'s troop ship *Adventure* had also left for Hong Kong, having on board Vice-Admiral King and a large number of officers and men as passengers; among the former, Dr. Hague, late of H.M.S. *Princess Royal*, who has lately (through the death by drowning at Nagasaki of Dr. McSorley) obtained promotion, and now proceeds to join H.M.S. *Rattler*. Lieutenant and Commander Grant and Mr. Woods, and the late crew of the *Kestrel*, also took passage to Hong Kong in the *Adventure*. She was expected to take the Inland Sea route and visit Hiogo, staying at Nagasaki about three or four days.

NAGASAKI.

The latest date from this port is the 21st December, and there was no news of importance, either political or mercantile.

A correspondent gives the subjoined list of steamers recently sold to the Japanese, with the amounts paid for each :—

Kin-lin, to Prince Satsuma, for $56,000, sold by Glover and Co.

Sir Harry Parkes, to Prince Kaga, for $95,000, sold by J. Loureiro.

Union, to Prince Satsuma, for $60,000, sold by Glover and Co.

Sarah, to Prince Satsuma, for $19,000, sold by Glover and Co.

Pembroke, to Prince Satsuma, for $25,000, sold by J. Loureiro.

Gerard, to Prince Satsuma.

Ayrshire Lass and *Elgin*, to Prince Tzikusen, for $150,000, sold by Glover and Co.

CHINA.

CHING-KIANG.

From this port (the correspondent of the *Herald* writes): —We learn that the officials are most anxious to concentrate trade on the city side of the Yangtsze, and revive the former mercantile greatness of the place. The fact of the hulks being moored where they are at present throws very considerable difficulty in the way of carrying out this plan. The Chinese are persuaded that Chin-kiang may be made the outlet for much native produce if sufficient inducements are held out to merchants and junk-owners. It appears to us incomprehensible that the Anhuei teas should go to Kiukiang instead of to Chin-kiang unless the excuse that there is no safe anchorage off the latter city be held valid. However, this difficulty will soon vanish, for not only has the Governor-General taken the first step towards directing trade into its old channel by ordering the native merchants to remove from Ch'i hao k'ou, on the opposite bank, and take up their residence at, or in the vicinity of, Chin-kiang, but he has also directed that a creek be opened to the west of the foreign concession, three thousand Chinese feet long, one hundred wide, and about twenty deep. This basin is intended merely as a commencement, and it will be enlarged indefinitely as the trade of the place increases. The branch of the Grand Canal outside the city is also to be cleared before the spring, and rendered fit for navigation. These important works have been confided to the superintendence of one Hsu, probably a relative of Hsu Taoutai, and it will thus be seen that the authorities are in earnest in wishing to restore the city of Chin-kiang to its ancient renown. Ch'i hao k'ou will, under the proposed arrangement, be transformed into a salt station.

SHANGHAI.

The P. and O. mail of Nov. 10 arrived out on Dec. 28. The French mail of Nov. 17 arrived on Jan. 8. The dates are now down to the morning of the 9th.

The clearances have been the *Memento* (Dec. 23, tea for New York), and *Oriflamme* (Am. str., Dec. 30, tea for San Francisco). The *Jubilee*, which by last mail was reported badly ashore and discharging cargo, has since been got off in safety, and now lies in the river.

The Chamber of Commerce has published the first number of a Circular and Price Current to be forwarded by each mail.

Our readers will regret to learn that the Volunteer excitement here is gradually dying out. But a few months ago Shanghai was justly proud of its Volunteer corps, and congratulated itself on possessing so many energetic men ready to devote a considerable portion of their leisure to those exercises, the advantages of which would be fully proved only in case of danger and emergency. To go back a little further, it is but four years since the Volunteers were regarded as the protectors of the settlement, and the more lazy or peaceful inhabitants of the hongs went nightly to sleep with the consciousness that their slumbers were watched by vigilant Volunteer sentinels. It was only to be expected that with the crisis which called forth the enthusiasm, the enthusiasm itself should pass away, but no one could have anticipated so complete a reversion of feeling as was exhibited at a parade called for the distribution of the prizes won at the late rifle meeting.

Digitized by Google

The inquiry respecting Chang, the Chinese linguist, resulted in an acquittal, there being no sufficient evidence to establish the charge of squeezing, &c., made in the *Friend of China*.

The question of a lighthouse at the entrance of the Yang-tze has been noticed, but no conclusion arrived at as to its erection.

The following, on the registration fees, is from the *Shanghai Recorder*:—"The policy of taxing British subjects resident in Shanghai to the extent of five dollars for being registered at the Consulate appears to us a somewhat doubtful measure. The amount which can be gained in this manner to the revenue is so paltry when compared with the value of the China trade, that we scarcely think the plan can be upheld upon the principle that British subjects out here ought to pay for the protection of their Government. The great objection, however, to the scheme is that there is not any distinction of classes other than artisans and non-artisans. If any distinction is made at all, it ought surely to be more gradual than this. The youngest "junior" arrived by last mail must pay the same fee for registration as the richest merchant in the place. This certainly does not appear to us either just or advisable. We fully recognise the necessity for registration being made compulsory for Government reasons, and therefore take no exception at a fine being inflicted upon those who neglect it. We cannot, however, but think that the main object in view would have been more fairly met by making the fee for registration lower and the same for all; while the fine for neglect of registering might then have well been put at a higher rate, say at fifty or even one hundred dollars."

The same journal also has the following:—"Li, the acting Futai of this province, has resigned his appointment, making an excuse in accordance with Chinese notions of etiquette for so doing, namely, that he was desirous to return to his father to tend him during his declining years; probably, however, his real reason is the disturbed state of the northern part of the province. No successor has as yet been appointed.

"The business during the past fortnight has been comparatively limited both in imports and exports, with the exception, however, of the article of green tea, in which there has been great activity.

"The trial of Holmes, chief officer of the opium ship *Wellington*, who was arraigned before H. W. Dent, Esq., Portuguese Consul-General, upon a charge of having caused the death of a Chinaman by kicking, has been brought to a close. The testimony given was a fair specimen of that generally emanating from Chinese, utterly conflicting and inconsistent. The judgment in form has not yet been published; but it is to the effect that the defendant is acquitted on account of want of evidence.

"A correspondent from Newchwang informs us that Mr. Meadows has called a meeting to devise measures for the defence of the place. Some of the residents, among whom was our correspondent, do not seem to attach much weight to the rumoured insecurity."

TRADE OF 1865.

"The commencement of a new year forms a very desirable opportunity for taking into consideration a want, which has for a lengthened time been felt among commercial people in Shanghai. We allude to the defectiveness of the statistical returns of imports, exports and stocks. There is probably no place in the world where it is more necessary that accurate statistics should be made up, and perhaps also no place where this important matter is so defectively carried out. We recollect in former years very valuable statements used to be made up by the Chamber of Commerce, of the imports of manufactured goods. These were compiled from the Customs' returns, which, however, subsequently got so much in arrear that the plan had to be adondoned. This point we think calls for attention. The most practical method for obtaining this information would be from the export manifests of ships leaving London and Liverpool which are, we believe, to be purchased in writing at home at the price of 7s. 6d. each. This amount would of course be heavy for individual houses to pay; and the matter is, therefore, one which clearly points to the advantage of combined action such as could be secured by the Chamber of Commerce. The way in which the exports from home are classed in the *China Express* is not explicit. It could surely not be difficult to instruct some gentlemen conversant with the trade at home, to prepare a suitable statement for each mail which could be circulated in China for the common benefit. This plan would give the particulars of the quantities of goods shipped. The next point which it is desirable to ascertain, is the amount of the sales upon the market from time to time. This we much fear is almost hopeless; though we cannot but regret the circumstance, as the want of knowledge on this point has always placed the native at an undue advantage when purchasing from foreigners. We have endeavoured, as many of our readers are doubtless aware, to supply this information by sending round papers to a large number of houses who had kindly promised to give us a return of their sales. We regretted, however, to find that the totals at the end of the fortnight were generally far short of the sales which had taken place, and of course had to conclude that a certain number of sales were not reported. Though we regret having to give up our attempt to secure these returns for the public, we cannot but express a hope that the subject will not be allowed to drop by the Chamber of Commerce, who, as representatives of the merchants in this place, must have every interest in procuring reliable information upon such matters.

"It will be scarcely necessary to call to the recollection of of our readers that according to a resolution passed at the meeting of the Shanghai General Chamber of Commerce in August, the statistics of export of tea and silk will be now made up annually from the 1st January. The old system of dividing the seasons has proved altogether defective, and a great step in advance will be gained by the new arrangement.

"We are glad to hear that it is under contemplation for the Custom-house to issue a monthly statement of imports and exports. Should the scheme be matured, the tables will be printed at the Custom-house press. We doubt no that so desirable a step would meet with the general support as it will tend much to the advantage of the mercantile community."

On the supply of cotton, the following is of interest:—

Since the close of the American war this article has ceased to be exported to Europe, and notwithstanding the late considerable rise in prices at home, it is not likely the trade will be resumed unless prices here decline very materially; of this there is not much prospect, as the yield this season has been unusually small, so that prices are maintained at tls. 19.0.0 to 19.5.0 by the demand from the southern ports and for local consumption. Some of our residents have during the past summer attempted the cultivation of Egyptian cotton, but although the plant has flourished most vigorously, scarcely any of the balls have come to perfection.

On the Nien-fei movements the *Herald* says:—"The Nien-fei are reported to have gained a series of successes in the country to the north of the Yellow River. They are now in possession of the district of Chu-chow and have established their head-quarters at a place called Hsiaoh-sien. We also learn that Li Hung-chang's expedition to the Honan province has been countermanded, and he will therefore remain at Nanking as Governor-General. A mandarin named Puan, who held a high post under Gordon, has lately been sent to operate against the Nien-fei in the south of the Shantung. He is said to have opened his campaign by a most successful battle in which the rebels lost 2,000 men, but this is of course a gross exaggeration. His men are drilled partly in the European style, and his military stores are either foreign, or imitations of foreign stores. Amongst other munitions a large quantity of English rockets were sent up to him, but not one would go off. A despatch was sent to the Governor-General stating this fact and attributing it to their being old and past service. An examination however proved that the rockets had either been under water or exposed to so much damp that the composition had been reduced to the consistence of putty."

A meeting is shortly to be held to consider the plans for the new church. It will be remembered that the original designs were prepared by Mr. Gilbert Scott; but, being adapted for a building to hold only 460 persons, some alteration was needed to provide sittings for 800, the present estimated number of the congregation. Mr. Kidner, architect, of Shanghai, was employed to enlarge Mr. Scott's designs, and his drawings when completed were sent home for Mr. Scott's approval. This has recently been given, in terms of the highest commendation, and the work will now be proceeded with at once. The building is to cost taels 50,000, of which some 30,000 are already in the hands of the committee.

HONG KONG.

The French mail of 17th Nov. arrived out on the 3rd of Jan. The following P. and O. mail of the 27th, due about the 8th, had not arrived on the 15th Jan.

Digitized by Google

The news from Hong Kong and Canton is particularly barren, and the papers are mostly filled with North China and Japan news.

A report has been published of an inquiry held at a Marine Court into the circumstances attending the mutiny on board the *Pride of the Ganges*, belonging to Messrs. James Baines and Co., of Liverpool. It appears that this vessel, under the command of Captain Jack, took on board at Whampoa 301 Chinese passengers for Demerara, under the auspices of the British and West India Emigration Society, and sailed for her destination on the 9th December. According to the evidence of the chief officer and other witnesses examined, there was a disturbance on board the ship while at Whampoa, owing to a few of the last passengers engaged having received a higher premium than the rest. The discontented portion were, however, appeased by Mr. Samson, the Emigration Agent, coming down from Canton and paying them the difference. The passengers were all kindly treated by the captain, and all seemed content when she left Whampoa in tow of the steamtug *Fame*. On the following day some complaints, apparently unfounded, were made about the quality of the rice. On the 11th the outbreak took place, commencing with a rush of coolies from below, armed with stanchions, &c. The captain, who was below at the time, came on deck to ascertain the cause of the disturbance. James Young, a seaman, who was at the wheel, thus describes what followed:—"He had scarcely got on deck when some of them came down upon him with a stanchion. They beat him very much. He was then between the companion door and the mizen rigging. He made a rush into the lifeboat that was on the davits. When he was half way into the boat one of them came down on him with a blow on his back with a stanchion. He came back on the deck on his feet. I think his back was broken. He then walked towards me at the wheel. I looked him straight in the face, and I saw that his right eye was completely out of the socket. It was I think on his cheek, as I saw something white on it. I did not see the left eye at all. As he came towards me he held up his hands and said, with a mournful voice, 'Oh stop! stop!' Then one of the Chinese who was standing behind came down on his head with a stanchion and he dropped on the deck. They then lifted him up and threw him overboard. I saw him thrown overboard." While this was taking place the purser, Mr. Adolphus, was half strangled and thrown overboard. The chief and second officers escaped into the cabin, barricaded themselves in, and defended themselves for about half an hour, when the Chinese began to break up the deck. They then came up, and were ordered to take the ship to Honam, or Hainan. Mr. Vivers, the chief officer accordingly navigated the ship to the coast of Hainan, where she anchored. Here the mutineers quarrelled among themselves, some wishing to go to Honam and others to proceed to Demerara; the former party were for killing Mr. Vivers, but his life was saved by the others. Eventually they all left the ship and went on shore, upon which Mr. Vivers slipped the anchor and made sail, having only two Chinese left on board, a doctor and an interpreter. This was on the 14th December, and they arrived at Hong Kong on the 31st. Mr. Samson's attendance had been required by the Court, but he was said to be some two hundred miles up the country, and therefore did not appear. The Court adjourned to consider its decision. A report was in circulation among the people to the effect that letters had been received from Cuba, stating that whenever a Chinaman is about to quit the country, their money, clothing, &c., are taken away by order of the Government, which, not allowing them to be on the island without employment for any longer period than two months, takes them and *nolens volens*, forces them into an engagement, and compels them to remain and die on the island. Perhaps the affair of the *Pride of the Ganges* owes its origin to these apprehensions.

The following letter relates to passenger grievances against the P. and O. Company:—

SIR,—Is it worthy of so great a company as the P. and O. to crowd their passengers together as if they were bales of goods and had only paid for cargo-space? I have lately arrived in Hong Kong having come out *via* Bombay, and in the *Malta* which brought me from Suez to that port I was one of four in a cabin, about six feet by ten. I had no means of measuring it exactly, but its breadth fore and aft was the length of one berth, its length from the ship's side to the partition separating it from the fore-saloon certainly not more than ten feet; less than that I believe. The original plan of the cabin had only provided for three berths (one too many) but a fourth had been slung, with brass rods from the beams, at right angles to the others. The cabin contained but one washing basin, and the impossibility of keeping portmanteaux and necessary articles of dress in so miserably small a space, led to the utmost confusion. If the understanding from the first had been that I was to be treated in this manner I should have no right to complain, but the plan of the ship which I saw in London represented the cabin as containing but three berths. On the supposition that this was an honest plan, I took my berth, and I doubt very much whether the company would have a valid defence if anyone chose to bring an action against it under such circumstance, on the ground that it had not fulfilled its contract faithfully. This happened moreover. The berth next the ship's side with no other over it, was numbered, say X. That next the bulkhead and the other above were numbered say Y and Z. I took X, the whole three being disengaged when I paid my passage. When I got on board the ship I found the figures did not correspond with the plan. The berth next the side had the number Y, one of the others had my number X. Of course by this time all were occupied, so I went to the purser and explained my grievance. I could get no redress, however, and was jauntily told that I had taken X, had got X, what more could I say. I humbly put a case and asked the purser whether, if it had pleased the authorities to number one of the coal bunkers X, he would think that having "got X" ought to be enough to satisfy a passenger who had chosen the number from a plan which showed it in the after-saloon. My remarks, however, were deemed irrelevant.

It seems to me that a great deal more might be done by the company for the pleasure and comfort of the passengers than is done at present. In taking a passage one does not contract to be entertained and amused, and I do not, therefore, urge, as a grievance, that the ships are destitute of books, papers, maps, and everything which might tend to keep the passengers from leading a pig's life, dividing their time between eating and sleeping. Still I cannot see why it would be impossible to furnish the saloon with libraries of amusement, containing besides novels, a few such books of travels and science as the incidents of the voyage would probably lead people to refer to; and why the bulkheads should not be hung with maps or charts of the countries traversed by the overland route. Then there should certainly be a piano on board every ship, and a decent little band of three or four players.

I am not touching on subjects of serious importance. The irregularities of the mail service, the frequent accidents which delay their transmission are graver annoyances than those of which I have spoken. Still reform in small matters may often go hand in hand with improvement in others of greater moment, and I do not think it is asking too much, to require the accommodation in the ship, which is engaged at the office, reasonable space, toilet appliances in the cabins, and a little intellectual food to make up for the bad sherry and cold potatoes.—I am, Sir your faithfully,

X.

The American steamer *Fusi-Yama*, Captain Hallet, arrived from New York on the 31st December. She is destined for a sloop-of-war, and has been built to order for the Japanese Government. Her hull, &c., was constructed by Messrs. Westervelt and Co., of New York, and her machinery by Messrs. Murphy and Co., of the same place. She carries a very heavy armament, viz.:—one 100-pounder, four 9-inch Dalghrens, three 30-pounders, two 24-pounder howitzers, and two 12-rifled ditto; her engines are about 175-horse power nominal, but are capable of working to a much higher extent. Having coaled and got into fit order for presentation, she will proceed to Japan, to be at once delivered over to the authorities there.

"Some time ago," says the *Daily Press*, "a vessel called the *Po tung*, chartered to certain Germans, and employed by them, in defiance of stipulations to the contrary, in supplying arms to the Taipings, was seized, after she had resumed legitimate operations, by the Custom-house authorities at Amoy. She was employed by them as a cruiser, and was afterwards transferred to the Canton authorities, by whom she was used for patrolling the river. A few days ago she extended her field of operations, and seized a passage boat outside Hong Kong, took out her opium, and released her. She then chased another passage boat, the opium on board of which was thrown overboard. It is not a little curious that we should be sending our gunboats to perform work for the mandarins, and catch Chinese pirates, while at the same time their cruiser comes down—out of the jurisdiction of the Canton authorities—and blockades our port. If this *Po-tung* is a revenue cruiser, an armed vessel belonging to the Chinese Government, why cannot she assist our gunboats in rooting out the piracy which disgraces this coast?"

The following is the report of the steamer *Far East*, Captain Jones, reported in our last as arrived at Hong Kong:—"The *Far East*, from Calcutta on the 30th November, Sandheads on the 2nd December, Penang on the 10th December, Singapore on the 14th, and Labuan on the 19th, came up to the eastward of Palawan Island, encountering strong N.E. winds and S.W. currents, and found it a more difficult passage than that of the regular Palawan route. At Calcutta English coal was not obtainable, in consequence Bengal coal had to be taken with which steam could not always be kept up, frequent stoppages being necessary from this cause. Since the 25th, when off Manila have had N. and N.W. winds, and mostly under canvas from above causes."

The barque *Palawan*, bound from Sydney to Shanghai, was wrecked near Bordelaise Island, in lat. 7.33 N., long. 155.20 E.

Digitized by Google

Captain Page and his crew were brought on to Hong Kong by the *Ana*, from Guam, after having suffered much and long-continued hardship, and lost everything they had in the world.

The following mercantile notices have appeared :—

The interest and responsibility of Robert James Farbridge, Robert Muirheid Reddie (deceased), and James Whitlow, in our establishments in China, ceased yesterday, and to-day we have admitted as partners therein Cridland William Farbridge, Joseph Farbridge Holliday, Richard Rowett, and Joseph Perrott Barnes.—Holliday, Wise, and Co. Hong Kong, Jan. 1, 1866.

The interest and responsibility of Robert James Farbridge in our firm in this city ceased yesterday, and we have to-day admitted as partners therein Cridland William Farbridge and Joseph Farbridge Holliday.—Holliday, Wise and Co., Manila, January 1, 1866.

The interest and responsibility of Mr. C. A. Hubener, and of Mr. Arthur Booth, in our firm ceased on the 31st December, 1864, and 31st December, 1865, respectively; and Mr. H. Emil Hubener, and Mr. Oscar Booth, have this day been admitted partners in our firm.—Bourjau, Hubener and Co., Hong Kong, January 11, 1866.

The interest and responsibility of Mr. Francis Bulkeley Johnson in our firm ceased on the 30th June last, and Mr. John How Cheverton is now admitted a partner.—Johnson and Co., Hong Kong, January 1, 1866.

The Overland Trade Report has a long account of some atrocious cruelties lately practised by the Chinese authorities at Amoy on pirates, suspected rebels, and others. Most revolting details are given of the execution of certain criminals who were put to death by slow torture in front of the Hamburg Consulate. There seems strong reason to believe that when pirates are captured by British gunboats and given up to the native authorities for punishment, the real criminals seldom suffer the penalty, substitutes being found by some means. The *Daily Press* correspondent says :—"The gunboat *Grasshopper* captured nineteen pirates at Port Matheson, brought them to Amoy, and delivered them up to the 'Totai' They were tried, all found guilty and condemned to death. But five of the number had friends here, who paid sums of money to the Totai, and procured their release. This I know for a fact, for I happened to accompany nineteen of the prisoners from the prison to the Totai's on the day of their final condemnation and execution ; money having been already paid for three of them, and security given for their good behaviour in future, they had been liberated. When I entered the Yamun the prisoners were brought before the Totai, and their names called over. At this time a respectably dressed Chinaman came to the front, with a handkerchief full of rolls of dollars, and I noticed that the Totai cast a peculiarly longing eye towards the handkerchief, and beamed very complaisantly upon this Chinaman, who performed a very short-winded Kotow, and then presented a petition to his Excellency, which he received and read, and in a few minutes a servant was ordered to receive the Mexicans, and count them, the petitioner accompanying him. The dollars being found correct (I should estimate them at about $500), the crier of the court called out the names of two of the pirates, who were taken apart from the others, their shackles knocked off, and allowed to depart with their kind friend and benefactor! So much for Mandarin law and justice. Out of nearly 50 pirates brought into Amoy by our gunboats, during November and December, all of whom were taken in the very act of piracy, having been given over, only 14 have been executed, all the others having found a friend at Amoy, who was willing to pay a certain sum of money for their liberation."

JAVA.

Summary of Java news brought by the new contract steamer *Koning Willem III.*, with dates to 16th Jan. :—

The Governor-General returned from his tour of inspection on the 18th December. The Industrial Exhibition closed on the 31st December.

Rattan flogging, a punishment frequently administered by the police, has been abolished throughout Netherlands India ; also the reed flogging in the army.

The new law on the Government cultures presented by the Minister of the Colonies to the Chambers, is a topic of general interest in Java. It is received favourably, and will probably be passed.

Order has not as yet been restored at Ceram ; the troops met with little resistance from the natives at their approach. Fighting continues at the West Coast of Borneo. An act of courage and great presence of mind was displayed on board the Government steamer *Boni* during one of the numerous expeditions against the enemy. When attacking a fortified camp, a smart firing was kept up on board the *Boni* to protect the disembarkation of a landing division. A mortar being fired, the burning grenade struck against the iron chain of the awning and rebounded on deck. Immediate command was given to all present on deck to lay down, but Captain Kilian, of the artillery, seized, without a moment's hesitation, the burning grenade with both hands, and threw it overboard, where it burst, having scarcely reached the surface of the water, giving the vessel a severe shock.

SIAM.

BANGKOK.

Our dates are to the 14th Jannary. The chief item of intelligence is the death of his Majesty the Second King of Siam, who died of dysentery. He was a very worthy and enlightened Prince, and will be deeply regretted by all foreigners as well as by his own people.

We regret to hear that the publication of the *Siam Times* is discontinued, but believe that its suspension is only temporary.

MALACCA STRAITS.

SINGAPORE.

The P. and O. mail of 11th Dec. arrived out on the 16th Jan. The dates are now down to the 22nd. The *Straits Times* expresses surprise that the Postmaster-General should have renewed the contract with the P. and O. Company. This contract is terminable or subject to revision yearly, and if another company can show their ability to perform the various services better, there is room for them. Unfortunately, experience is against them up to the present time. The French company has been extremely well managed, but at an enormous cost to Government.

With regard to the impediment which it was rumoured, and to which we referred in our last, that the Tumongong was about to impose to the exports of produce from his territory, very little further has transpired. The protest of the Chamber of Commerce, of course, duly reached his Honour the Governor, and we understand that an official inquiry into the subject is now on foot. As we stated as far back as eighteen months ago, it will be exceedingly difficult for the local government here to interpose, on the strength of existing treaties, against any cation of the Tumongong in Johore short of the establishment of differential duties. It is quite clear, however, that independent action upon the part of the Tumongong, who is so near a neighbour, must be prejudicial to the interests of Singapore, and it may now be time to see whether or not our treat es with him cannot be rendered more stringent. The English Government, in the absolute possession which is granted them in the treaty of 1824, of the waters of the old Straits, possesses a strong means of coercion.

The first criminal session of the year, which was opened on the 9th Jan., was closed a few days afterwards, very few difficult cases having to be adjudicated. One man, a ticket-of-leave convict, was convicted of murder, and suffered the extreme penalty of the law on the 17th Jan. At the close of the session the grand jurors presented to Sir Richard McCausland, the Recorder, a farewell address, in which they expressed a very high eulogium of the learned Judge's administration during the past ten years, and thanked him for the courtesy which he had invariably extended to them.

The ice works, which have long been the subject of dissatisfaction and complaint, have now passed into the hands of the Singapore Ice Company, whose operations will be carried out on a scale commensurate with all the requirements of the place. A general mourning was observed here on Friday on account of the death of his Majesty the second King of Siam, news of which event reached this by the Siamese steamer on the day previous. The weather still continues rainy, but next month will see the commencement of the hot season.

We extract the following from the *Bombay Gazette* of 13th of December :—"We understand that the 7th M.N.I. and 11th M.N.I., which were under orders to move from Rajpore to Singapore, and from Singapore to Rajpore respectively, have been ordered by Sir Gaspard Le Marchant to stand fast another year."

The Portuguese steam frigate *Maria Anna*, Captain Rosa Oliviera, from Timor, anchored in the harbour on the 12th of January.

We have no Penang papers to hand, and presume they have been again addressed via Southampton.

Digitized by Google

Births, Marriages, and Deaths.

(Announcements for subscribers are made free of charge.)

BIRTHS.

BIRD.—At Shelley-street, Hong Kong, on the 9th January, the wife of Shearman G. Bird, of a daughter.

BRADLEY.—At Swatow, on the 2nd January, the wife of Charles William Bradley, of a daughter.

CARPENTER—On the 15th Feb., at Palace-road, Surbiton, the wife of F. S. Carpenter, Esq., Deputy-Commissary-General, of a son.

CERCAL—On the 15th Feb., at 253, Riviera di Chiaja, Naples, the Baroness do Cercal (Pamella), of a daughter.

COLLINS—On the 8th Dec., the wife of the Rev. W. H. Collins, of Peking, of a daughter.

FRY—On the 33rd Feb., at Mitcham, Surrey, the wife of Walter J. Fry, Esq., of a son.

FOX.—At Singapore, on the 14th January, the wife of T. A. Fox, Esq., commanding H.M. steamer Pluto, of a daughter.

GUBBAY.—At Hong Kong, on the 2nd January, the wife of S. D. Gubbay, Esq., of a son.

HOUGHTON—On the 14th Feb., at Leyton, the wife of Chas. Jas. Houghton, Esq., of a

JARVIE.—On the 21st Feb., at 13, Park Circus, Glasgow, the wife of John Jarvie, Esq., of a daughter.
daughter.

KRESSER.—At Wardley House, Hong Kong, on the 6th January, the wife of Victor Kresser, of a son.

ROBERTSON.—At 54, Hill-street, Singapore, on the 9th January, the wife of Dr. Robertson, of a son.

MARRIAGES.

DOOLITTLE—JUDSON.—On the 1st Feb., at the Second Presbyterian Church, Galesburg Ill., by the Rev. George Duffield, jun., assisted by Rev. Wm. S. Curtiss, D.D., President of Knox College, Rev. Justus Doolittle, of the North China Mission of the American Board, to Miss Louisa Judson, of Galesburg, Ill.

DENNYS—MATTHIES.—On the 11th Jan., at St. John's Cathedral, Hong Kong, by the Rev. John Wilson, Acting Colonial Chaplain, assisted by the Rev. Thomas Stringer, Acting Consular Chaplain at Canton, Nicholas Belfield Dennys, to Eleonore Catharine Caroline Johanna Matthies, youngest daughter of the Wallmeister Matthies, of Stade, Kingdom of Hanover.

EITEL—EATON.—On the 2nd of Jan., at the Union Church, Hong Kong, by the Rev. James Legge, D.D., the Rev. Ernest John Eitel, of the London Missionary Society, to Mary Ann Winnefred Eaton, of the Diocesan Native Female Training School.

HUME—RUTHERFORD.—On the 12th Feb., at St. George's, Hanover-square, by the Rev. G. Macilwain, Mr. James Hume, to Mary, youngest daughter of the late Mr. James Rutherford, Kelso, N.B.

LONGMAN—COWIE.—On the 13th Feb., at Clewer Church, near Windsor, by the Rev. Thos. T. Carter, rector, W. Holmes Longman, Esq., Lieut. R.N.R., late Commander of the ship Silver Eagle, to Ellen, youngest daughter of the late James Cowie, Esq., of St. Martin's-le-Grand. No cards.

DEATHS.

BLUNT—On the 16th Feb., at Balham, Surrey, after a few days' illness, Samuel Jasper, Blunt, Esq., of the Colonial Office, aged 68.

BERNARD—On the 29th Jan., at Malta, on his way home, Wm. Dallas Bernard, Esq., Deputy-Commissary-General of Ceylon.

BURN—In December last, at Bangkok, in Siam, of dysentery, to the inexpressible grief of his parents, Capt. Robert Campbell Burn, late of H.M.'s Madras Staff Corps, the eldest surviving son of Major-General George Burn, of H.M.'s Madras Retired List.

BRUN—On the 20th Oct., 1865, by drowning at sea, John le Brun, Captain of the British barque Medina, aged 42.

BRUNN—On the 7th Dec., at Chefoo, Johan Jacob Schouw Brunn, Captain of the Siamese ship Shooting Star, a native of Denmark, from dysentery.

COHILL—On the 3rd Jan., at the General Hospital, Hong Kong, Patrick Cohill, Gunner, R.A., aged 23.

LITTLEDALE—On the 20th Feb., at his residence, Edge-lane, Liverpool, Edward Littledale, Esq.

MOOYAART—On the 9th Feb., at his son's residence, St. John's Parsonage, Ladywood, Birmingham, of congestion of the lungs, James Nicholas Mooyaart, Esq., late of H.M.'s Ceylon Civil Service, in his 85th year.

ROBINSON.—On the 20th Feb., at Chingford Lodge, Chingford, Essex, Joseph Robinson Esq., 22 years with the Peninsular and Oriental Steam Navigation Company, aged 47, deeply regretted by all who knew him.

RICHARDSON—On the 12th Jan., at Swatow, suddenly, John Walter Richardson, Junior Member of the firm of Messrs. Bradley and Co.

RYAN—On the 31st Dec., 1865, on board the British ship Isca, Wallace Ryan, Master, aged 45.

ROBERTS—On the 10th Jan., at No. 3, Lansdowne terrace, Aberdeen-street, Hong Kong, Elizabeth, the wife of John Roberts, senior, aged 60 years and six months.

WILSON—On the 8th Jan., on board the American ship Oracle, James Wilson, mate of congestion of the brain.

WADE—On the 23rd Dec., 1865, at the General Hospital, Shanghai, Captain J. W. W. Wade.

EXCHANGES ON LONDON.

[For dates, see first page.]

		Bank.	Private.
At Yokohama	6 months sight.	4s. 7d. to 4s. 7¼d.	4s. 8d. to 4s. 9d.
At Shanghai	6 ditto	6s. 3d.	6s. 3d. to 6s. 4d.
(per Tael.)			
At Canton, At Hong Kong, At Macao	6 ditto	4s. 7d.	4s. 7⅛d. to 4s. 8⅛d.
At Singapore	6 ditto	4s. 7⅛d. to 4s. 7⅛d	4s. 7⅛d. to 4s. 8d
At Manila	6 ditto	4s. 2⅛d.	4s. 3d. to 4s. 4d.

At Shanghai, Bills on India, Rs. 298 to 299 per 100 taels. At Hong Kong, Rs. 218 to Rs. 219 per $100. Bar Silver at Shanghai, 111 taels; at Hong Kong, 10½ per cent. prem. Mexican dollars at Shanghai, taels 72 per 100 and Exchange on Hong Kong, 26 to 27 discount. Hong Kong and Shanghai Bank shares, 12 per cent. prem.; Gas Company in demand by Europeans and Chinese at £3 and £4 prem. per share; Hong Kong and Whampoa Docks, 40 prem.

COMMERCIAL REPORT.

CHINA EXPORTS.

TEA.—The continued good advices from London make exporters confident, and the markets are being fast swept of all available parcels. Black Teas continue to advance, although the assortment is becoming very poor. Green Teas are being taken at irregular, but still at high rates. The season is drawing fast to a close.

CANTON.—Our market remained rather inactive until the last week, when the news brought by the French mail of 17th November stimulated buyers to make purchases—Canton Gunpowders more especially attracting attention for the English market, which was reported to have advanced for these kinds considerably. Country Congous: Our stock has been increased by the arrival of two more chops, for which offers have been made, but as yet no transactions have taken place. Country Greens: Two small chops are expected here in the course of the fortnight with more to follow very shortly. Canton Gunpowders have been in great demand, and considerable settlements effected. Prices have advanced tls. 3 to 4, and holders are now very firm at closing rates. Stocks are now much reduced, and consist almost entirely of the common grades.

AMOY.—There has been an active demand for America and all clean teas have met with ready sale at full prices. Oolon Ankois 7,079 packages have been settled at $14 to 19 for inferior and common, $20 to 24 for good common to fair, and $28 to 30 for good to fine cargo. Fairly Clean Ankois have realised at $13 to 14 per picul. Congous: Only 88 packages. Low Common have been taken at $13.

FOOCHOW.—A good demand continues for Congous. Some further supplies of inferior quality have arrived from the country, which were disposed of at full rates. Some Foochow packed is now on the market. The total quantity thus brought forward exceeds 3,000 packages. A good business has been done in Oolongs for shipment to New York at a trifling advance. About 2,000 packages of the cargo of the Eurydice were found damaged; these were mostly Amoy teas and were sold at auction, bringing high rates. The following are the settlements for the fortnight:—Congous, 7,500 chests at 8 to 13 taels for dust and broken leaf; 14 to 17 for ordinary common; 17 to 19 for good common; 20 to 23 for a little flowery; and 24 to 25 for fair flowery. Souchong, 220 chests common to medium at 19 to 21 taels. Oolongs, 12,000 half-chests at 8 to 19 taels for common to good cargo, and 20 to 26 for fair. Flowery Pekoes, 200 chests at 17 to 23 taels for common to medium. Scented Teas, 4,500 boxes at 8 to 22 taels for common to medium.

SHANGHAI.—Black Teas: The favourable news brought by the mail caused holders to demand an advance of one tael for the 3,500 chests Congou left in stock, which with 2,000 packages received from the river ports comprises the business of the fortnight. There are now only two country packed chops on the market, and few, if any more, arrivals expected. Several small musters of Shanghai packed teas are offering, but the making up of the chops depends entirely upon the price buyers will give. Settlements have been 5,500 chests of common Oonam at tls. 21¼ to 23, and common to fair Ningchow, at tls. 23 to 29½. Reshipments have only been 600 chests, and the stock consists of 750 chests. Green Teas: The market has been quiet. Settlements amount to 11,400 half-chests Fychow and Moyune, at tls. 29¼ to 51¼, and 600 half-chests Pinsuey at tls. 33½. Re-shipments have been 2,500 half-chests, and the stock is estimated at 13,000 half-chests Fychow and Moyune, and 3,000 half-chests local packed.

YOKOHAMA.—We have to advise a very animated Tea market; prices have advanced considerably, and in some instances show a rise of $8 per picul on our quotations of the 15th instant; the teamen are very firm in their demands. Settlements have been made for America with one or two exceptions, and consist chiefly of good medium to fine kinds; we estimate them at 2,400 piculs, leaving a stock of about 1,000 piculs, comprising the following:—the quotations are as follows: Good Common $20 to 25 per picul. Medium $26 to 35. Good Med. to Fine $36 to 45.

RAW SILK.—This opportunity conveys 1,247 bales for Southampton, 166 bales for Marseilles. Of the quantity taken for Southampton and Marseilles 830 bales are Japan.

CANTON.—The settlements of the fortnight amount to 220 piculs silk, 300 piculs pungum, and 200 piculs silk waste. Quotations are as under:—Loong-kong, No. 1, $615 to 625 per picul; No. 2, $600 to 610 per picul.

SHANGHAI.—Since the departure of the last mail to Europe, but little business has been done in China Silk, partly owing to the New Year's holidays, but more especially on account of the high rates ruling and the scarcity of good silks. The lower classes of Taysaams and Yuenfas may quoted slightly lower, though the prices paid for all descriptions have been very irregular. Arrivals from the interior are unusually small, and there is now no doubt that but little silk remains to be sent forward this season. Quotations are—Tsatlees, chops No. 1, none; do., chops No. 2, 630 to 635 tls. per picul; Taysaams, chops No. 1, 540 to 555 tls. per picul; do., chops No. 2, 510 to 520 tls. per picul.

YOKOHAMA.—There has been a much larger amount of business transacted than was expected, considering the high pitch that prices had attained to; the advices received by the Dupleix having caused some few buyers to enter the market and purchase to a considerable extent. Had this demand not set in, there is no doubt that the anxiety the native holders evinced to sell as we last remarked, would have had its natural fruits in some concession being made by them, and a lower scale of prices generally; as it is, the market rate has been sustained and fair average parcels of hanks must be quoted $920, whilst for anything very fine, a higher rate would readily be paid. The settlements for the present mail steamer may be estimated at from 800 to 900 bales, which will bring our export for the first six months of our season to about 7,400 bales against 8,500 bales last year, or a deficiency of 1,100 bales.

SHIPPERS OF TEA FROM HANKOW—SEASON 1865-66.

Shippers.	Chests.	Half Chests.	Boxes.
W. R. Adamson and Co.	10,372	1,170	1,040
G. Barnet and Co.	11,614	3,596	...
Bourjau, Hubener and Co.	319	...	...
E. Townend and Co.	1,244	600	...
Dent and Co.	18,617	5,505	2,995
Dow and Co.	4,500	2,069	...
R. Francis and Co.	800	...	...
Gibb, Livingston and Co.	11,169	1,060	...
Gilman and Co.	4,901	...	...
Hogg Brothers	9,333	1,492	...
Holliday, Wise and Co.	6,797	770	1,750
Innes and Co.	9,616	2,750	...
Jardine, Matheson and Co.	13,614	2,921	...
Lindsay and Co.	620	...	...
Mackellar and Co.	61,936	8,528	468
K. R. Mackenzie	6,563	527	...
Overweg and Co.	8,662	1,698	...
Oxford and Co.	743	178	...
Russell and Co.	5,251	1,760	...
D. Sassoon, Sons and Co.	5,645	1,634	...
Shaw, Ripley and Co.	9,092	2,036	...
Siemssen and Co.	530	...	...
Smith, Kennedy and Co.	200	200	...

Digitized by Google

Trautmann and Co. ...	2,479 ...	1,010 ...	...
Turner and Co.	16,627 ...	1,604 ..	1,215
A Wilkinson and Co. ...	2,000 ...	1,270 ...	...
Ballance and Hallam ...	27,581 ...	4,918 ...	1,684
Tokmakoff and Co. ...	6,489 ...	196 ...	...
Birley, Worthington and Co.	7,040 ...	1,040 ...	...
G. A. Munro	13,004 ...	3,010 ...	580
J. M. Ringer	16,568 ...	5,481 ...	...
J. Crossley	4,387 ...	786 ...	...
M. P. Evans	488 ...	435 ...	...

CHINA IMPORTS.

COTTON YARN has attracted but little attention during the fortnight. Deliveries amount to about 136 bales, of which 20 bales were Singapore goods and 30 were sold by public auction. Grey Shirtings: During the first part of the fortnight there was no inquiry for these goods, but on receipt of telegrams per Reiver from Calcutta a demand sprang up, and considerable sales were effected at from $4.75 to 4.85 for 8.4 lbs. goods. The market has since advanced 10 to 15 cents, sales "to arrive" having been made as high as $4.95 for 8.4 lbs. $5 to 5.15 are asked for goods on the spot, but there is but little disposition to buy pending the mail's arrival. Sales amount to about 24,300 pieces, principally to foreigners, 1,300 of which were sold at auction. White Shirtings have been but little sought after during the fortnight. Clearances only amount to 800 pieces. T-Cloths: There has been a small inquiry for these goods. Prices for 7 lbs. are rather firmer. 7,100 pieces have been sold. American Drills: None in stock. Quotations nominal. Of English Drills, 15 bales have been sold at auction at $5.35. White Spotted Shirtings, Dyed ditto, Brocades White and Coloured: These goods remain much as last reported; 750 pieces of the former have been disposed of, but of the others there are no sales to report, and quotations remain unchanged. Damasks and Chintzes: No sales have been effected. Handkerchiefs have also been quite neglected.

RAW COTTON.—A brisk demand has sprung up for the staple, and prices show a considerable advance. Europeans have been buyers to a moderate extent, both for speculation and, it is reported, for export to England. Clearances amount to about 12,000 bales, of which 5,000 are Bengal Cotton There have been no large arrivals, and the market closes very firm with a strong upward tendency. There is no Japan Cotton here, and prices are quite nominal.

WOOLLENS.—Spanish Stripes, Medium Cloths, Ladies' and Habit Cloths: There is but little demand for these goods; about 50 pieces Scarlet Spanish Stripes and 40 pieces Medium cloths have found buyers at previous rates. Long Ells show a decline in price, owing to a falling off in the demand. The only clearances reported are 100 pieces of H Scarlet. Camlets: 220 pieces of English Camlets have been sold at former prices. Lastings: No sales to report. Rates the same. Blankets remain without change.

METALS.—Iron: Nail Rod Iron has been in good demand, and prices have somewhat advanced. Deliveries amount to 5,000 piculs. 400 piculs of Bar Iron and 500 of Hoop have also found buyers. About 150 piculs of wire have been sold. Lead has been in good demand among foreigners, and prices have advanced about 25 cents. Sales are estimated at about 4,000 piculs. The stock still continues very large. In Canton there has been a corresponding advance, and 2,000 piculs have found buyers. Tin: The only sales reported are 50 slabs of Malacca Tin. Tin Plates: No change to report. Steel: Without sales. Quicksilver: About 200 flasks have been sold here and 300 in Canton.

COALS.—HONG KONG.—One small lot of Australian (400 tons) comprise the entire addition to our stocks. This parcel was eagerly bought at $12. We still quote English and Welsh firm at $14.

SHANGHAI.—Coals have remained firm, and sales have fetched fully last quotations. Stocks are decreasing, and though there is less eagerness on the part of buyers to increase their stocks at present rates, the market is in very healthy state. Stocks of coals, 6th January, 1866. English, 23,730 tons; American, 5,123 tons; Sydney, 3,053 tons. Import of Foreign Coals at Shanghai:—1858, 29,400 tons; 1859, 57,700 tons; 1860, 53,200 tons; 1861, 33,503 tons; 1862, 173,500 tons; 1863, 161,400 tons; 1864, 117,244 tons; 1865, 91,231 tons, viz.: From Great Britain, 51,355 tons; America, 11,217 tons; Sydney, 28,689; equal to 91,231 tons.

SHIPPING INTELLIGENCE.

ARRIVALS.

At YOKOHAMA.—From London: Dec. 27, Medina.

At SHANGHAI.—From London: Dec. 31, Jubilee. From Sunderland: 28, Prince Alfred; Jan. 6, Kirkland. From Cardiff: 2, Sailors' Home.

At HONG KONG and CANTON.—None.

At MANILA.—From London: Dec. 30, Manila.

At SINGAPORE.—From London: Jan. 7, Bride. From Glasgow: 11, Taymouth Castle. From Newcastle: 7, Newcastle; 14, J. W. A. Lorenzen. From Newport: 15, Herschel. From Amsterdam, 13, Bernard and Agnes.

At BATAVIA.—From Liverpool: Braganza, Bulgersteyn.

DEPARTURES.

From YOKOHAMA.—For New York: Dec. 22, Lucerne.

From SHANGHAI.—For New York: Dec. 27, Memento.

From FOOCHOW.—For London: Assyrian, Cambalu, Albuera, Ocean Spray.

From AMOY.—For New York: Dec. 31, Formosa.

From HONG KONG and CANTON.—For New York: Jan. 4, Gem of the Ocean; 7, Antelope.

From MANILA.—For London: Dec. 26, Moulin; 31, Monsoon.

From SINGAPORE.—For London: Jan. 17, Kinnaird. For New York; 10, Chesseren; 16, James Paton. For Boston: 18, Tordenskjold.

From HONG KONG.—For London, via Cape: Jan. 13, Layard, cleared, Agincourt. For Swinam: Whirlwind.

LOADING.

At YOKOHAMA.—For London: Cleveland. For New York: Monkchester, Flatworth, Louisa Bragington.

At NAGASAKI.—For London: Chanticleer.

At SHANGHAI.—For London: Rajah of Cochin (full), Peter Denny, Petchelee. For New York: Grasmere (full), Indus, Horatio, Hotspur.

At FOOCHOW.—For London: Adelina (full), Dilkhoosh. For New York: Buena Vista.

At AMOY.—For New York: Marco Polo, Amaranth.

At HONG KONG and CANTON.—For London: Queen of the Age. For New York: Dan, Hugo and Otto.

At MANILA.—For Hamburg: Voladora. For Cadiz: Elena. For Falmouth: Ferozepore. For New York: Goethe, Santee. For Boston: Mindoro.

At SINGAPORE.—For London: County of Ayr, William Simpson, Nancy Bryson. For Continent: Augusta and Meline. For Bordeaux: Mohely. For New York, Leotine. For Boston, Borneo.

At BATAVIA.—For Channel: Superb, Cheribon, Favorit, Stad Middelburg, Bustran Pot, Aegidia and Pauline, Kinderdyk, Joannes. For United States: Hong Kong.

FREIGHTS AND CHARTERS.

At SHANGHAI.—There is no improvement to report, although tonnage is scarce. The only demand for vessels has been for the rice ports at an advance of 2s. 6d. per ton, viz.: £2 17s. 6d. to United Kingdom, 30 lay days. An improvement in the freight market is, however, anticipated.

At FOOCHOW.—To London, £2 10s. per ton of 50 cubic feet.

At HONG KONG and CANTON.—Vessels on the berth for London and Liverpool are loading at £2 5s. to £2 10s., and to New York £2 and $12. From the rice ports to United Kingdom, £2 12s. 6d. to £2 15s.; to Continent, £3; to Bangkok and back, 40 to 45 cents per picul. The Circular of Geo. Holmes gives the estimate of disengaged vessels as 50, representing 23,037 tons.

SINGAPORE.—Freights generally have improved. The Ocean Home has been chartered to load at Penang for London, £2 dead weight, £2 10s. light freight, and £3 measurement. Wallace (1112 tons) from rice ports home, £3 all round. To Hong Kong the rate is 37½ cents per picul.

BATAVIA.—To load at rice ports to Channel for orders, £2 15s. to £3 per ton.

VESSELS PASSED STRAITS OF SUNDA.

From ENGLAND and CONTINENT to CHINA, &c.—Jan. 2, Ocean, from Cardiff to Singapore; 6, Tonia, from Newport to Singapore.

From CHINA, &c., to ENGLAND and CONTINENT.—Jan. 1, Excelsior, from Singapore to Liverpool; Lammermuir, from Foo-chow to London; 5, Labrador, from Manila to Liverpool; Earl Dalhousie, from Shanghai to London; 7, Arab Steed, from Singapore to Liverpool; 8, Bacchanter from Foo-chow to London; 9, Patrician, from Shanghai to London.

From CHINA, &c., to UNITED STATES.—Dec. 27, Archer, from Foo-chow to New York; 29, Tanjore, from Hong Kong to New York; Jan. 2, Prospero, from Foo-chow to New York; 4, Star King, from Canton to New York; Glenclune, from Foo-chow to New York; 5, J. N. Cushing, from Shanghai to New York; 8, Blanche, from Nagasaki to New York; Alexander, from Singapore to Boston; 9, Vinco, from Japan to Boston; Caroline Elizabeth, from Singapore to New York.

COMMERCIAL POSTSCRIPT.

ARRIVALS NOT INCLUDED IN THE TABLES.—February 23, at London, from Bankok, Hampton Court; from Shanghai, Lord Clyde; from Manila, Eduard; at Portsmouth, from Maulmain, &c., Almira; 22, at Portland Roads, from Batavia, Maria Anna; 7, at New York, from Macao, Alida; 25, at Deal from Foo-chow-Foo, Hydra; 11, at New York from Shanghai, Podesta; at Holmes Hole from Batavia, Silver Craig; 26, at Falmouth from China, Asia.

DEPARTURES.—Feb., from Amsterdam for Batavia, Tagal; 16, from Lisbon for Nagasaki, Eagle (s.s.); 24, from London for Hong Kong and Canton, Hotspur; for Shanghai, Fi Wan; for Cardiff and Galle, Montrose; from Rotterdam for Batavia, Nagasaki; 18, from Newcastle for Singapore, Holland; from Amsterdam for Batavia, Iago; 21, from Cardiff for Hong Kong, Pocahontas; for Singapore, Metis; 22, from Liverpool for Hong Kong, Avon; the steamer Douglas was to leave Aberdeen for Hong Kong yesterday; from Amsterdam for Batavia, Stad Assen; 23, from Shields for Singapore, St. Oswyn.

SPOKEN.—Silver Craig, Batavia to Boston, Feb. 7, lat. 41, lon. 70; Florentia, Foo-chow-Foo to London, Jan. 30, 3 N., 22 W.; Voorint, Batavia to Rotterdam, Jan. 4, 13 S., 8 W.; Abel Tasman, Bali to Amsterdam, Jan. 25, 13 N., 35 W.

JOHN SMALE, Esq., Attorney-General of Hong Kong (now in England), has been appointed Chief Justice. We have not heard who will succeed to the post of Attorney-General, nor as to the appointment of a Bishop.

APPOINTMENTS.—The Queen has been pleased to approve of M. Woldemar Nissen as Consul at Hong Kong for the Free Hanseatic City of Hamburg. The Queen has also been pleased to approve of M. Woldemar Nissen as Consul at Hong Kong for the Free Hanseatic City of Bremen.

THE JAPANESE COMMISSIONER.—Before leaving this country H. E. Shibata Hiouga no Kami and suite visited the studio of Mr. Herbert Watkins, in Regent-street, who took *carte-de-visite* portraits of the whole party, six in number. The likenesses are strikingly good, and form probably the best series of Japanese portraits yet taken.

THE CHANCELLOR OF THE EXCHEQUER AND THE TEA DUTIES.—The following correspondence in reference to the rumoured intention on the part of the Government to make a further alteration in the tea duties during the present session has taken place between Messrs. Cock, Spavin, and Co., tea merchants, and the Chancellor of the Exchequer. That firm wrote as follows, under date of the 16th inst.:—"9, Fenchurch-street.—Sir,—In consequence of a rumour current as to an intended alteration in the duty on tea, the sale of that article and the payment of the duty thereon are seriously obstructed; and we shall be much obliged if you will be

Digitized by Google

good enough to state (as you have lately done on a similar application from a member of the wine trade) whether such rumour is well founded or not. An emphatic 'No' on your part will benefit both the revenue and the trade at large, but in the absence of some positive statement on the matter the trade will be in a state of stagnation until the delivery of your budget.—We have the honour to be, &c., COCK, SPAVIN, and Co." To this the following reply was received :—"Downing-street, February 17.—Gentlemen,—I am directed by the Chancellor of the Exchequer to acknowledge the receipt of your letter of yesterday, and to inform you that, except in special cases, as for instance where the Government has itself done some act tending to create uncertainty and speculation, he is precluded by general rules of undoubted cogency from giving any reply to a question respecting fiscal changes. Mr. Gladstone desires me, however, to say that he is wholly at a loss to account for any such rumour as the one to which you allude, and he would have thought that the obvious circumstances of the case would have sufficed to prevent such a report being either circulated or believed.—I have the honour, &c., W. B. GURDON."

PAGE v. COWASJEE EDULJEE—JUDGMENT.—This was an appeal from the Supreme Court at Ceylon, which had set aside a decision of a district court. There had been considerable litigation respecting the sale of a ship. It was alleged that because some delay had occurred the vendor had sold the ship to another person. The parties went to law, and the case had been before the courts in the island. Lord Chelmsford delivered the judgment of their lordships, reviewing at considerable length the facts and the views entertained by the parties. The cases in the books ruled that a chattel was sold, although it remained in the possession of the vendor, and that there was no right to resell the property. One side could bring an action in trover, and if the chattel was sold an action for damages could be maintained. Their lordships hoped there would be no further litigation, but that an arrangement which must be obvious to all would be made between the parties. Their lordships set aside both the decisions in the courts below, but gave no costs to either side.

PRESENTATION OF BIBLES TO CHANG WOO GOW AND PARTY.—On the 21st the tall Celestial and his Chinese friends attended the Exeter-hall Hotel, for the purpose of receiving presentations of the Scriptures printed in their own language. The Rev. Mr. Summers, Professor of Chinese at King's College, presided, and read an address which, given with much freedom, and evidently with great command over the Mandarin dialect on his part, seemed to considerably astonish and impress the strangers. Chang Woo Gow replied with much earnestness, reading from a paper, which he presented to the rev. professor at the termination of his address, with a translation by Kwan Toon.

THE EARL OF DONOUGHMORE.—The Earl of Donoughmore died on the 21st after a protracted illness. He was born in April, 1823, and married April 7, 1847, to the Hon. Margaret, eldest daughter and co-heir of Mr. Walter Steele. He is succeeded in his titles and estates by his eldest son, John Luke George, Viscount Suirdale, born 1848. The death of the Earl of Donoughmore leaves a gap in the ranks of the Conservative party which will not be easily filled. Early in life the deceased nobleman entered the army, and served his country with distinction in China; but after his inheritance of his father's title and estates he devoted himself almost entirely to public life, and became one of the most industrious, active and useful members of the House of Peers. He fulfilled all the duties of a country gentleman with judgment and skill, and though for some years his declining health prevented him from taking that active part in country affairs which he always desired to do, he devoted a large portion of his fortune to the improvement of his estate and to the endeavour to render his tenants prosperous and comfortable.

COOLIE EMIGRATION TO THE WEST INDIES.—A recent Havannah price current contains the following statement with regard to the importation of coolie labour into Cuba :—"There have arrived during this year some 8,000 Asiatics in twenty vessels. The demand for this class of labour is steadily on the increase, owing to the extended cultivation on our sugar plantations. Contracts have changed hands, and recently the equipment of three vessels has been transferred from the original contracts to second hands at $357 for each person, another for $340 for each, with 10 per cent. discount, payable the half in cash and the remainder at three and six months' credit, with interest at 8 per cent." A Trinidad paper noticing the departure of the ship *British Trident* from that island, says :—"This vessel has taken from our shores 354 men and 87 women, with 73 children, who are now on their way back to a country where a few years ago our recruiters picked them up poor, lean, ragged, and starving. They have left us, as thousands who have seen them about the streets can testify, in good and robust health, dressed in gaudy garments, and glittering with silver anklets and armlets, and jewelled noserings and earrings. These 441 men and women are the possessors of £12,408 in hard cash, saved out of their earnings in Trinidad. It seems strange that this country, which is poor in men and women, and not over rich in money, should periodically be called upon to send away its labourers when it has trained them to be efficient, and the consideration should make us prefer Chinese immigration to that from India, for the Chinese, not being entitled to a back passage, have at least no temptation to leave the country held out to them. But if these Indian immigrants cannot be retained on the estates, but look for greater independence, it might be possible to retain them as settlers, if, instead of hoarding the Crown lands for a day when the nations of the earth shall be squabbling for a rood of our soil, a grant were offered to persons so well worth retaining."

THE CEYLON LEAGUE DEPUTATION.—On the 24th inst. a deputation, consisting of Sir James Elphinstone, Bart., Sir Arthur William Buller, Bart., M.P., Messrs. Shand, Dyer, Bischoff, and Watkin, M.P., had an interview with the Right Hon. Edward Cardwell at the Colonial-office, for the purpose of presenting the petition from the Ceylon League to the Queen. Mr. Bischoff, as agent of the League, handed the document to Mr. Cardwell, pointing out that it was signed by the principal estate owners and by the leading mercantile firms, both European and native, of Ceylon. After some conversation, Sir James Elphinstone adverted to the grievances of which the colonists complained, in regard to the mode of taxation, and as respected its incidence to the article of rice, advocating also the expenditure of funds in improving communication with India, and other external and internal interests. Sir Arthur Buller then took up the specific grounds of complaint set forth in the petition, and in illustration of the justice of the claim to more effective representation, alluded to the instructions lately sent to Trinidad for equalising the number of official and unofficial members, and the similar proposal that was entertained in reference to Jamaica, asserting that were the same terms accorded to Ceylon one of the principal grievances of the memorialists would be disposed of. Mr. Watkin called attention to the serious injustice of not giving tax and rate payers an influential voice in the administration of the colonial funds. After further remarks in reply to Mr. Cardwell, and in elucidation of the purposes of the petition, the Secretary stated that the subject-matter of the document would have his best consideration, but as it had not been transmitted through Sir Hercules Robinson the Home Government would apply for his Excellency's views thereon prior to tendering any advice to the Queen.

ST. HELENA, JAN. 23.—On the 6th instant the barque Ensign, from Shanghai for London, put into this port for medical advice for the captain, who was struck by a block falling from aloft. While off the Cape of Good Hope she experienced a heavy gale of wind, which obliged her to put under double-reefed topsails for several hours. Two men were washed overboard from the jibboom and drowned. One of these poor men was seen for upwards of two hours, but the other disappeared almost instantaneously. The moment the alarm was given the vessel was put about, and every exertion made to save him by throwing out the lifebuoy and ropes; but they could not be got near enough to him. Before losing sight of the poor fellow he was heard to say "I'm going." The boat could not be put out owing to the heavy sea on.

PROCEEDINGS OF LEARFED SOCIETIES.—At the meeting of the Nunismatic Society, on the 15th Feb., Mr. Holt gave an account of a collection of Chinese coins, formed by himself in China, exhibiting several examples. And at the meeting of the Zoological Society, on the 13th, Mr. Sclater exhibited part of a collection of mammals and birds sent home from the vicinity of Nagasaki, by Mr. H. Whitely, and called attention to several rare species represented in it.

NINE young priests educated at the College of the Foreign Missions' in the Rue de Bac, left Paris *via* Marseilles by the last mail, to preach the Gospel in Japan, Cochin China, and Thibet.

Literature.

Of books occupied with China and the East we must note the appearance of the Rev. Justus Doolittle's *Social Life of the Chinese*, published in the United States, but which may be had from Messrs. Sampson Low, Son, and Marston, the London agents. The writer will be well known, either personally or by reputation, to a large number of our readers, as "fourteen years member of the Fuh-Chau Mission of the American Board." The greater portion of the two volumes has already appeared in the columns of the *China Mail* of Hong Kong, in the form of letters; and all who made their acquaintance in that shape will be glad to receive them in a collected series, enhanced in value by more than 150 illustrations.—A second volume has appeared of *Oriental Races, Tribes, Visitors, and Residents of Bombay*—a series of photographs, with letter-press descriptions, making a very handsome book.

We learn from *Trubner's American and Oriental Literary Record* that an attempt has just been made by a native Chinese to afford foreigners a handbook for acquiring the Mandarin (spoken) language, as well to assist natives speaking the Northern dialects in learning English. Its title is "*Ying Yü Kwan Hwa Ho Kiang*—The English and Mandarin Languages conjointly explained;" and its contents are chiefly in the nature of a vocabulary, interspersed with conversations, the English sound being represented, in addition to the text, by Chinese phonographic devices of the ordinary description. The author is a native of Canton, whose father compiled many years ago the handbook of Cantonese and Mandarin, from which the late Robert Thom selected his *Chinese Speaker*.—The second or alphabetical part of *Morrison's Chinese Dictionary* has been reprinted, and will shortly be published in two handsome royal octavo volumes of about 750 pages each.

BANKS AND COMPANIES CONNECTED WITH THE FAR EAST.

Peninsular and Oriental Steam Navigation Company, 122, Leadenhall-street.

Messageries Imperiales, Head office in Paris, R. W. and H. Horne, agents, 4, Moorgate-street.

China Steamship and Labuan Coal Company, Ethelburga House, 70, Bishopsgate-street.

Netherlands India Steam Navigation Company, 12, Leadenhall-street.

Hong Kong and China Gas Company, 11, Old Jewry Chambers, J. H. Walduck, secretary.

Singapore Gas Company, 25, Poultry, Robert King, secretary.

Pacific Saw Mills, Hakodadi, Armitstead and Co., agents, 21, Old Broad-street.

Amoy Dock Company, Zulueta and Co., agents, 22, Moorgate-street.

Shanghai Wharf Company, D. and G. Latimer and Co., agents, St. Swithin's-lane.

Hong Kong and Whampoa Dock, Morrison and Co., agents, Crown-court, Philpot-lane.

Digitized by Google

North China Insurance Company, Ashton and Co., agents, Hatton court, Threadneedle-street.
Canton Insurance Company, Matheson and Co., agents, 3, Lombard st.
Union Insurance Company of Canton, Dent, Palmer and Co agents, King's Arms Yard, Moorgate-street.
Hong Kong Insurance Company, Gledstanes and Co., agents, 26, Austin Friars.
Hong Kong Marine Insurance Company, Farbridge, Holliday and Co., agents, Manchester.
Ceylon Company, 7, East India Avenue, J. Anderson, secretary.
Borneo Company, 7, Mincing-lane, R. Harvey, manager.
Matella Coffee Company, 70 Cannon-street.
Ouvah Coffee Company, do.
Ceylon Coffee Estates, do.
Hungaserian Coffee Company, do.
Tanjong Pagar Dock Company (Limited) of Singapore, Mactaggart, Tidman, and Co., agents, 5, Lime-staeet.

BANKS.

Asiatic Bank Corporation, 4, Lombard-street, F. Lawrence, manager.
Agra and Masterman's Bank, Nicholas-lane, Lombard-street, Mackintosh Balfour, general manager.
Chartered Bank of India, Australia, and China, 21, Threadneedle-street, G. N. Adam, manager.
Chartered Mercantile Bank of India, London, and China, 52, Threadneedle-street, D. T. Robertson, general manager.
Commercial Bank Corporation of India and the East, 64, Mcorgate-street, Robert Angus, chief manager.
Central Bank of Western India, 22, Old Broad-street, R. Davidson, agent.
Comptoir d'Escompte de Paris, Union Bank of London, agents.
Hindustan, China, and Japan, 1, Bank-buildings, Lothbury, J. Ouseley, general manager.
Hong Kong and Shanghai Banking Company, W. H. Vacher, agent, Gresham House, Old Broad-street.
Oriental Bank Corporation, Threadneedle-street, C. J. F. Stuart, chief manager.

*** Companies omitted in the above list will be included if the particulars are forwarded.

THE CULTIVATION OF TEA IN CEYLON.

THE Report issued from the Royal Botanic Garden of Ceylon has excited very general attention in England, but no portion in this brief official issue is invested with so much interest as the paragraph detailing the trials of the tea plant. The important commercial results that have ensued in India from the cultivation of the tea plant, after a series of early disasters, since the establishment of experimental tea gardens by the Indian Government at Tingrai and Chvowa, the extensive area over which the plant has there spread since 1835, and the prolific promise of the future, induce a strong confidence in the results of the experiments now being conducted in Ceylon. Government assistance, indeed, is not looked for; there is enough capital and enough enterprise to fill any new channel that shall be opened, provided reasonable ground for anticipating a satisfactory return can be shown; all that is required is sufficient and reliable data. We would have been better satisfied had Dr. THWAITES' Report contained a statement of the special varieties of tea plants cultivated; we hope, however, soon to have samples, when we will be able to throw light on this point. It is incumbent on those to whom seeds have been supplied, and who are planting out nurseries, that they should each keep careful records of their several methods of treatment, with other particulars as to locality, soil, weather, availability and cost of labour. In the successful cultivation of tea Ceylon will find a security for the enhanced value of its lands; for hitherto the land on estates above the range for coffee-growing plantations has been taken into little account. The experimental cultivation of tea will, we have no doubt, the present year be carried above the elevation of 5,000 feet, to which it has heretofore been confined.

How far those planters to whom seed has been entrusted have had experience elsewhere in tea-growing we are not informed, but Ceylon is not wanting in such individuals; and as treatment and manufacture, apart from the variety of the sed, composition of the soil, and the nature of the situation, have so much to do with results, we trust we shall not be without the benefit of their observations. We use the term *nature* of the situation advisedly, for India and China experience demonstrates that the configuration of the land, as distinct from mere altitude, exercises itself a most important influence. Ceylon has the example of Java to encourage her in the growth of tea; the conditions, indeed, of labour are different, but this is also the case with coffee; and we have confidence in the superiority of British skill and free labour to achieve the same relative degree of excellence in Ceylon tea as in Ceylon coffee. Although Ceylon will not have the advantages of the Indian tea districts in the price of labour, yet an average return on tea crops of 1s. 11d. per lb.—which was no more than the average price of the outturn on the 2,900,000 lbs. of Assam tea exported in 1864 against 1s. 6¾d. per lb. of China tea—would go far to render the cultivation remunerative, provided the necessary skill, combined with judicious economy, is exercised beforehand. We are not oblivious of the fact that of the fourteen Indian tea companies brought out, exclusive of the Assam—of which the market price of £50 shares on which £20 has been paid is £52—the shares of only one, the Upper Assam, are as high as 3 premium, that only three of the remainder are at par, the rest varying from ½ to 2 discount—including the Darjeeling and Eastern Assam, which have a heavy guarantee dividend extending over a period of three years from the date of the formation. But it is to be remarked that, notwithstanding the depreciation the shares have undergone as compared with nominal value, the anticipations originally set forth by the promoters, and enlarged upon in the reports of the several boards of directors, have been mostly exceeded; that their last dividends have been considerable; and that if these were not fully justified the cause is in the excessive outlay in the acquirement of the estates, as well as in the increased cost of labour under influences found to be in universal operation, and from which no habitable locality apparently is excluded. Eventually, as a partial compensatory influence, we have no doubt that machinery will take the place of the present various manual operations in the curing, to the immense advantage of such a country as Ceylon, where labour, so long as it must be imported, rules high. However successful the results of tea growing in Ceylon may be, we would hardly advise the formation at the outset of an Anglo-Ceylon Tea Company. It will rather be a matter for individual planters, or for existing companies, to seek to carry out on their own lands, and on a moderate scale, the cultivation of tea beyond the experimental stage. Tea, to be cultivated with a view to commercial profit, should be cultivated, we allow, on a large scale, nor will anything less justify the cost of the best appliances for curing. But capital is timorous, more especially when solicited for an industrial undertaking in a country new to that form of enterprise. At the same time, we are satisfied that a combination among Ceylon planters, *owning contiguous lands* suitable for the cultivation for the purpose of tea growing, would, if judiciously supervised, result in very material success, and so, eventually, encourage the formation of English companies for the same purpose.

SAM MENDEL'S MANCHESTER EXPORT TABLES.

Sam Mendel's well-known annual tables, extending the survey of our exports of cotton goods to foreign countries over a wide series of years, have thus an especial value. The figures presented are suggestive at a glance of the relative force of those influences operating at different periods to augment or curtail our exports; and although no absolute law for determining future variations is obtainable by deduction, a more approximate estimate is thus secured, by taking into account the present condition of markets and changes of circumstances, and the character of future demand on our manufactured stocks. Side by side with these tables, which give the monthly exports of plain cottons and yarn to the ports of the Far East, together with aggregate quantities for each quarter, and again, the monthly average throughout the past ten years, is to be placed side by side, another elaborate statement, also prepared by Mr. Sam Mendel, showing the monthly average fluctuations in the Bank of England rate of discount in the same period of time, as well as the ruling price of Consols and of cotton, yarn, and cloth. Thus all the means of comparison that can be expressed in figures is afforded for determining the home conditions under which the export trade has been conducted. A decrease in the quantity exported as between given years is thus shown not necessarily to imply a decrease in aggregate value and *vice versa;* whilst the influence of excessive stocks in foreign markets in one year, or in a series of years, in curtailing after shipments, quite apart from other adverse influences, is thus rendered apparent. Taking up that portion of these tables relating to shipments of cottons and yarns to China, Japan, and Ceylon, the following results are presented:—

To Hong Kong our exports of plain cottons were increased in 1865 by nearly 16,000,000 yards beyond the quantity of the preceding year; yet the 36,907,736 yards despatched to that port last year constituted little more than half the amount exported thither in 1860, or even the years 1859 and 1856. The minimum point since 1856 was reached in 1863, when the quantity of plain cotton exported to Hong Kong reached only 12,677,234 yards. In yarns, in which the chief export trade to China lies with Hong Kong, Sam Mendel's tables exhibit a regularly progressive decrease since 1859, when we exported 9,565,261 lbs., an amount reduced in 1864 to 1,601,810 lbs., and in 1865 to 1,140,830 lbs.

To Shanghai the export of plain cottons in five years of the series, or from 1857 to 1861 inclusive, very considerably exceeded the exported quantity in 1865, which reached 79,422,708 yards; 1863 will be remembered as peculiary adverse to large shipments, but in 1864 the amount rose to 37,138,127 yards. To Shanghai the export of yarns during the past two years has assumed some little importance, although the decline in the export of 1865 on that of 1864 is not favourable to the encouragement of any immediate or large extension in that quarter. The export of yarns in 1865 reached 81,000 lbs.; in 1864 158,249 lbs.

The comparison instituted between our exports of cottons and yarns to Japan does not of course extend beyond July of 1863, in which year we

Digitized by Google

made shipments of plain cottons to Yokohama to the extent of 15,600 yards, increased in 1864 to 2,728,102 yards, and in 1865 to 17,261,586 yards. An encouraging increase is displayed in the shipment of yarns to Japan in 1865 over 1864 amounting in the former year to 816,432 lbs., against 50,650 lbs. in the latter.

Our Manila trade in plain cottons has not yet reached the point it attained in 1859, 1860, and 1861; but the export of 1865 of 13,326,775 yards was a vast improvement on the preceding three years, the gradual increase indicating that it is in course of enlargement from permanently favouring influences. That our export of yarns to the same port does not exhibit the same result for 1865 is due to the extraordinarily large shipments of the preceding year, amounting to 122,980 lbs., against 32,250 lbs. in 1863, and 64,600 lbs. in 1862. As, however, the export in 1865 reached 104,502 lbs., we may also anticipate for this article an improving market.

Our trade in plain cottons to Batavia is encouraging, the export for the past twelve months attaining the figure of 16,172,834 yards—more than double that of either of the two preceding years, though not up to former annual exports embraced in this survey.

The exports of yarns, too, for 1865, show improvement on the exports of 1864, the amount last year shipped reaching 475,760 lbs., against 294,025 lbs. in the former period; the trade, however, in this article is much below previous dimensions, the high prices of late years having, of course, exercised an adverse influence.

To Ceylon the exported quantity of cotton in 1865, amounting to 13,630,888 yards, though nearly double the amount of 1864, fell short of the exports of each of the years from 1857 to 1863 inclusive. The export of yarns to Ceylon in 1865 reach 314,977 lbs., but this is less than hal the amount set down for 1863, and falls far below many of the preceding ten years, though a satisfactory increase on the export of 1864, which was but two-thirds of that amount.

THE DUTCH AGGRESSIONS IN SUMATRA.

(TRAVERS' CIRCULAR.)

Some months since we drew attention to the above subject, remarking upon the distinctive points of difference that existed between the British and the Dutch systems of colonial administration. Our object on that occasion being rather to compare results than to discuss any collateral issues, we abstained from dwelling upon one very prominent feature of Dutch policy—their system of quiet but persistent aggressions in the East. During times of great political excitement in Europe it is not unusual to hear the accusation of "territorial aggression" unhesitatingly and confidently brought against some one suspected country or ruler. At one time, it is the Emperor of the French, seeking to obtain possession of the Rhine provinces; another time, it is the Czar of all the Russias intent upon getting a footing in the Chinese dominions; or it is the English endeavouring to augment their already overgrown Eastern possessions. But all this time, whilst the great European nations are intent upon the affairs of the world, and each kingdom, in turn, disclaims all intention of so vaulting an ambition, the Dutch are creeping on, in the even tenor of their way, taking "here a little and there a little," just as their keen commercial instincts lead them. Actuated by no views but those of the purest selfishness, and intent only on the acquisition of such gains as their commerce, or to speak more correctly, their commercial monopoly will realise they pursue their course unreproved. Whilst an attempt by the French Emperor to incorporate the Rhenish provinces or the little kingdom of the Belgians with the French Empire would probably be deemed a sufficiently powerful cause to arouse all the European Governments to take up arms, the deliberate annexation of Siak by the Dutch, in distinct violation of the treaty of 1824, or their unlawful seizure of the principal ports on the the Sumatra coast, will pass unheeded by, perhaps even unknown, to the generality of political students. There can be no doubt that it is a very great benefit to any Asiatic people to come under European rule, and were Dutch commerce carried on in the same generous spirit that characterises European nations in general, their aggression might even come to be looked upon as a merit. Wherever the English, French, or American Governments pursue their commercial advantages beyond the legitimate requirements of trade, they do it in the interests of civilisation. Their merchants and their traders become their most successful, though unconscious, missionaries; nor whom commercial treaty is made by England are there any stipulations restricting its benefis to the two contracting parties, but the whole trading world is invited to participate in the prospective advantages. It was in this generous spirit that the English and French, on the conclusion of the commercial treaty with China, threw open the Chinese trade to the whole world, and declined to be the participators in a monopoly, even though it might have been to their own immediate benefit to do so. But it is a curious circumstance that widely extended as the Dutch commercial relations have been in the East, their progress has at no time been marked by any corresponding elevation, either moral or intellectual, in the condition of the subject nations, or attended with any benefits in which other nations might share. In Japan, where our trade has with difficulty only just effected an opening, it found that the Dutch have been carrying on their trade for centuries. But their selfish interest ignored all idea of aiming at any moral improvement in those with whom they traded, and their jealous monopoly would admit of no European rival to participate in their trading advantages. This system so quietly pursued for many years past, is likely at last to receive some check, as their continued interference with British interests in the East has provoked an equally determined opposition on the part of our Penang merchants, whose remonstrances will probably be heard in the House of Commons during the ensuing session.

COMMERCIAL REPORTS FROM HER MAJESTY'S CONSULS IN CHINA.

TIEN-TSIN.

The following is an abstract of Mr. Consul Mongan's report on the trade of Tien-tsin in 1864:—

In my present report I cannot give the results of my own observations of commercial matters within this district during the past year, as I was absent all that time in Europe on leave, and did not resume my duties as Consul here until the 1st of April, 1865.

1. *Shipping and Navigation.*—The following table, compiled from the Customs Trade Returns for the last four years, shows a steady yearly increase in the number and tonnage of British vessels at Tien-tsin since the port was first opened to foreign commerce:—

TABLE SHOWING THE NUMBER AND TONNAGE OF VESSELS ENGAGED IN THE TIEN-TSIN TRADE FROM 1861 TO 1864 INCLUSIVE.

	1861.		1862.		1863.		1864.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
British	39	10,671	45	11,451	69	19,108	78	22,627
American ..	18	4,436	17	5,458	20	6,558	11	3,170
Sundry	54	12,054	25	5,012	45	10,010	96	45,171
Total ..	111	27,161	87	21,921	134	36,276	185	70,968

It will be observed that the number of British vessels in 1864 is exactly double, and that the amount of their tonnage is more than double what each was in 1861. The American shipping has fallen off in 1864, whilst that of Continental Europe, classed as sundry, shows a large increase on the returns of preceding years. Though opened to trade at the end of 1860, foreign commerce at this port may be said to have begun in the spring of 1861, and the experience of that year proved that the vessels most suitable for the Tien-tsin trade were steamers of light draught, such as could easily cross the bar outside Taku, and convey their cargoes up the river to Tien-tsin. At first, however, owing to the want of such steamers, small continental vessels were extensively employed. In 1862 that want was, to some extent, supplied, and the continental vessels, in consequence, did not make up one half of the number that entered the port in the previous year. There is a great increase of shipping, both as to number and tonnage, in 1863, and a still greater increase in both these respects last year. During the past year there was no direct trade from Europe or America with Tien-tsin.

2. *Trade and Commerce.*—The following statement exhibits the value of the import trade, as shown by the Custom-house returns, since the opening of the port:—Value of imports, 1861, £1,587,789 3s.; 1862, £2,247,006 16s. 4d.; 1863, £1,987,154 11s. 8d.; 1864, £2,421,050 6s. The tael is calculated throughout as the equivalent of 6s. 4d. sterling. The returns for 1864 exhibit a general increase in the quantity and value of imports; out of eight kinds of cotton piece-goods which are enumerated, seven show an aggregate increase of 175,999 pieces over the importation of the previous year, and one, "T. R. cambrics," shows a decrease of 12,160 pieces. Metals and woollens also show an increase, and opium a decrease, on the returns of 1863.

The subjoined statement compiled in the same manner, and at the same rate of exchange, viz., 6s. 4d. per tael, exhibits the value of the export trade from 1861 to 1864, inclusive:—Value of Exports, 1861, £146,164 15s. 8d.; 1862, £129,038 16s. 4d.; 1863, 289,185 7s. 8d.; 1864, 548,082 4s. 8d.

It will be seen from this table how very favourably the export returns of 1864 contrast with those of 1863, a circumstance due chiefly to the position taken last year by cotton as an export, but it is very doubtful whether this position can be maintained, and the balance of trade is likely to continue steadily against Tien-tsin until some important exportable article in general demand can be obtained.

This want may yet be supplied by a product, the demand for which seem to keep pace with the progress of civilization itself,—I allude to coal, extensive mines of which exist in the mountains to the north and west of Peking. It costs about 16s. per ton at the pit's mouth, and more than double this amount per ton is paid for transport to the coast; but the mines are worked in the rudest way, and the little coal that finds its way from the western range to Tien-tsin is conveyed on mules or camels from the mountains to Tung-chow, on the Peiho, and thence down the river in boats to this port.

The export of sheep's wool has steadily decreased within the last four years, the quantity exported in 1864 being only a little over one fourth of that exported in 1863. That of camels' wool, or camels' hair, as it is called in the Tariff, has, on the other hand, increased each year since 1861. Camels' wool comes principally from Mongolia, and foreign merchants must send their agents there to purchase it, the trade not having yet reached that stage in which the article would be brought down by the Mongolians themselves to Tien-tsin for sale.

GENERAL REMARKS.—Though the Customs Returns show an increase in the total value of the trade of 1864 over that of 1861, to £1,235,178 12s., still the foreign merchants complain of the great falling off that has taken place; they look with regret to the seasons of 1861-62, when large sums of money were made by many of the firms; and, statistics notwithstanding, there is no doubt that more business was done by foreigners in 1861-62 than in 1864. The explanation will be found in the fact that for the last two years the Chinese trader has been driving the foreigner out of the market. He has found that, by going down direct to Shanghai, himself, he can purchase goods there and bring them back to Tien-tsin for less money than he would have to pay if he were to buy the same articles here from the Tien-tsin agents of Shanghai firms. The consequence is that steamers now constanly come up the river laden with cargo, not destined to pass through foreign hands, but either purchased at Shanghai and brought here by a native dealer, or else consigned direct from a Chinese agent there to a Chinese merchant at Tien-tsin. Thus, whilst the business done by foreign steamers and native dealers has largely increased, that done by foreign merchants resident at the port has decreased; but, doubtless, some efforts will be made by the latter to recover the vantage ground which they occupied in 1861-62.

SHANGHAI.

The following is an abstract of Consul Sir Harry Parkes' return of the trade of this port for the year 1864:—

Imports.—Although the returns for the year 1864 exhibit a smaller

Digitized by Google

aggregate than those of 1863, the following epitomised comparison of the trade of the two years will show that the operations of the past year cannot on the whole be considered unfavourable.

HOME TRADE.

	1864. Taels.	1863. Taels.
British manufactures	9,766,161 ..	7,838,192
Metals	1,033,555 ..	1,245,057
Coal (including Australian) ..	782,138 ..	818,660
Miscellaneous, as hardware, &c.	414,231 ..	84,650
	11,996,085 ..	10,723,059
At exchange of 6s. 8d. per tael	£3,998,695	£3,574,353

Thus there has been an increase on the home trade of 1,273,059 taels, and other data which accompany this memorandum show that in the principal article, manufactures (the increase in which it will be observed is not less than 1,928,969 taels), the transactions have been satisfactory and remunerative.

A decrease is chiefly observable in the Indian and Colonial trade, which presents the following comparison.

INDIAN AND COLONIAL.

	1864. Taels.	1863. Taels.
Opium	14,293,079 ..	20,251,046
Rice	2,223,169 ..	3,043,576
Straits produce and sundries ..	1,863,070 ..	1,260,915
	18,379,318 ..	24,555,537
At exchange of 6s. 8d. per tael	£6,126,439 6 8	£8,185,179

The decrease, which amounts to 6,176,229 taels, is attributable to a smaller importation of opium, which points to a general depression in trade, and to a less demand for rice, which is not altogether an unfavourable system, as it is partly attributable to the improvement in agricultural industry consequent on the expulsion of the rebels from this province. The opium market is, however, already recruiting itself, and a comparison of the two mercantile years, 1863-4 and 1864-5 shows a larger importation in the latter than in the former.

The total import trade of the two years is as follows:—

	1864. Taels.	1863. Taels.
Home trade	11,996,085 ..	10,723,059
Indian and colonial	18,379,318 ..	24,555,537
	30,375,403 ..	35,278,596
At exchange of 6s. 8d. per tael	£10,125,134 6 8	£11,759,532

Exports.—A continuation of the comparison gives the following results in the case of exports:—

	1864. Taels.	1863. Taels.
Tea	12,161,699 ..	11,291,052
Silk	7,323,332 ..	7,142,387
Cotton	6,568,901 ..	8,267,788
Miscellaneous	202,552 ..	353,650
	26,256,484 ..	27,254,879
At exchange of 6s. 8d. per tael	£8,752,161 6 8	£9,084,959 13 4

The decrease in the year's trade is 995,395 taels; but it will be seen that the transactions in the staples of trade, tea and silk have increased, and that the diminution is limited to the cotton exportation, the natural consequence of falling home prices on a branch of trade which can be looked upon as adventitious only, and will probably entirely cease on the restoration of peace in the United States. It should be remembered that up to the time of the American war China has always imported cotton. In this Memorandum no note is taken of the importations or exportations of treasure, as these cannot be ascertained with accuracy. The estimated amount swells, it will be seen, very materially the aggregate of the trade.

Total Foreign Trade of Shanghai.—This Return presents an important comparison between the British trade of this port and that of all foreign nations during the past year. While that of Great Britain in imports and exports amounts to 56,923,931 taels, that of all other nations is 7,301,304 taels. Thus that of Great Britain has been rather more than seven-eighths of the whole trade of the port.

Return No. 6.—*Coast Trade.*—This return exhibits the amount of the local coast and river trade carried on in foreign bottoms, and which, as will be seen on comparing this with the previous return, has now amounted to nearly the same aggregate as that of the foreign trade. Extensive employment is thus afforded to foreign tonnage generally, and though it would be difficult to show under what flags it is distributed, Return No. 8 will serve to convey some idea of the proportion that may be assigned to each nation. Many of the goods thus carried consist of foreign goods re-exported and of a native produce brought from inland ports for foreign exportation; but in addition to these large quantities of the native produce is carried on native account between the Chinese ports as foreign vessels are gradually displacing native tonnage along the whole line of coast, and from almost the only navigation on the Yang-tsze River below Hankow.

Return No. 7.—*British Tonnage.*—This return shows that the total British tonnage inwards and outwards during 1864 was 2,883 vessels, and 1,328,780 tons; and in 1863 3,600 vessels, and 1,085,637 tons. The total decrease in 1864 was 767 vessels, and 76,857 tons. The diminution in the small craft and the smaller shipments of cotton will explain this circumstance.

Total Foreign Tonnage.—The total foreign tonnage of the port outwards and inwards is, 5,352 vessels, 1,860,902 tons. The British portion, as shown by the previous Return, being, 2,883 vessels, 1,028,780 tons. Most of the river trade is carried on in large American boats, which are found to be much better adapted to the river navigation than those of British construction. One large vessel of this class has lately been constructed at Shanghai by a British firm, and another built by the same owner has been recently launched. At present seven large river steamers and three smaller ones of 7,847 tons, under the American flag, run regularly on the river between Shanghai and Hankow, and three large steamers of 2,856 tons under the British flag are similarly employed. In the case of the sea-going steamers which run on the coast the proportion is much in favour of British vessels.

FOO-CHOW.

The following is Acting Consul Hewlett's return of trade for he port of Foo-chow during the year ending 31st December, 1864:—

As compared with 1863 there has been a very perceptible falling off in the tonnage of British vessels that have arrived at and departed from this port during the last year, viz.:—

Year.	Arrived. No. of Vessels.	Tonnage.	Departed. No. of Vessels.	Tonnage.
1863	332 ..	149,726 ..	.. 327 ..	147,563
1864	325 ..	131,123 ..	.. 325 ..	131,541
Decrease in 1864 .	7	18,603	2	16,022

This falling off may be partially accounted for by the decrease in trade in paper and tea from Foo-chow to Tien-tsin during 1864 as compared with 1863. The cause of this decrease has been the disturbed state of the neighbouring provinces, which has prevented the Thense men, the principal exporters of such articles coming down to Sin-chune (the up-country depot) to make their purchases for the Russian markets; another cause that has operated unfavourably in this respect is the large stock of black leaf tea now on hand at Tien-tsin.

At the same time, however, the returns of this year show an increase in the value of both imports and exports, as follows:—

	Imports.		Exports.
1863 ..	£2,071,107 15 0 ..	1863 ..	£3,503,751 10 0
1864 ..	2,207,774 15 0 ..	1864 ..	3,890,889 5 0
Balance in favour of 1864	£136,667 0 0 ..	Balance in favour of 1864	£387,137 15 0

Strange as it may appear, though, and notwithstanding these figures, which would seem to indicate a healthy commercial growth and development, I am compelled to state that the trade of Foo-chow during the year 1864 has been anything but satisfactory. The heavy exactions levied by the authorities to meet the expenses consequent upon the rebel disturbances then going on in this and adjoining provinces have affected most prejudicially the sale of imports of every sort, opium more especially.

The local dues, or "Lekin" as it is called, upon one chest of drug amounted, during 1864, to no less than 81 taels, 3m. 6c., making, with the import tariff duty of 30 taels received at a discount of 6 per cent., or 1 tael 8m., a total of 113 taels, 1m. 6c. on every chest consumed in Foo-chow, with an additional impost of 24 taels, 8m. on opium carried up country. These exorbiant taxes have had a most demoralising effect on the trade. Smuggling has increased to such an extent (it is estimated that no less than 16 per cent. of the drug that comes here is "run") as to have taken the trade in opium entirely out of the hands of the wealthy and old-established hongs who formerly conducted it, and it is now abandoned to the control of sundry small retail dealers, chiefly Chin Chew men, of little capital and no standing or character whatever. These dealers, taking advantage of the system of credit given by foreigners, are at all times ready to risk property not their own in an attempt to escape payment of the "Lekin" dues, and these being successfully evaded they are then of course in a position to under-sell the wholesale trader, who has been obliged to pay the full amount of "Lekin." It is not surprising, therefore, that the returns of opium this year should show a decrease of no less than 288 chests, as compared with the quantity imported last year, viz.:—1863, 6,769; 1864, 6481; decrease, 288 chests. In addition to this, from the fact of the trade being in the hands of dealers of the stamp above decribed, bad debts have been of frequent occurrence.

With regard to opium consumed up country, it is a remarkable fact that the supply is derived to a very great extent from Shanghai and the river ports, it being found that opium brought from any of those places can be sold cheaper than opium imported into and brought up country from Foo-chow. This without doubt is due to the heavy local exactions above mentioned.

With regard to exports, I regret to say that, in spite of strong remonstrances on the part of the foreign Consuls, the immunities secured to the merchant by the Treaty of Tien-tsin with reference to the payment of transit dues, have become almost a dead letter at this port. So well aware of this have the mercantile community become, that during the last two years no "Inland Produce Transit Certificates" have been made use of at all, the merchant or his agent preferring to pay the additional tax sooner than run the risk of having his tea stopped *en route* to this place, as it almost certainly would be if covered only by a Transit Certificate, for the inspection of which the Chinese officer at the barrier it is passing is to derive no emolument whatsoever. I am informed by a gentleman who has been for many years engaged in trade at this place, that during the last two seasons the export trade has been a losing one to most of those engaged in it, the high prices demanded for the leaf at the place of production not only precluding any profit, but in many instances entailing serious losses on the foreign shipper.

To Great Britain, the Continent of Europe, and the United States, there has been a large falling off in the export of tea. This has been in some measure compensated for by the rapidly increasing demands for tea in the Australian colonies, which are almost entirely dependent on Foo-chow for their supply. The state of political affairs in America has lessened the consumption of tea in that country during the past year to one-third. I am confident, however, that if a moderate reduction in the scale of local dues could be effected, the trade, not only in opium, but in every description of imports, such as cotton piece goods, &c., which is now almost at a standstill, would revive rapidly, while the operation of the Transit Certificate system, if it could be enforced, would certainly do a great deal towards ameliorating the trade in produce exported.

(Signed) A. R. HEWLETT.

Digitized by Google

NOTICES TO CORRESPONDENTS.

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be authenticated by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

A REGISTER is kept of the addresses of all persons connected with the FAR EAST, and reference can be made to the same by personal application at the office or by letter.

Any information required by Subscribers, in reference to Commercial or General matters in CHINA, JAPAN, SINGAPORE, *and other parts of the* FAR EAST, *will be supplied on application at the Office, where files may be seen of the Journals published in those countries.*

THE LONDON AND CHINA EXPRESS.

PUBLISHED on the departure of the Mails *via* Marseilles on the 10th, 17th, and 26th; contains a Summary of European, American, and General News; Commercial and Shipping Reports, and Special notices of Trade with the FAR EAST.

Subscription 54s. per annum, including Postage. Export Supplement 12s. extra.

The London & China Telegraph.

LONDON, TUESDAY, FEB. 27, 1866.

—o—

OSAKA.

C'est le premier pas qui coute would seem to be the axiom which presented itself to the mind of Sir HARRY PARKES when he assumed the control of our legation in Japan. His long and thoroughly practical experience among the wily Chinese had taught him to believe that no half-measures would avail either with the Celestials or their insular neighbours, and that a slow, dilatory, and over-cautious advance towards any much-desired object would, in that Ultima Thule of Oriental perversity, be almost sure to defeat its own ends. Whether Sir HARRY PARKES was incited to great deeds by an unusual manifestation of energy on the part of the Home Government, or whether, not having the fear of the Circumlocution office before his eyes, he threw off the trammels of red tape with which it is usual to fetter our representatives in distant lands, and acted on his own responsibility, the result is alike satisfactory. Osaka is to be opened; the treaty is ratified; and in the QUEEN'S Speech, delivered at the opening of Parliament, Her MAJESTY expresses "entire satisfaction" at the great ability displayed by her Minister in these negotiations.

With regard to the benefit likely to accrue to foreign trade from the opening of Osaka, opinions seem to be much at variance; a majority of the local firms appear to be by no means sanguine of any good results, but this feeling probably arises from an indisposition to incur the inevitable expense of establishing branches there, which at first may not compensate for the additional outlay they will entail. At the first opening of the three original ports, enormous profits were made by those who were fortunate enough to bring into Japan articles of merchandise hitherto unknown to its people, and to procure for exportation the gold. then so cheap and plentiful among them. But now, full supplies of all descriptions of goods suitable to the country are imported and distributed through the length and breadth of its islands; while the precious metals have long since found their natural level, and ceased to be a source of profit in any way to the mercantile classes. It is therefore certain that no such tempting advantages await the first settlers at Hiogo as those which rewarded the early adventurers at the other ports. On the other hand, although no exceptionally brilliant results may follow the opening of Osaka, we are not inclined to believe that it will in any appreciable degree detract from the value of our settlements at Yokohama or Nagasaki. As regards silk, nearly all the most important districts lie East and North of Yedo, and Yokohama is the natural port of shipment for their produce; while Nagasaki lies in the midst of fertile tea and wax-producing provinces. The subject, moreover, deserves to be argued on a more liberal basis than that of individual or purely mercantile interests; the establishment of Osaka as a Treaty port will bring us into closer contact with the people of Japan, and stimulate those powerful Princes whose rich and extensive territories surround the Inland Sea, to cultivate foreign intercourse and open up the vast resources of their domains.

THE HONG KONG GARRISON.

IT is satisfactory to find that a large share of public attention has been attracted by the disgraceful facts lately made known regarding the sickness and mortality which have all but exterminated the unfortunate battalions of the 9th and 12th Regiments. For years China has been marked as the most unhealthy of all foreign stations both for naval and land forces; and Hong Kong especially has acquired a most unenviable notoriety in this respect, which, although lately modified by a short and transitory improvement, will now attach to it with greater force than ever. There seems little doubt that the frightful waste of human life which has recently occurred there is the result of an act not only of false economy, but of mean and unworthy parsimony on the part of the War-office. Regiment after regiment of English soldiers has been decimated by the fatal diseases incidental to a prolonged residence in that unhealthy island, while the Sepoy regiments employed in China during the last war bore up well under all the vicissitudes of its climate, and although engaged in active warfare, suffered comparatively little loss. And yet the only inference to be deduced from these two simple facts—an inference so obvious to even the meanest comprehension—has been deliberately ignored by Government. Intent upon a "penny wise, pound foolish" policy, the War-office preferred risking this terrible sacrifice of life—which long experience plainly told them must certainly ensue—to incurring the slight extra expense of garrisoning the place with native troops. The employment of even one native battalion would, it seems, have entitled the whole garrison to the Indian scale of pay and allowances; an advantage which, considering the enervating nature of the climate and the notoriously expensive character of the station, need hardly have been grudged them; but economy was the order of the day. An attempt was made in 1865 to carry on the garrison with European troops only; a "revised scale" of pay and allowances was adopted; Mr. GLADSTONE'S budget showed a few hundreds more of surplus; and—our brave soldiers, their wives and little ones, perished by hundreds. The evil of this injurious policy is aggravated by the fact that the colony has been saddled with a "military tax" for the support of its garrison to the tune of £20,000 per annum. If this sum *must* be extorted from the colonists, surely it is not unreasonable to demand a garrison composed of troops able to withstand the climate, and likely to be efficient in case of its services being required. We hope, however, to hear before long some confirmation of the belief expressed in our article of the 26th December, that this tax would henceforward be applied to a more appropriate purpose, namely, the suppression of piracy on the coast. In the meanwhile we trust that Colonel NORTH'S motion in the House of Commons will lead to such a strong expression of public opinion as will deter even the strongest advocates of military economy from a repetition of the dangerous experiment which has just shown such fatal results.

THE STRAITS TRANSFER.

LORD STANLEY, it will be seen in our Parliamentary intelligence, has called upon Mr. Cardwell the Secretary of State for the Colonies, to give some explanation as to the tedious delay which has been experienced in the transfer of the Straits Settlements from the Government of India to that of the Colonies. For the past two years there has only been just one little difficulty to get over, but unfortunately when surmounted, the one little trouble was found to be hydra-headed. Now we have the admission by Mr. Cardwell that the question of the military defences was still the stumbling block. Having fully discussed this "block" last year, we do not go over the ground again for the benefit of our readers, but we may find it necessary to do so for the enlightenment of the officials concerned. The session is yet very young, and we know that matters of graver importance must now engage the attention of the Ministry, and we therefore "bide our time" for a more convenient opportunity. Of course we have heard whisperings of certain turncoats at Singapore, but we do not from our own knowledge believe that has had any effect on the deliberations of the powers in Downing-street, and we still believe that the Bill will get through this session.

THE TRADE OF PENANG.

THE subject of the Pepper duties is now one of the items of interest to be supplemented to the Dutch aggressions in Sumatra. The petition to the Foreign-office has been for some time in the hands of the Earl of Clarendon, the Foreign Minister, and we understand that a promise has been given to bring the matter to a satisfactory conclusion during the present session. Petitions from Penang and Singapore, on the subject

Digitized by Google

of a reduction of the pepper duties, have also been presented by Lord Stanley, and, considering the eminently practical tendencies of our present Chancellor of the Exchequer, we can scarcely doubt but that the prayer of the memorialists will be granted. The cost of the article laid down here is about 3d. per pound, while the duty is 6d. and 5 per cent. *ad valorem*. Such an anomaly as this will surely be swept away in Mr. Gladstone's next Budget.

THE HONG KONG GAS COMPANY.

THE Hong Kong and China Gas Company, at a meeting on the 22nd inst., decided on granting additional borrowing powers to the directors to the extent of £5,000. The directors informed the shareholders that Mr. Whitty, the late manager, had by his neglect, through intoxication, retarded the progress of the company, but that the last reports from the local committee at Hong Kong gave a very satisfactory account of the new manager and of the demand for gas. The receipts this year might be estimated at £8,000, against an expenditure of £4,000 to £5,000. The shares in Hong Kong were saleable at £3 to £4 premium. The Chairman, Capt. Arrow, said that he could safely assure the shareholders that they had got a thoroughly good and profitable concern. The gas-fittings sent out from this country had realised a considerable profit. Extra retorts and other supplies were now in course of shipment. Mr. Walkinshaw, of Messrs. Turner and Co., who was present, in consequence of some remarks by shareholders, stated that his firm never undertook to be responsible for the management or erection of the gas-works, and he did not consider that his firm could be blamed for the *laches* of Mr. Whitty.

THE REPORT OF THE CEYLON MILITARY COMMISSION.

ALTHOUGH the precise boundary between colonial and Imperial interests will not always admit of clear definition, verging, as these do, at many points, one upon the other, there are certain broad and general principles which we have a right to claim shall be fully recognised and applied, whenever relative responsibility in apportioning the obligations pertaining to those interests is to be determined. In this view we cannot but express our own surprise at the conclusions come to in the Report of the Ceylon Military Commission now before us, both as to the fixed scale of military force it is recommended she should maintain—a scale far beyond her own requirements, and the further recommendation that she should garrison the purely naval harbour of Trincomalee, the troops stationed there being entirely cut off from all power of co-operation with other forces, and doing nothing in maintaining the general peace. On the other hand, Trincomalee is of inestimable value to Imperial interests, constituting a rendezvous for naval vessels, as a point of concentration from which they may be readily despatched to India, China, Japan, or any portion of the Eastern seas. No opinion in favour of the colony garrisoning Trincomalee could be elicited from civilians and even many of the Government agents, but the admission that the troops could be more cheaply rationed there, and which simply related to the question of distribution, was, by an illogical sequence on the part of the War members, made to do service as evidence in favour of the permanent location of certain forces at that point. It is evident that if colonial troops can be spared for Trincomalee, the military force which the colony is called on to maintain for purely colonial purposes is too large. We thus find that out of the entire cost for military purposes in Ceylon, estimated at £200,000 per annum, the colony has to pay no ess than £152,000, which, though considerably below the sum originally demanded of the colony and against which we emphatically protested, is yet too large a proportion in the grand total, considering how little Ceylon stands in need of this show of force on mere colonial account, and the value of the island to the British Government as the "key of India." The colonists, through the unanimous opinion of the Commission, is now committed to the garrisoning of all the leading coast defences; nor is its outlay, through the new arrangements made, arrested at the point of fixed contribution above indicated; the reduction of the Ceylon Rifle Regiment must involve a very considerable increase of pensions, and a still larger sum to be devoted to military buildings and fortifications; besides which the transfer to the local police of many of the civil duties performed by the troops must augment the current civil outlay. Whatever is thus unnecessarily spent, Ceylon loses in that most important of all immediate interests—the improvement of her communications. It is in the forwarding of her industrial interests, and more especially the extension of agriculture, that her true strength lies, and whatever retards this aim affects seriously not only colonial but British interests. Even now, Mr. CARDWELL withholds the necessary authorisation for the disposal of the surplus in the colonial Treasury chest. Now that he has the report of the Military Commission he may act, and allow Ceylon to deal as it pleases with the unexpended balance, after deduction of the fixed contribution. After all, we trust that this will be the last effort on the part of the Home Government to encroach on colonial rights. The discussion of the question, both here and in Ceylon, has done good in inciting to a more watchful regard of the true interests of the colony; the time of misgovernment is, we trust, fast passing away. Under a more enlightened administration the development of Ceylon must proceed with accelerated speed, releasing herself from those trammels which have hitherto so greatly retarded her true energies.

THE P. AND O. COMPANY'S FLEET.

The company have ordered the *Mongolia* (now on a voyage to Alexandria) back to Southampton without the usual detour to Marseilles, in order to give her immediate despatch for India. The *Mongolia* is a new screw steamer, of 2,799 tons and 500-horse power; is fast, roomy for passengers, carries her ports well open, and will be a valuable addition to the the Calcutta and Suez line.

The company have provided for the Bombay mail service by transferring the *Golconda* from the Calcutta to the Bombay line. This arrangement will necessitate the Calcutta steamers turning round at Suez for the present.

Two new steamers, the *Geelong* and *Avoca*, are fitting out on the Clyde, intended as a reinforcement for the company's Esatern lines; every exertion is being made to get the former ready for sailing by the end of March, and the latter in all May. The *Geelong* is 1,504 tons, 250-horse power. The *Avoca* 1,284 tons, 250-horse power.

The *Niphon*, 690 tons, 100-horse power, left Southampton for Bombay on the 16th inst. She is principally intended for cargo work, and ultimately to be placed on the local China or Japan lines.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, FEB. 16.

The fact that you mentioned our "new" Cabinet in your "Latest Intelligence," in the *London and China Express* of the 10th February, has, perhaps, given to your readers the conviction that I am a pessimist *pur-sang*, since I said in my last letter, "It will be very difficult for Mr. Fransen van de Putte to form a new Cabinet." Without doubt we had a set of Ministers, with the exception of the Department of Marine, with more celerity than was generally looked for, but the combination leaves much to be desired, except to the *Nieuwe Rotterdamske Courant* and *Handelsblad*.

The Ministry is now constituted as follows:—

J. D. Fransen van de Putte ..	Colonies.
Mr. E. J. J. B. Cremers	Foreign Affairs.
W. J. Blanken	War and Interim Marine.
Mr. J. H. Geertsema, Czn.. ..	Interior.
Mr. J. C. Picke	Justice.
Mr. P. P. van Bosse	Finance.

As to Mr. Van Bosse, his name as a statesman is well known. He has sat in several Cabinets, of every *genre*, and this gives some of the Liberal papers the conviction that he is not the right man in the right place in a Liberal Cabinet. But he is an intellectual and able financier, and perhaps he will be the best support of the Cabinet. As to Messrs. Geertsema and Picke, my opinion is not so favourable. The first, who was notary at Groningen, and for the last two years a member of Parliament, is said to be an able man; but he must discharge the duties of the most eminent leader of the Liberal party, Mr. Thorbecke, and it is feared he will fall beneath that task.

The Cabinet will soon have an opportunity to show its qualities, as Parliament will meet again on the 27th of February to proceed to business.

Much is said about the origin of the last crisis, and perhaps, therefore, the King gave his consent to publish the documents that were exchanged in reference to it. We must believe then, the real cause was the difference of opinion between Mr. Thorbecke and Mr. Van de Putte, about the introduction of the code penal in India.

Digitized by Google

Rear-Admiral Pels Rycken, it is said, will be our Minister of the War Department.

Dr. R. Labatto, honorary professor of the Polytechnic School at Delft, died some days ago.

Yesterday, a meeting was held in the Crystal Palace of Amsterdam to deliberate on the question of the rinderpest. About 300 persons were present. The following conclusions were unanimously approved:—That the *cordon sanitaire* is a necessity, but that it must be disallowed that beasts attacked within that line should be slaughtered; on the contrary, it is necessary that beyond that line attacked or suspected beasts must be killed. The meeting agreed further, that our law was not sufficient to extirpate the plague; that it is necessary that the Treasury should give compensation in full to those proprietors that lose their beasts, because private insurance companies are not able to meet the task. Within three weeks this meeting will re-assemble again.

The *Tyd* collected 163,000f. in behalf of the Pope; the lists are now closing.

The Peruvian man-of-war *Independenzia* will leave our coast to-morrow in pursuance of a demand made on the commander of that ship. Latterly she was not watched by our man-of-war *Adolf Herzog van Nassau* because it was evident that war had not been declared between Spain and Peru.

COMMERCIAL.

COFFEE.—An important business was done before the auction of the Trading Company in private hands, and chiefly in Padang qualities. The following parcels were sold: 2725 b. Java, ex Edward Dellarie; 1,200 b. Padang, ex Caduceus; 2,150 b. Padang and 1,450 b. Java, ex Veritas; 3,410 b. Java, ex Zephir at 45c.; 2,387 b. Padang, ex Caduceus, at 45½c. to 48c.; 429 b. ex Ida Elizabeth, at 48c.; 2,900 b. Padang, ex Lady of the Lake, at 45½c. Besides the following floating parcels were sold; 1,700 b. Java, ex. Dageraad, and 2.000 b. ex Galilei at 44c. The 85,852 b. Java and Padang which were offered were all sold at ¼, ½, and ¾c. above valuation. Good ord. 45½c. to 46c.

TOBACCO (JAVA LEAVES).—The 2,936 bls. yesterday offered in auction were sold at very firm prices.

COTTON.—A moderate business doing.

SPICES.—There was a good demand for the outward ports, in consequence of the higher prices paid in the London market. A good business was done, at about 5ct. above the last prices. There was much inquiry for Nutmegs No. 1, and all which were offered were sold. Holders now decline to operate without an advance. The quotation for Nutmegs now is 81c. to 82c.; No. 3, 53c. to 54c. There was also much inquiry for Cloves No. 21,865, because there is no stock at the Trading Company, this quality is willingly paid with 27c. Mace without transactions. Cinnamon No. 3, no sales reported. Pepper 22c. to 22½c. in the second hands.

BANCA TIN.—The market is dull; 2,000 slabs were sold at 53¼f.; Billiton, 53f.

INDIGO.—The market is very firm, and again 13 ch. Java were sold at advanced prices. On the 19th 15 ch. Bengal will be sold by auction.

RICE.—Without stock, and consequently without transactions.

DRUGS.—Camphor (Raw China): With much demand at advancing prices. The transactions, however, were unimportant, because holders decline to operate. Cassia Vera, 374 b., ex Veritas, were sold at firm prices. Gum Benzoin, with a moderate business, prices are maintained. Gum Elasticum: The stock has much decreased; several parcels are sold floating; the market is very firm. Cutch, 2,250 kilo., ex Caduceus, were sold at firm prices; Vanila, in auction, were sold 250 kilo.; Bourbon, from 2¾f. to 9½f.; 50 kilo. Java, from 3¼ to 4¼f.

MOTHER O' PEARL SHELLS.—103 pic. Macassar, imported ex Louisa, were sold at prices which are kept secret, but which are supposed to be very firm.

RATTANS.—In much demand at the lower prices.

HIDES.—Several parcels East Indian were sold by inscription at very high prices. viz.: 2,130 Padang Rinder, 2,000 E. I. ex Harvest Home, 2,200 Buffalo ex Wallaroo. The market closes very firm.

TEA.—The market is unaltered, in waiting for the auction of the parcels imported per Yeavering Bell, which, without any doubt, will be sold at very firm prices, because the quality is very fine. The Hydra, from Foo-Chow-Foo, bound for our port, arrived in the Channel with a cargo of 3,999 ¼ chests, 2,485 ½ chests, 254 1-16th chests Congou, and 227 ¼ chests Souchow.

MONEY.—The discount market is rather easier; the Bank directors, however, did not alter the rate. In the open market large amounts may easily be had at 6½ per cent., while at the Bank the lowest rate is ½ per cent. higher. The latest return of the Bank was very favourable.

STOCK MARKET.—There was more activity than last week. Spanish with much inquiry at improved prices; Russian somewhat lower, in consequence of the rumour that a new loan is to be contracted with Hope and Co. Mexican and American bonds firm; Dutch dull. Two-and-Half per Cents., 61½; Three per Cents., 71½; Four per Cents., 95⅜; Trading Company, 146⅞; Rotterdam Bank, 103; Netherlands India Bank, 83; Maatsch. van Adm. en Cyfrente, 94½.

CHANGE.—London, 3 mo., f.11.67; 2 mo., f.11.75; short, f.11.88½; Paris, 3 mo., f.46.50; 2 mo., f.46.70; short, f.47.15; Hambro', 3 mo., f.34.90; 2 mo., f.35.10; short, f.35.30; Berlin, 3 mo., f.170.25; short, f.172.75; Bremen, 3 mo., f.189.40.

PASSENGERS INWARDS.

From JAVA: Per Galilei, Messrs. L. E. Zeegers and A. D. R. van Kesteren; per Den Elshout, Mr. von Staedel and family; per Dageraad, Messrs. H. Stort and C. Hunnius; per Pudsey Dawson, the Driessen family, Miss Andrioli; per Patriarch Sambiri, Mr. C. C. Schol and family; per Gerard Pieter Servatius, Mr. H. C. Boon.

ROTTERDAM, FEBRUARY 23.

The press is still engaged in discussing the question of the degree of statesmanlike qualification possessed by the new Members of the Cabinet. A brisk paper war has been waged between the *Nieuwe Rotterdamsche* and *Arnhemsche Courant*, but the result can be but of little importance, and it is better to wait for facts, which will exhibit themselves as soon as Parliament meets again, which will take place—as I told you in my last—on the 27th inst. So much is certain, that some of the Liberal papers, who are perhaps over-afflicted at the loss of Thorbecke, attack the Cabinet with greater violence than even the *Dagblad*, the organ of the Opposition. It has caused a good deal of sensation that the first Cabinet Counsel was held with the King presiding. While Mr. Thorbecke was Premier, the King never took any part therein. Opinions differ on the meaning of this important fact. Some think that it proves the weakness of the Ministry; others see in it a proof that it is based on the strict principles of the constitution.

I need not say that the Parliamentary battle to be fought will have a decisive character for the Liberal element; that the conflict will be violent there is no doubt at all. Not only is the Colonial question on the order of the day, but the orthodox party (Mr. Groen, C.S.,) seems to do all in its power to feed the fire.

The most important question now is, will Mr. Thorbecke be elected a member of Parliament? He has been brought forward at Groningen, as well as in Zutphen, but it is still doubtful if he will accept the nomination. I hope that he will do so, because Mr. Geertsema, who now fills his place, has given the assurance that Mr. Thorbecke will assist him in his important duties. The ex-Premier is the only man able to neutralise the attacks of the Opposition.

The candidates of the Opposition for the two open seats in the Second Chamber are Messrs. Quintus and Keuchenius—the latter well known in India as President of the Principal Court.

The cattle plague spreads itself more and more, notwithstanding the energetic measures of the Government. The last returns show the following results:—From the 4th to the 10th 1,798 head of cattle were attacked, of which 125 were killed. 372 died, and 330 recovered. Since the outbreak of the plague, 39,658 head were attacked, of which 13,152 died, 8,743 were killed, and 15,297 recovered.

Some years ago beetroot sugar manufacturers were very few here, but it now seems that this branch of industry has taken a wonderful start. Three companies have been established during the past week, with the purpose of erecting manufactories of the kind. Agriculturists are invited by the press to cultivate the root now that they have lost their cattle. The cultivation gives in general better financial results than that of corn, &c.

An important meeting has taken place at this port, to debate the question if it be desirable to abolish sworn brokerships, and to leave every man at liberty to act in that capacity. The motion has taken such hold that it is probable everything will be done to make this branch of trade free.

The subscription in behalf of the Pope rose to an amount of 180,000f., and the lists are now closed.

The beautiful collection of pictures belonging to the late Mr. de Kat, of Dordrecht, amongst which are many by Ary Scheffer, will be sold by auction in the month of March next.

Two young ladies, the Mdlles. Delepierre, from France, have made their appearance as violists. As they are yet but of the age of 10 and 14 years, and in consequence were of too *jeune* a date to have won fame, they were received at first with a good deal of indifference; but after a time everyone was convinced that their abilities surpassed those of the Milanollos and Fernis. I believe that they will pay a visit to your metropolis.

COMMERCIAL.

COFFEE.—There is no change in the market, and the sales include 2000 b. Java ex Henrietta Gerardina Susanna at 43c. and 1192 b. African ex Africa at 39c.

knowledge of that intricate language. No wonder the Austrians,—themselves good linguists, as all civil *employes* of the Government have to pass examinations in the ten languages spoken in the different provinces of the empire—should feel proud of the successful manner in which this young man acquitted himself at his examination, whom they facetiously have named "the Bohemian Mezzofanti," in allusion to the late Cardinal of that name celebrated as the greatest modern linguist. This Mr. Scherzel is said to read, write, and speak correctly upwards of thirty different languages, and is moreover a self-taught genius. It is not yet decided whether he will get the appointment of interpreter or not.

At St. Petersburg some interesting accounts have been received of the quantity of gold obtained by private enterprise in the district beyond Lake Baikal in Eastern Siberia. There are two such establishments situated respectively 120 and 130 wersts north of Nertschinsk, and employing together 1,300 persons, who consumed 1,500 head of cattle and 20,000 poops of corn. For this, however, they obtained 1,280 lbs. of gold, of which 680 lbs. was in the establishment of M. Kulikow and 600 lbs. in that of M. Butschin. These gentlemen are making arrangements to engage a much larger staff of workmen for the ensuing campaign, and, to induce strong and healthy persons to come forward, offer to pay them one-half of their wages for the season in advance. There is a third private gold-washing belonging to a M. Buiwitsch, who employs about 200 workmen, the locality being 60 wersts southward of Nertschinsk.

Digitized by Google

SPICES.—The market remains very firm; for Nutmegs No. 2, 1865, there is much inquiry, and nothing may be had under 76c.; No. 1, 80c., with a trifling quantity disposable. Cloves, No. 2., 1865, with much demand, but holders ask too high prices, and therefore there were no transactions. Mace dull. Pepper without stock in the first hand.

TEA.—The cargo ex Yeavering Bell was sold on the 21st, only 98 lots were bought in. The auction went off as follows:—

909/12	chests	fine Kaisow Congo	sold at ..	110 to	118c.
177/4	„	„ „	„ „ ..	120 „	123c.
101/12	„	finest „	„ „ ..	142 „	143c.
2994/4	„	„	„ „ ..	120 „	180c.
1530/12	„	superfine „	„ „ ..	135 „	181c.
1701/4	„	„	„ „ ..	139 „	180c.
587/4	„	finest „	„ „ ..	130 „	146c.
312/12	„	„	„ „ ..	125 „	127c.
72/4	„	extra superfine Souchon		.. 224 „	227c.
84/4	„	superfine „	„ ..	233 „	238c.
158/4	„	finest „	„ ..	201 „	213c.
127/4	„	superfine flowery Pecco	„ ..	219 „	243c.
70/4	„	finest „	„ ..	160 „	166c.

The prices paid are in average 5c. under valuation. The parcels Java Tea, ex Kortenair, were sold as follows:—10/4 chests Congo sold at 97c., 215/4 chests Souchon sold at 126 to 129c., 176/12 chests Pecco sold at 179 to 186c.

DRUGS.—Camphor very firm, and with several transactions at higher prices; raw Japan is paid with 78c. Cassia Vera: The 600 piculs arrived per Lady of the Lake are offered, but stil unsold.

RATTANS.—2100 bundles, ex Lady of the Lake, were sold at unaltered prices.

HIDES.—The market is still unaltered, but firm. The sales included 2000 Java Reindeer, which are paid with the very high price of 60c.

INDIGO.—The market remained in a favourable condition, and closed very firm in consequence of the position of the London market. Holders decline to operate without an advance, and by this reason only 40 chests were sold.

BANCA TIN.—The market is very dull, and some transactions are made at 53¼f. to 53f.

SUGAR (RAW).—The market is very inactive, only 2500 kr. Java, Nos. 12 to 15, were sold at 1f. under November.

ARRACK.—The market is somewhat more animated; 60 casks ex de Schelde, and 25/1 and 10/2 casks ex Anna Forster were sold at firm prices.

SILK.—The Trading Company announced an auction on the 8th of March, on which will be offered 344 bales raw Japan Silk.

TOBACCO.—In the auction of parcels of Java leaves, which was held to-day, the following marks were sold:—740 bags G P in average a 32 1-5th c., 257 bags S P, C H D at 40 1-5th c., 41 bags C L, D D, at 10½c. The market closes firm, the stock is not very important, and a great deal of it is to be offered in the forthcoming sales in March.

MONEY MARKET.—In consequence of the fact that the Netherlands Bank lowered its rate of discount and fixed it upon 6 proc. for bills and 6½ proc. for acceptances, the Stock Exchange was more active than during the last week. Large business, however, is not done yet, but prices are generally firm. Money may be had in the open market at Bank rate:—Dutch 2½ per cents., 61½; 3 per cents., 71½; 4 per cents., 95½; Trading Company, 146⅝; Central Railway Company (oblig.), 123; Actions do., 30; Rotterdam Bank, 104; Java Bank, 140; Company Exploration of State Railways, 92; Dutch Rhenish Company (shares) 107½.

'CHANGE.—London: 3 mo., f.11.68; 2 mo., f.11.76; short, f.11.89. Paris: 3 mo., f.46.50; 2 mo., f.46.70; short, f.47.20. Antwerp: 3 mo., f.46.50; 2 mo.——; short, f.47.10. Hambro': 3 mo., f.34.87½; 2 mo., f.35.05; short, f.35.20. Bremen: 3 mo., f.189.40. St. Petersburg: 3 mo., f.144.

SHIPPING.—ARRIVALS.—Feb. 16, at Texel, from Batavia: Eudora; from Banjoewangie: Anna. 18, at Brouwershaven, from Batavia: Madura. 19, from Batavia: Twee Cornelissen.

DEPARTURES.—Feb. 19, from Hellevoet, for Japan: Duodecimo. 20, from Brouwershaven, for Batavia: Maria Anna, Lammina Elizabeth, Noord-Brabant, Henriette Elizabeth Susanna; for Samarang: Christina Maria; from Texel, for Padang: Henriette; for Batavia: Jacoba Christina, Tagal, Stad Assen; for Japan: Gloria; for Macassar: Ystroom; for Sourabaya: Sindbad. 21, from Texel, for Batavia: Guede Verwachting.

PASSENGERS INWARD.

From JAVA: Per Madura, Mr. C. F. Nelissen and family; G. J. Grashuis.

PASSENGERS OUTWARD.

For JAVA: Per Jacoba Christina, Mr. van Zyp and family, Mr. J. M. H. G. Theunissen, Mr. C. H. Buelhouwer, Miss C. M. D. Hoen; per Tagal, Messrs. L. Rogge, A. Grevel, J. Bingt, Arnold and family; per Stad Assen, Messrs. P. L. le Comte, Fritz, Breguet, Katwyk and family, Miss C. D. Buddingh; per Sindbad, Messrs. H. Kropveld and family, A. Sperhake and family, P. de Graaff, F. J. H. Duverge, J. C. Romswinkel, E. A. de Braconier, Kannegieter, Woesthoff and family; per Lammina Elizabeth, Mr. W. H. Heytman and family, Miss H. J. Visscher, Mr. Visscher, G. Tinkhof, Messrs. J. and H. Tinkhof, Miss P. van Gelderen, Miss R. M. Biesmeyer and family; per Maria Anna, Miss Fahnholtz, C. M. and A. M. Kleykamp; per Guede Verwachting, Mrs. Blatteman and family.

RUSSIA, GERMANY, &c.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, FEB. 14.

With reference to the alarming increase of piracy in the Chinese waters, the Consular and Trade Department of the Danish Foreign-office has published the following warning and advice:—"Her Britannic Majesty's Envoy at Copenhagen has called the attention of the Royal Danish Government to the urgent necessity of measures being taken by all the maritime States in common for the suppression of piracy, which has, of late, been increasing to an alarming extent in the China seas, and communicates the fact that all the vessels belonging to the Peninsular and Oriental Steam Navigation Company employed in those waters are now armed with a gun able to fire shells, and are also provided with a sufficient number of rifles and muskets. As it appears that the Chinese pirates have a great dread of shells, a rifled gun of that description, light, and easily moved from one part of the deck to another, is recommended as the best weapon of defence for this purpose."

During the year 1865 the number of vessels that arrived at St. Petersburg (Cronstadt) was 2,022, of which only 97 were under the Russian flag, the remainder belonging to seventeen other nations, among them being 1,068 British. The number of vessels that sailed during the same year was 1,967; nine Russian and six English vessels sailed from Cronstadt to the Amoor, and one Russian to the Russian-American colonies, all with cargoes of Russian produce.

COMMERCIAL.

COFFEE.—The tone of the market is firmer, as large orders had to be executed. The finer qualities are most in request, but inferior command more attention. Sales of the week, 14,000 bags.

SUGAR.—Raw calm, and only small purchases for pressing requirements. Very little was done in refined. In both there is no improvement in prices.

RICE.—Business confined to consumptive demand, without alteration in values.

SPICES.—The transactions have been few and unimportant. No Cassia Lignia arrived by the *Pathfinder*, which has tended to strengthen that market.

TEA.—Some hundred chests of Souchong, Pecco, and gunpowder have been sold this week at full prices both for shipment and local consumption

SPELTER.—A further improvement has taken place, and the following sales were effected:

500	centners	in loco	at 15	marks 12	sch.
8,000	„	Spring delivery	15	„ 10	„
1,500	„	in loco	15	„ 13	„
3,000	„	Spring delivery	15	„ 12	„
3,000	„	„	15	„ 13	„
1,000	„	„	15	„ 14	„

The price now demanded is 16 marks, but as yet no business has been done at that figure.

The money market is easier, and discount has declined to 4 per cent.

HAMBURG, FEB. 23.

I am enabled to confirm all that I wrote you the other day about the Austrian expedition to the Far East. The *Schwarzenberg* has already returned to Pola to be thoroughly overhauled previous to her circumnavigating voyage; the *Archduke Frederick* has just left Kiel, where she has been wintering, and proceeded to Bremerhaven at the mouth of the Weser, where she will go into a dry dock for examination (there being no such accommodation at Kiel) before returning to the Mediterranean. In consideration of the shattered finances of Austria, the expedition will be fitted out with a due regard to economy, and as the two vessels are both in commission and the officers and crews on full pay, Government intends to ask for a grant of only 200,000 florins as the extra expense in this year. In the meantime the authorities are engaged in drawing up a list of presents for the Emperor of Japan, among which one of the principal objects will be an album containing water-colour paintings of the numerous industrial establishments in the Austrian dominions. The cover of the album will be of ebony inlaid with silver and lapis lazuli, and ornamented with coats of arms in enamel and gold. There will also be a rich assortment of warlike arms both offensive and defensive, and above all things specimens of Bohemian and Venetian glass manufactures.

Whilst on this subject I may here state that amongst the shoals of young men who have volunteered and are most anxious to take part in the expedition is one of the name of Wilhelm Scherzel, a native of Beraun, in Bohemia, who has studied law as his profession and lately been admitted to practice as a lawyer of Prague. This young man has, however, such an extraordinary talent for languages that though only twenty-three years of age, he is perfect master, not only of all the European tongues and dialects, but many of the Asiatic ones, including Chinese, Japanese and the Malay, which would render his services particularly useful to the expedition as interpreter. Last week he underwent a voluntary examination at Prague, which was attended by Count Lazansky, the Statthalter of Bohemia, and to which all the professors of languages at the University of Prague, and other linguists from all parts of the empire, were invited, and a numerous public admitted. To the universal astonishment of all present, in whatever language he was addressed he answered with the fluency and correctness of a native, and has thus substantiated his claim to take part in the expedition. An English lady was present who has spent many years in the East, and speaks the Malay as easy as her mother tongue, conversed freely with him in that language, and assured the gentlemen examiners that she was perfectly astonished at his intimate

Digitized by Google

Other parties are "prospecting" on the banks of the Schilka and the Amoor, the confluence of those two rivers being known to abound in gold. Owing to the want of snow this winter the land communication is much impeded, and provisions consequently have become much enhanced in price. Rye flour fetches 1½ roubles per pood, butcher's meat 1 rouble 40 copecks, and butter 7 roubles; firewood costs 2½ roubles per fathom, and the same price is paid for a small cartful of hay. Fresh fish are no longer to be had, and salted omules of the Selenga cost 10 copecks each.

A letter from Kiachta in the *Russian Invalide* gives the following account of the trade there with the Chinese:—"Russian woollen cloth is now much preferred in China to the English and Belgian, for a piece of English cloth containing 30 arskines is considerably lighter than a piece of Russian containing only 25 arskines, which shows that the latter has more consistency and is closer woven. It is more particularly the cloth made at Moscow that is most preferred by the Chinese. The tea trade is active, and our merchants now travel long distances into the interior of China to purchase the article direct of the producers. Kiachta has lately been visited by numerous photographers, who have one and all done a good stroke of business with the Chinese, who are enthusiasts and pay any sum for their portraits. Some of these artists are said to have realised 5,000 roubles in this way, and are now making arrangements for penetrating into the Amoor country in the summer in order to take a series of photograms of the most striking features of that interesting but little known district."

COMMERCIAL.

COFFEE.—A continued and increasing demand has given a further firmness to the market, which was still more improved by the favourable result of the Dutch sales and the Rio telegrams. Sales 22,500 bags.

SUGAR.—In the raw market there was more inclination to buy, as importers have again moderated their demands by full 8 Sch. Bco. per centner. The prices of refined are rather in favour of purchasers. The sales amounted to 35,000 loaves of Hamburg Melis and raffinades for the execution of foreign orders.

RICE.—The business done was trifling, and previous values could with difficulty be supported.

SPICES.—Ginger underwent a slight improvement, and more attention is paid to mace and nutmegs. Pepper is also in better favour. In Cassia Lignea no alteration.

TEA.—Sales continue to be made to a moderate extent, and full prices are easily realised. Considerable direct supplies are expected to arrive shortly by the Asia, Florentin, Aldebaran, Johann Christoph, Woitzlava, and New Ed, which will tend to improve the assortment in this market, stocks being greatly reduced by the uninterrupted deliveries during the winter in consequence of the absence of frost.

SPELTER.—A good deal of business has been done at improved prices, and the market is in a favourable condition. Since last mail the following transactions are reported:—

2,000	centners	.. Spring delivery	..	15 marks	12 sch.
2 000	„	.. do.	..	15 „	14 „
1,000	„	.. loco	..	16 „	—
1,000	„	.. CGH, loco	..	16 „	3 „
500	„	.. BH, loco	..	16 „	4 „
2,000	„	.. WH, loco	..	16 „	4 „
2,500	„	.. Spring delivery	..	15 „	15 „
3,000	„	.. do.	..	16 „	—
3,000	„	.. do.	..	16 „	4 „
1,000	„	.. loco	..	16 „	5 „
1,000	„	.. Spring delivery	..	16 „	1 „

Sellers now demand 16.3 for spring delivery, and 16.6 loco.

DISCOUNT 3¾ per cent. Money more abundant.

SHIPPING.—Sailed: Feb. 17, Peiho, to Nicolayefsk; 19, Manila II., to Shanghai; 20, Jessen, to Nicolayefsk.

Parliamentary Intelligence.

HOUSE OF COMMONS.

BRITISH TROOPS AT HONG KONG AND KOWLOON.

(Feb. 13.) Col. NORTH moved for a return, showing the accommodation for the troops of all arms at Hong Kong and Kowloon at the time of the arrival of the 2nd battalion 9th Regiment and 2nd battalion 11th Regiment, specifying the nature of the accommodation and number of cubic feet allowed per man; also for returns of the mean annual stength, total annual sickness, mortality, and invaliding of the troops of each arm, officers and men, at Hong Kong, up to the year 1855; and of the number of deaths annually on the voyage to England of the troops invalided, in a tabular form, giving the date, corps, mean annual strength, number of sick, deaths, invalided, and died on the passage to England. Agreed to.

THE STRAITS SETTLEMENTS.

(22nd.) Lord STANLEY asked the Secretary of State for the Colonies whether it was intended to transfer the Straits Settlements from the Indian to the Colonial Department, or whether that project had been definitively abandoned.—Mr. CARDWELL said that the project had not been definitively abandoned, but the Government had not been able to settle the conditions on which it was to be carried out. The question of military defence was still under the consideration of the War Department, and, until that had been settled, the question of the charge upon the Imperial Exchequer could not be determined.

THE DUTY ON PEPPER.

(15.) Lord STANLEY presented a petition from the Singapore and Penang Chambers of Commerce in favour of a reduction in the duty on pepper.

FORTIFICATIONS AND BARRACKS AT HONG KONG.

(21st.) Colonel NORTH moved for a detailed statement of all moneys expended upon fortifications, military storehouses and buildings, and upon barracks at Hong Kong and Kowloon, and of moneys paid for hire of godowns or other temporary buildings from 1861 to 1865, both years inclusive.—Agreed to.

NOTICE OF MOTION FOR TO-NIGHT.

LORD STANLEY—To ask the Chancellor of the Exchequer whether his attention has been called to statements made in *The London and China Telegraph* of the 5th inst. in reference to the exchange question in Japan; and to ask him to produce a copy of the report made by Mr. Arbuthnot, of the Treasury, on the operation of the present system of appropriating the profits arising out of the exchange; and whether any sums had been carried to the credit of the public accounts, out of the profit arising from the difference between the current value of the Japanese Ichibou and the rate at which it is supplied to the naval, military, and civil services.

Naval and Military.

The Gresham, Capt. Brayley, lately arrived from Hong Kong, has been engaged to convey the reinforcements to Hong Kong, consisting of about 150 men and six officers.

The approaching departure of Admiral Sir Michael Seymour, G.C.B., Commander-in-Chief at Portsmouth, is looked forward to with much regret, not only by the Government officials and *employés*, but more particularly by the inhabitants of the port, with whom the gallant admiral is exceedingly popular. Sir Michael has, since he took command at Portsmouth, gained the respect of all classes; he has mingled with the people by joining in their civic banquets, and his presence has, at almost every charitable meeting connected with the service or the town, done much to promote the weal of the various admirable institutions of which the seaport boasts. Sir Michael has been a warm friend of the Royal Sailors' Home, the Royal Seamen and Marines' Orphan School, and Female Orphan Home, of the Hospital Penitentiary, and other benevolent establishments. In acknowledgment of Sir Michael's worth, and in appreciation of his character as a public officer, the corporation have passed an appropriate resolution.

By a letter received from Her Majesty's ship Orontes at Hong Kong, it appears that ship arrived there on the 27th of December, 88 days from England, with the naval reliefs for the ships in China; all well. The Orontes had fine weather on the passage out. She was rather overcrowded, no less than 1,150 souls having left England on board. As soon as the Admiral arrived at Hong Kong the Orontes was to commence distributing the ships' crews, receiving in return time-expired men and invalids. She was to leave for England about the end of January, calling at all the ports on the way. She may be expected here towards the end of April. A rumour that several men had been flogged on board the Orontes turns out to be utterly unfounded.

The Salamis despatch vessel, noticed in our last, left Portsmouth, on the 12th inst. calling at Devonport to embark mails for Madeira and the West Coast of Africa, at which ports she is to call.

Monetary and Commercial.

The East Indian Railway Company have announced a new issue of capital to the extent of £1,000,000. A loan is announced by the Oriental Bank Corporation, as agents for the New South Wales Government. The amount is £700,000, in 5 per cent. debentures, redeemable within the next ten years, part of the money being required to pay for railway and other works, and £300,000 to replace a sum paid off in December last.

Seventy guineas has been paid on the B. and B. Company's steamer *Nerbudda*, bound to Bombay from Liverpool last November.

The China Steam Ship and Labuan Coal Company will hold their annual meeting on the 5th March.

An extraordinary general meeting of the Asiatic Banking Corporation is convened for the 7th of March, to consider a proposed increase in the number of directors.

The case of Montgomery Martin and others *versus* the Bank of Hindustan has been heard before the Lords Justices of Appeal, but the decision is reserved.

The Imperial Land Company of Marseilles, with a capital of £1,600,000, bas been launched by the Credit Foncier, the Agra and Masterman's Bank, and the National Bank. The company have a fine field of operations, and, with the vast increase of trade at Marseilles, the improvements proposed are much desired. There will be good property to represent the outlay, and 10 per cent. is guaranteed for the first two years.

Mr. F. W. Lamarchand, lately of the Mercantile Bank, has arranged to proceed to Ceylon in about two months as Manager of the Bank of Hindustan.

A dividend of 9d. in the pound has been announced on the estate of Halliday, Fox, and Co. It appears that the original estimate of 20s.—which at the time we doubted—is not at all likely to be realised. The most correct estimate will be found to be about one-tenth of that.

The meeting of the Scinde, Punjaub, and Delhi Bank Corporation (Limited), fixed to take place this day, is for the purpose of adopting a provisional arrangement entered into by the board of directors for the amalgamation of this bank with the National Bank of India (Limited), on the basis that the shareholders of the Scinde, Punjaub, and Delhi Bank Corporation shall receive shares of the amalgamated bank on an

Digitized by Google

equality with the shareholders of the National Bank of India, to the extent of the assets of the Scinde, Punjaub, and Delhi Bank Corporation. The National Bank of India has a considerable amount of deposits, a paid-up capital of about £500,000, which is intact, and the shares are at a premium in the Indian markets. The dividend paid last year was £6 per cent.

A trial of some commercial importance has just taken place at Marseilles. The Messageries Imperiales Company of France has been condemned by the Tribunal of Commerce to pay the large sum of 500,000f. (£20,000) to the owner of a quantity of silk which was damaged by the bursting of the tube of a boiler in the steamer *Peluse*.

The amount of bullion by the P. and O. Company's steamer *China*, from Southampton on the 20th inst., was—in gold to Galle, £5,000; to Madras, £4,362. In silver, to Alexandria, £815; to Madras, £40,002; to Calcutta, £20,000; to Singapore, £4,900; to Hong Kong, £28,465; to Foo-chow-Foo, £1,946; to Shanghai, £153. Total—in gold, £9,362; in silver, £96,281.

BANK AND MISCELLANEOUS SHARES.

Shares.	Joint Stock Banks.	Paid.	Closing Prices.	Prices Jan. 26.
£20	Asiatic Bank Corporation, new shares	£10	19 to 21	20 to 22
50	Agra and Masterman's	25	55 to 56	54 to 56
20	Chartered Bank of India, Australia, and China	All	24 to 25	22½ to 23½
25	Chartered Merc. of India and China	All	47 to 49	45 to —¼
25	Commercial of India and the East	All	27 to 28	27 to 29
20	Eastern Exchange	5	1½ to ¾ dis.	1½ to ¾ dis.
50	London Joint Stock	15	47 to 49	47 to 49
100	London and Westminster	20	95 to 97	95 to 97
25	Oriental Bank Corporation	All	52 to 54	50 to 52
50	Union of London	15	53½ to 54½	51 to 52 xd.
100	Hindustan, China, and Japan	25	18 to 20	17 to 19
100	Do. Issued at 2 pm.	25	18 to 20	17 to 19
100	Do. New	25	17½ to 19½	17 to 19
20	Scinde, Punjab, and Delhi	10	4½ to 3½dis.	4½ to 3½ dis
25	Bank of Egypt	All	30 to 32xd.	32 to 34
100	Bank of London	50	136 to 139	145 to 150
20	Land Mortgage Bank of India	4	¼ to ½pm.	par to ¼ pm.
	MISCELLANEOUS.			
10	Mediterranean Extension Telegraph	All	3 to 4xd.	3 to 4
50	P. and O. Steam Company	All	70 to 72	70 to 72
50	Do. New	35	15 to 17pm.	15 to 17pm.
20	China Steamship & Labuan Coal Co	9	7½ to 6½ dis.	7 to 6 dis.
5	Bombay Gas	All	5¼ to 5½	5⅜ to 5½
10	Hong Kong Gas	All	¼ to 1¼pm.	1¼ to 2¼ pm.
5	Singapore Gas	5	par	—
20	E. I. Irrigation and Canal	12	4½ to 3½ dis.	4½ to 3½ dis.
20	Madras Irrigation and Canal	All	17½ to 18½	17 to 18
5	Oriental Gas	All	5⅜ to 5⅝	5⅜ to 5⅝
10	O. Inland Steam	All	1 to 2	1 to 2
100	West India Steam Company	60	115 to 120	107 to 110
—	Ceylon Deb., Nov. 1868, 6 per cent.	100	102 to 104	101 to 103
—	Do. Do. 1878	100	106 to 108	106 to 108
20	Ceylon Company	7	2⅜ to 3¼ pm.	2 to 3 pm.
20	Do. A shares	2	¼ to 1¼ pm.	¼ to ¼ pm.
10	Ceylon Coffee Estates Co.	10	10½	—
20	International Finance Society	5	¼ to ¾ pm.	¼ to ¾ pm.
20	General Credit & Finance Company	4	¾ to 1pm.xd.	1⅜ to 1⅝ pm.
20	Egyptian Com. & Trading Company	6	1¾ to 1¼dis xd	1¾ to 1¼ dis
20	Société Financiére d'Egypte	10	5 to 4 dis:	5 to 4 dis.
10	Upper Assam Tea	4¼	¼ dis. to ¼ pm.	par to 1 pm.
10	Do.	All	10 to 12	12 to 14
50	Overend, Gurney, and Co.	15	4¼ to 4½ pm.	5 to 5 pm

MANCHESTER MARKETS.

Buyers are rather holding back. Quotations are—Grey Shirtings 7 lbs., 14s. 6d. to 15s.; 8¼ lbs., 17s. 6d. to 18s. Cotton Yarn, Nos. 16-24, at 2s. 1d. to 2s. 2d.; Maddapollams, 6s. 6d. to 6s. 3d.; Long Cloths, 17s. to 16s. 6d.; T-cloths, 11s. 6d. to 11s. 3d.; White Spot Shirtings, 19s. 6d. to 19s.; White Brocade ditto, 19s. 9d. to 19s. 3d.; White Damasks, 35s. 3d. nominal.

ARTICLES OF IMPORT.

TEA.—During the past fortnight business has been limited, the demand from the country continuing small, whilst there has not been much doing for export. Deliveries have also been affected by an absurd report as to some further probable reduction of duty, which has now been set at rest by a letter from the Chancellor of the Exchequer. The arrivals have been numerous and the samples freely shown, but importers in many cases are holding for more than the trade are disposed to give, and thus but a moderate proportion has been sold at prices which for the fair to medium kinds show a slight decline. The dusty and broken leaf kinds of congou have met with a ready sale, but prices show a decline of about ¼d. to ½d. per lb. Fair to good common have been in moderate demand at fully previous prices. Fair flavoury kinds, of old import, show no alteration. Those of recent arrival have not been so much in request, and the few sales made show a decline of about 1d. per lb.; the better sorts have met with rather more attention at former prices; fine to finest remain much as before, with a limited amount of sales. Common to fair black-leaf kinds, of old import, continue dull of sale at former prices, those of recent arrival have been sold from 1s. 0½d. to 1s. 3d. per lb., but they are not in much request. The better kinds above 1s. 8d. per lb. remain very firm, the quantity of these out of recent ships being very small. In fine to finest there have been a few taken for export. The new-made Canton kinds have not been so readily taken. In common to fair Oolongs business has been small; fine to finest have been sold at very extreme prices for export. Souchongs have been sold on lower terms. In Flowery Pekoes business remains dull. In Scented Teas the sales made show a considerable decline, especially in fair to good Canton-made Orange Pekoes, the reduction being fully 2d. to 3d. per lb. Capers have also sold about 1d. per lb. lower. Foo-Chow Teas also show a further decline of 1d. per lb. In Uncoloured Japans business has been to a fair extent, there being a moderate demand for export, and prices have recovered about 1d. per lb. In Green Teas there has been a good business done, the demand for export and home consumption together having been sufficient to take off the great bulk of the recent arrivals at very full prices, especially for the better kinds of Young Hyson. Gunpowders have sold steadily at rather better prices. Hysons show no alteration. Canton-made Teas remain dull at the late decline. The public sales of the 20th instant comprised 11,208 packages China Tea, of which 9,631 packages were sold, the whole being offered without reserve.

SILK.—With reference to the silk sales, Messrs. Durant and Co. report as follows:—The periodical public sales are concluded. The quantity offered was 1,400 bales Bengal, 4,000 bales China, 700 bales Japan, and 1,500 bales Canton silk. The whole was allowed to pass without biddings, and the actual business done is even less than usual. In the general market we have a continuation of the inactivity and indisposition to purchase which has existed more or less during the last three months; hence, with the exception of one or two forced sales, transactions are of the most limited character. The deliveries have fallen back to the scale of December. The Circular of Messrs. Jacomb, Hogg and Co. states: No improvement has taken place in the silk market since last mail; business has been on the most limited scale, and prices have exhibited a drooping tendency. The public sales which took place on the 21st and 22nd instant produced no result; but the decline in the Bank rate to 7 per cent., with every prospect of a further reduction to 6 per cent., encourages the hope that we may have more business before long,—and importers generally, looking at the extreme cost of Silk in China and Japan, and the small quantity coming forward, show little disposition to force sales at the moment. Deliveries from 1st to 23rd inclusive:—China, 2,311 bales; Japan, 495; total, 2,806 bales.

CHINA.	Usual Imports s. d.		s. d.
CHINA:—Tsatlee, No. 1 & 2	31 0	to	32 6
„ No. 3 & 4	30 0	to	30 6
„ Hangchow	26 0	to	28 0
Yuenfa and Hamin, No. 1 & 2	28 6	to	30 0
„ „ No. 3 & 4	25 0	to	28 0
Taysaam, No. 1 & 2	26 6	to	28 0
„ No. 3 & 4	19 0	to	25 6
Long Reel	19 6	to	24 0
Skeins	22 6	to	23 0
Canton	21 0	to	25 0
JAPAN:—Mibash & Sinchew, No. 1 & 2	33 6	to	36 0
No. 3 & 4	30 0	to	32 0
Ida, Bricks, No. 1 & 2	27 0	to	32 0
No. 3 & 4	25 0	to	27 0
Sodai, No. 1 & 2	27 0	to	31 0
No. 3 & Inf.	25 0	to	27 0

COTTON.—The London market was dull and drooping during the whole of last week, with only a moderate amount of business doing; Tinnivelly, being in most request, has only declined ¼d. per lb. During the week there were sales of 2,250 bales Tinnivelly at 14d. to 15⅜d. for middling fair to good; and sales to arrive of 330 bales at 15d. January to November, guaranteed good fair, closing at 14½d. for December. The total stock of cotton in London on the 22nd Feb. was 66,082 bales, against 137,558 last year; in Liverpool, on the 23rd, 418,680 bales, against 577,660 in 1865. The cotton afloat on the 6th January from Ceylon and Tuticorin was—To London, 22,039 bales; and to Liverpool 2,347. At Liverpool the demand has been fair throughout the week, but has been freely met by holders, and, under the influence of advices from America, of increased receipts and fall in prices, some decline has been submitted to from last week's quotations; but the reduction of the Bank rate to 7 per cent. has tended to promote a steadier feeling at the close of the market. East India descriptions continue comparatively neglected, but, owing to the limited supply, prices have only partially declined ¼d. per lb. for fair qualites, and ⅜d. per lb. for middling fair. The following are the official quotations:—Fair Orleans, 20½d.; middling, 18⅞d.; fair Mobile, 19¾d.; middling, 18⅝d.; Uplands, 19¾d.; middling, 18⅝d.

SUGAR.—Increasing firmness has been apparent since our last report, and prices of current home-trade descriptions are on the average 6d. per cent. above those of the 23rd. Of foreign, the only parcel brought to auction consisted of 2,247 bags Clayed Manilla, part superior quality, which sold at relatively moderate prices, dry fine brown and yellow 32s. to 33s., fair to good brown 30s. 6d. to 31s. 6d. common (8s. 2d. duty) at 30s. 3d. By private contract, about 15,000 bags Muscovade Manilla have been sold at 27s. 6d.; and 3,700 bags Clayed at 30s. 3d. to 31s.

COFFEE.—The Market for Colonial sorts has become quiet, and prices in several instances have somewhat receded. At public sale 514 casks, 150 barrels and bags Plantation were disposed of at a decline of about 6d. per cwt., fine ord. to low middling 76s. to 81s. 240 casks, 450 bags Native were partially taken at previous rates, good ordinary 68s. to 68s. 6d., superior 73s. to 73s. 6d. Of 1316 bags Singapore, the sound part was bought in, the damaged (800 bags) selling at from 40s. to 51s. At public sale on Friday the 23rd, 180 casks, 260 barrels and bags Plantation Ceylon, comprised a small portion bright qualities of the new crop, which went off readily at full rates, small 81s. 6d. to 83s., middling 88s. to 91s., fine 96s. 6d. to 102s., the rest, common sorts, was principally bought in; as also 70 casks, 188 bags Native; and 195 bags Singapore.

RICE.—Rather more steadiness is apparent in this market, and the limited business done shows somewhat firmer prices. Including some parcels late last week, the sales are 12,000 bags—Bassein at 11s.; Rangoon, 11s. 3d.; good Nakrenzie, 11s.; and old, 10s. 3d. Considerable transactions are supposed to have taken place for arrival, but particulars are not given. 810 bags Arracan, at public sale, were withdrawn.

CARDAMOMS are about 3d. per lb. dearer: 12 cases Malabar at auction retired; and of 113 bags Madras, three-fourths sold at 4s. 5d. to 5s. 6d. per lb. for middling to fine Aleppy, 3s. 2d. to 3s. 4d. middling long and rather lean, and 3d. to 1s. low, husks, &c.

CAMPHOR is 2s. 6d. per cwt. dearer, in consequence of the continuance of inquiry, and good business has again been done up to £6 5s. per cwt. for Japan, and £6 2s. 6d. China.

CASSIA LIGNEA.—Firm, 400 cases at auction mostly sold at 95s. to

Digitized by Google

100s. per cwt. for good 3rd to 1st pile. No auctions. Buds: Nothing of interest doing.

CINNAMON (CEYLON).—We quote 1st sort 2s. to 2s. 10d. per lb.; superior, 3s. to 3s. 4d.; 2nd, 1s. 9d. to 2s. 9d.; 3rd, 1s. 8d. to 2s. 4d.; 4th and Jungle, 1s. 4d. to 1s. 9d.; limited business at auction and privately, upon the currency of the recent quarterly sales.

COCOA-NUT OIL.—This market has been very quiet, with most limited business. Cochin and Ceylon had each receded 10s. per ton, but recently have become a little more firm: 49 casks Ceylon, 531 casks Sydney, and 19 casks Zanzibar at auction.

DRUGS.—Cubebs: Nothing of any importance doing. Dragon's Blood:—Firm; 15 cases at auction, mostly sold at £6 10s. at £7 10s. per cwt. for middling to fair lump. Galangal Root: Cheaper, owing to abundance; and 2,062 bags at auction, mostly sold at 12s. 6d. to 13s. per cwt. for good. Rhubarb: Has sold irregularly, but without involving any change in quotations. 176 chests recently arrived sold at auction at 9s. 8d. per lb. for good flat and round mixed; 5s. 10d. to 8s. 7d. middling to fair flat; 5s. 9d. to 8s. 4d. round; and 4s. 1d. to 5s. wormy. 38 chests odds and ends retired.

GUMS.—Benjamin: Steady; and of 134 cases Sumatra at auction half sold at £12 to £12 10s. per cwt. for 2nd quality, and £6 10s. middling third. Damar: Continues steady; but of 149 cases at auction a few only sold at 59s. per cwt. for very good picked. Gamboge: Very scarce, and considerably dearer, a single case of good pipe having sold at auction at £20 per cwt.

GUTTA PERCHA.—Quiet; of 30 baskets and 11 tons at auction a small portion only sold at 7d. per lb. for reboiled.

HEMP (MANILA).—Quiet, at the quotation of £43 to £46 per ton; no auctions held, and not any business of consequence doing privately.

HORNS.—Buffalo: Very firm; 45 tons Madras at auction sold at 38s. to 41s. 6d. per cwt. for 2 to 2¼ lbs. average; and 27s. 6d. to 32s. for 1¼ to 1⅛ lb. Deer: Also very firm; 5 tons Madras, and 4 tons Ceylon at auction sold at 59s. 6d. to 60s. 6d. per cwt. for 1⅜ to 1½ lb.; and 50s. to 50s. 6d. for 2 lbs.

INDIA RUBBER.—Has become very quiet in consequence of the great reduction in Para; and 123 packages Singapore, 54 baskets Penang, and 145 baskets Assam, at auction, were all retired.

JAPAN WAX.—Firm, and 694 boxes sold at auction at 78s. 6d. to 87s. 6d. per cwt. for fair to very good saucers.

OILS.—Anniseed: Speculation has gone on, and large business has been done on the spot up to 9s. 9d. per lb. and for arrival 10s., but the market has latterly become flat at 9s. 6d. to 9s. 7d. Cassia is again dearer; business, chiefly speculative, having been done up to 8s. 5d. per lb. on the spot, and 8s. 7½d. for arrival, and the market is still strong. Cinnamon: Firm, of 3 cases at auction, two sold at 3s. to 3s. 3d. per oz. for fair. Citronelle is the turn cheaper; of 134 cases at auction, one-third sold at 3¾d. to 4d. per oz.; 28 cases "Winter's" sold at 4¾d. to 5d. Lemon Grass: Dearer; of 4 cases at auction, three sold at 1s. 4d. to 1s. 6d. per oz., and of 9 cases "Winter's" two sold at 1s. 6d.

PEPPER.—Black: Is again dearer; large business done privately in Sumatra and Penang up to 3½d. per lb. for the former, and 3 5-16d. the latter. 3799 bags Singapore at auction sold at 3⅛d. to 3⅝d., and 4496 bags Penang mostly sold at and after the sales at 3⅛d. to 3¾d. White: Is ¼d. per lb. dearer, with active demand; 119 bags Singapore, and 56 bags Penang at auction sold at 6⅛d. to 6½d. per lb. for fair to good.

SPICES.—Cloves: Steady; auctions confined to 40 bags Zanzibar sold at 3½d. per lb. for middling. 1380 pockets Stalks mostly sold at 2⅝d. Mace: Considerably dearer; 19 cases Penang, and 5 casks Batavia at auction sold at 2s. 9d. to 3s. 1d. per lb. for middling palish; and 1s. 5d. to 2s. 7d. very inferior to good reddish; and equally great prices obtained privately. Nutmegs: Have further risen 2d. to 3d. per lb., very large transactions accompanying the advance; of 105 cases Penang and 17 casks Dutch at auction, three-fourths at 2s. 11d. to 4s. 3d. per lb. for middling to fine bold, and 1s. 2d. to 2s. 5d. ordinary small to fine medium. The market continues very strong.

SAGO.—Rather easier; of 1206 boxes at auction a few only sold at 20s. per cwt. for fair small. Flour: Nothing of any consequence doing.

TAPIOCA.—43 bags good white Penang realised 4d., and 1189 bags middling to good Flour found buyers at 1⅞d. to 2¼d. per lb.

TERRA JAPONICA.—Cutch Pegue: Continues steady; 550 bags at auction sold at 33s. per cwt. for good. Gambier: Has improved a little; no auctions held; moderate transactions have taken place at 21s. 6d. per cwt. for fair block, and 28s. cubes.

TIN (BANCA AND STRAITS).—Rates have fluctuated about £2 per ton, and operations have been large; quotations are now £1 under those of our last, viz.:—Banca, £86 to £88; Straits, £85 to £87.

MISCELLANEOUS.—Blacklead: Steady; and of 694 barrels at auction three-fourths sold at 15s. 3d. per cwt. for fair lump, and 8s. 3d. to 9s. 9d. for dust. Ebony-wood: Firm; 20 tons Ceylon at auction sold at £9 10s. to £9 17s. 6d. per ton. Galls: Very flat; Turkey lower; of 511 bags at auction only 5 bags sold at £7 10s. per cwt.; China quiet; 545 boxes retired; Japan steady; 394 boxes sold at 60s. 6d. to 63s. 6d. for fair to very good. Musk: Has gone back 2s. to 3s. per oz., and 90 caddies Tonquin at auction sold at 26s. to 34s. per oz. for good to fine picked; 21s. 6d. to 23s. 6d. ordinary to middling; and 19s. to 19s. 6d. picking. Rattans: Flat and lower; 26,765 bundles Singapore at auction sold at 2s. 6d. to 4s. 2d. per 100. Sapanwood: Very quiet; 50 tons Manila, and 6 tons Siam at auction, all retired. Mother-o'Pearl Shells: Scarce; no auctions, Manila dearer; small sales at 130s. per cwt. Soy: Quiet; 34 casks at auction retired. Star Anniseeds: Rather lower; of 146 boxes at auction, one-third sold at £7 5s. per cwt. for good. Sticklac, Siam: Flat; 294 cases at auction, all retired. Tortoiseshell; A case of Penang sold at auction at full value, 15s. per lb.; 2 cases Manila retired much above present worth. Vermilion: Scarce and dear; 9 boxes from Hamburg at auction retired at 3s. 9d. per lb.

ARTICLES OF EXPORT.

IRON.—The quotations in London are for Welsh bars, £7 to £7. 5s.; nail rod, £8. 10s. to £9; hoops, £9. 15s. to £10; sheets, single, £10. 10s. to £10. 15s.; Staffordshire bars, £8. 10s. to £9. 15s.; rails, £7.

STEEL.—Swedish keg, £15. 10s. to £16.

COPPER.—Sheet and Sheathing, £101 to £103 per ton; yellow metal 8¼d. to 9d. per lb.

TIN.—£93 to £95 for block; £94 to £96 for common bars. Tin plates best charcoal, I.C. 34s. to 35s.

LEAD, &c.—English pig, W.B., £22. 5s. to £22. 10s.; shot, patent, £24. 5s.; sheet, £22. 5s. to £22. 10s.; spelter, £24. 5s.; zinc, English sheet, £30; quicksilver, £7. 15s. to £8.

The following is from the Circular of Messrs. French and Smith:—The Metal Market has been very quiet since our monthly circular. The speculation in Scotch Pig Iron continues, and notwithstanding the steady increase in the stock the price has been maintained. Copper: Raw Copper continues firm, but there are scarcely any orders for manufactured. Tin: On the 6th inst. the English Smelters reduced their price £2 per ton. Foreign also fell, and was sold as low as, Banca £86, Straits £85, but it recovered a little, and is firm at our quotations. Tin Plates are very firm. Lead is quiet. Spelter firm at quotations.

EXPORT OF BULLION TO CHINA, &c.

The following return shows the shipments of bullion from Southampton from the 1st January by the P. and O. Company's mail steamers.

	Gold.	Silver.
Shanghai	—	£3,555
Foo-chow-Foo	—	£2,446
Amoy	—	—
Hong Kong	—	£60,380
Singapore	£1,600	£16,300
Penang	—	—
Yokohama	—	—

FROM MARSEILLES.

(BY THE P. AND O. COMPANY'S STEAMERS.)

	Gold.	Silver
Singapore	—	—
Penang	—	—
Hong Kong	—	—
Foo-chow-Foo	—	—
Shanghai	—	—
Yokohama	—	—

PER FRENCH MAIL STEAMERS.

	Gold.	Silver.
To Singapore	—	—
To Saigon	—	—
To Batavia	—	—
To Hong Kong	—	£26,000
To Shanghai	—	£20,768
To Yokhama	—	£1,520

GOLD AND SILVER.

Bar Gold (per ounce)	£3 17 9
Spanish Doubloon	3 16 0 to 3 17
United States Gold Coin	3 16 4
Silver in Bars	0 5 1
Mexican Dollars	0 4 11½

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Feb. 6	Zephir	Oostrum	Batavia	Off the Start.
— 5	Daggerard	Dunker	Do.	Off Scilly.
— 9	Rowena	Bilton	Singapore	Deal.
Jan. 25	Ocean Rover	Willcomb	Manila	Boston.
Feb. 9	Minnie	Black	Hong Kong	London.
— 9	Herald	Storey	Macao	Do.
— 9	Liberator	Robertson	Colombo	Do.
— 8	Elshout	Akkerman	Batavia	Texel.
— 8	Galilei	Mey	Do.	Do.
— 8	Franklin	Schwartje	Samarang	Do.
— 8	Pudsey Dawson	Baller	Passaroeang	Brouwershaven.
— 9	Ione	Husband	Colombo	London.
— 8	Edward	Halberstadt	Manila	Queenstown.
—	Casilda		Penang	New York.
— 8	Triton	Lindstrom	Souraoaya	Marseilles.
— 13	Gloucestershire	Tomlinson	Manila	Liverpool.
Jan. 15	Alida	Saamaann	Macao	St. Thomas.
— 19	Warrior	Paige	Bassein	Do.
Feb. —	Nereus	Planten	Java	Brouwershaven.
— 9	Patriarch Sambiri	Lion	Banjoewangie	Do.
— 13	Ardencraig	Harrisson	Colombo	London.
— 13	Caractacus	Murray	Foo-chow-Foo	Do.
—	Armstrong		Maulmain	Queenstown.
— 10	India	Eckdahl	Indramarpe	Bremen
— 9	Maria Veronica	Schol	Batavia	Texel.
— 10	Ger. Gervatius	Wamsteker	Do.	Do.
— 9	Joan	Laseur	Do.	Brouwershaven.
— 11	Majestic	Cumming	Probingo	Do.
— 10	Brouwershaven	Huizer	Padang	Zierikzee.
— 14	Banian		China	Deal.
Feb. 11	Henrietta Maria	Tjebbes	Batavia	Texel.
— 14	Matheran	Henry	Do.	Falmouth.
— 13	Eersteling	Bagelhus	Do.	Brouwershaven.
— 13	Krim. a d. Lek	Rotgans	Patjittan	Do.
— 12	Yaratilda	Donough	Macao	Deal.
— 15	St. Andrews Castle	Macbain	Shanghai	London.
— 16	Tamerlane	Hughes	China	Deal.
— 17	Sparkler		Singapore	Clyde.
— 10	Anna	Bockman	Batavia	Off Vlie.
— 18	Queen of the Ocean	Elliston	Shanghai	London.
— 18	Glengarn	Garrisck	Do.	Do.
— 16	Almira	Grose	Maulmain	Falmouth.
—	Lord Clyde		Shanghai	Crookhaven.
— 17	Sea Sprite	Hatfield	Colombo	Falmouth.
— 17	Madura	Verbrugge	Batavia	Off Dungeness.
— 17	Twee Cornelissen	Kreye	Java	Do.
— 16	Endora	Barker	Batavia	Texel.
— 14	St. Vincent de Paul	Gachet	Saigon	Toulon.
— 18	Hampton Court	Crawford	Bankok	Off the Start.
—	Viola		Rangoon	Off Queenstown.
— 19	Petronella	Leicher	Batavia	Off Plymouth.
—	Melita	Cameron	Manila	New York.
— 23	Preciosa	Hallengren	Singapore	Falmouth.
— 23	Esperanza		China	Deal.
— 22	Zoe	Cochrane	Singapore	Falmouth.

Digitized by Google

DEPARTURES.

Date.	Ship.	Captain.	For	From
Feb. 8	Caldew	Clarkson	Hong Kong	Sunderland.
— 9	Isles of the South	Davieson	Yokohama	London.
— 9	Aristo	York	Newport & Hg. Kong	Do.
— 8	Pauline	Thorndyke	Shanghai	Cardiff.
— 6	Huntly Cast e	Barret	Singapore	Bromielaw.
— 10	Westminster	Bovey	Shanghai	London.
Jan. 2	Frey Ventos	Castignolo	China	Callao.
— 12	Aurora	Linscott	Macao	Do.
Feb. 12	Edith Banfield	Mitchell	Shanghai	Cardiff.
— 13	Golden Hind	Davis	Hong Kong	Liverpool.
— 12	Statesman	Pendleton	Shanghai	Clyde.
— 15	Runnymede	Owens	Hong Kong	Sunderland.
— 13	Eagle	Cuthbert	Do.	Liverpool.
— 13	Peter Landberg (s.s.)		Batavia	Whitehaven.
— 12	J. R. Worcester	Brown	Shanghai	Lamlash.
— 15	Andrea	Scott	Cardiff & Shanghai	London.
— 15	Hollander		Batavia	Shields.
— 15	Fychow	Mathers	River Amoor	Sunderland.
— 15	Maitland	Coulson	Hong Kong	Do.
— 16	Mary Nicholson	Freebody	Hong Kong & Canton	London.
— 16	Eastern Star	Kirkaldy	Singapore	Do.
— 15	Favourite	Thorpe	Hong Kong	Liverpool.
— 16	John Paul	Currie	Shanghai	Do.
— 18	Mauritius	Holst	Singapore	Cowes.
— 18	Frances Milly	Gunton	Ceylon	Do.
— 17	Viscata	Drummond	Hong Kong	Swansea.
— 17	Peter Landberg (s.s.)		Batavia	Milford.
— 17	Golden Hind	West	Hong Kong	Holyhead.
— 17	Addison	Sloan	Do.	Liverpool.
— 17	Duc de Malakoff	Cormier	Galle	Do.
—	Chilgrove	Armstrong	Shanghai	Queenstown.
—	Verona	Hudson	Galle	Sunderland.
— 17	Gabrielle Alice	Lancelot	Do.	Liverpool.
— 18	Ceylon	Brewer	Hong Kong	Do.
— 18	Eulalia	Aldamiz	Manila	Do.
— 18	Earl of Chester	Nancollis	Singapore	Do.
Jan. 16	Audubon	Pecher	Galle	Rio Janeiro.
Feb. 17	John Ball	Harris	Shanghai	Cardiff.
— 18	Isaure	Daviand	Manila	Do.
— 21	Chaasze	Shewan	Yokohama & Nagasaki	London.
— 21	Severn	Shiell	Newport & Shanghai	Do.
— 21	War Spirit	Hutchings	Cardiff & Hong Kong.	Do.
— 21	Ioven Thomas	Campos	Hong Kong	Newport.
— 20	West Wind	Blanford	Shanghai	Cardiff.
— 20	Bolivia	Skeily	Singapope	Liverpool.
— 22	Frederica	Blyth	Singapore & Penang	London.
— 23	China	Smith	Newport & Yokohama	Do.
Jan. 31	Johanne and Emile	Seubert	Batavia	New York.
Feb. 2	Benefactor	Berry	Hong Kong.	Do.

(*See Commercial Postscript.*)

LOADING.

At LONDON.—For Yokohama: Lorton, Eleanor, Minnie. For Shanghai: Fi Wan, Dunkeld, Helen Nicholson, Polmaise, Dartmouth Aurora Australis. For Hong Kong: Kelso. For Hong Kong and Canton: Scawfell, Melbrek, Ellen Rodger, Hotspur, Art Union, Gresham, Yaratilda, Banian. For Singapore: St. Andrew's Castle, Florence Nightingale. For Batavia and Sourabaya: Peter Rohland. For Colombo: Whinfell. Blue Jacket, Neville, Liberator: For Simon's Bay and Trincomalee: Brothers.

At LIVERPOOL.—For Yokohama: Recife. For China: Acapulco Corrientes. For Shanghai: Vigil. For Hong Kong and Canton: Veronica. For Singapore: Henry Ellis, Chili, Eastfield, Patriot King. For Batavia, Samarang, and Sourabaya: Dagmar. For Batavia and Sourabaya: Triton. For Batavia and Singapore: Ribbleton. For Manila: Espana. For Galle: Simoon, Susan Pardew, Queen of England. For Ceylon: Gancho.

At GLASGOW.—For Batavia, Samarang, and Sourabaya: Betty. For Colombo: Swanley.

SPOKEN.

ST. VINCENT DE PAUL, Saigon to Toulon, Dec. 28, 9 S., 12 W.
CHALLENGER, London to Japan, Jan. 13, 1 N., 23 W.
INDIA, Rotterdam to Batavia, Dec. 18, 21 S., 35 W.
NELSON, Manila to London, Dec. 14, 30 S., 39 E.
TASMAN, Bali to Amsterdam, Jan. 14, 1 N., 22 W.
ISLAND QUEEN, for Hong Kong, Jan. 3., 12 N., 27 W.
JULIA MATHILDA, Hamburg to Siam, Jan. 2, 4 N., 24 W.
GEO. DOUTHWAITE, Shields to Galle, Oct. 30, 31 S., 29 W.
LOCHNAGAR, Liverpool to Hong Kong, Sept. 21, 7 N., 26 W.
MADEIRA, Cardiff to Hong Kong, 17 N., 26 W.
LORD MACAULAY, Foochow to London, Nov. 5, 12 N., 112 E.
QUEEN OF THE OCEAN, Shanghai to London, Nov. 11, 5 N., 107 E.
ESPERANZA, Foochow to London, Nov. 18, 4 S., 107 E.
ARETA, Foochow to London, Nov. 22, 7 S., 105 E.
JACOBUS, Java to Rotterdam, Jan. 9, 5 S., 18 W.
QUARTET, Amsterdam to Batavia, Jan. 21, 4 N., 26 W.
ESPERANZA, Foochow to London, Jan. 5 (?), 9 S., 13 W.
WASTON (?), Buenos Ayres to Batavia, Dec. 7, 44 S., 11 E.
ARDA (?), Foochow to London, Dec. 26, 35 S., 19 E.
MAGNET, Penang to Boston, Jan. 11, 34 S., 13 E.
ABEL TASMAN, Banjoewangie to Amsterdam, Jan. 14, 1 N., 22 W.
BENCLEUGH, Newport to Singapore, Jan. 16, 2 N., 23 W.
CHARLOTTE, Bordeaux to Singapore, Nov. 9, lat. 40, lon. 43.
OCEANUS, Cardiff to Singapore, Oct. 27, 32 S., 24 W.
MONARCHY, Cardiff to Shanghai, Nov. 5, 38 S., 9 W.
HER MAJESTY, Liverpool to Hong Kong, Oct. 18, 14 S., 32 W.
RESOLUTE, New York to Shanghai, Oct. 24, lat. 41, lon. 10.
ALAVEZA, Liverpool to Manila, Jan. 13, 1 S., 28 W.
JEANNETTE AND CORNELIA, Rotterdam to Batavia, Jan. 11, 3 N., 22 W.
MARY SETON, Clyde to Singapore, Nov. 30, off New Amsterdam.
PALESTINE, London to Ceylon, Jan. 8, 3 N. 21 W.

FREIGHTS AND CHARTERS.

The recent arrivals have somewhat over-stocked the loading berths for China, but in consequence of the more favourable state of the Money Market, rates in outward freights are still well supported. Our quotations below show some slight change in coal freights, and rates are getting easy.

Current Rates of Freight for Vessels on the Berth:—To Yokohama: 50s. weight, 40s. to 50s. meast. To Nagasaki: The same. To Shanghai: 40s. weight, 30s. to 35s. meast. To Hong Kong: 40s. weight, 30s. meast. To Singapore: 30s. weight or measurement. To Penang: 40s. weight or measurement. To Ceylon: 40s. weight, 20s. measurement.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per Keel. For Batavia: £26. 10s. For Hong Kong: £48. For Galle: £40. For Singapore: £42. For Shanghai: £60. From Newport, Cardiff or Swansea, per ton. For Hong Kong: £2. 5s. to £2s. 7s. 6d. For Manila: 35s. to 40s. For Galle: £1. 18s. For Singapore: £1. 15s. For Shanghai: £2. 16s.

The Admiralty have engaged freight in the Yaratilda for the conveyance of 23 tons naval stores, 11 masts, and 50 small spars, 43 tons naval timber, 88 tons (heavy), and 26 tons (light) naval common, 12 tons sails, 3 tons bricks, 54 tons cordage, and 1 ton combustibles, from the River Thames to Hong Kong; and have also accepted the Gresham for the conveyance of troops to Hong Kong.

CASUALTIES.

The Blair Athol, from Shields for Galle, which put into the Downs Jan. 29, has been supplied with an anchor and 120 fathoms of chain in lieu of other lost.

The Patriarch Samhiri, Lion, from Banjoewangie, which arrived at Brouwershaven, Feb. 9., had experienced a gale from N. N. E., during which she sustained damage to hull, sails, and rigging, and, through the shifting of her cargo, became leaky.

The Estafette, Oeplles, from Batavia, which arrived at Texel, Feb. 10, had experienced a heavy gale Jan. 23, during which she lost some of her sails and bulwarks, and was compelled to throw overboard a great quantity of cargo.

The Dunmail, from London for Hong Kong, has been supplied with an anchor and chain, to replace others lost off Margate.

The Celesbes, Teppern, from Shields to Batavia, which put into Cowes, Feb. 10, had lost her sails and part of bulwarks, and has been ordered into harbour for repairs.

The Elshout, Akkerman, from Batavia, which arrived at Texel, Feb. 8, reports that whilst off the harbour she was struck by heavy seas, which filled the cabin with water and washed a man overboard.

The Neeuwland, Pot, arrived at Dordrecht, from Batavia, owing to the lowness of the water, took the ground, and the weather being stormy at the time, the Johan ran into her and carried away part of her bulwarks.

The Boldon Lawn, from London, for Colombo, has put back, having been in collision in the river.

The Dageraad, Duinker, which arrived at Brouwershaven, Feb. 8 from Batavia, had lost both anchors in the roads, and has sailed for Dykwater; assistance has been sent to her.

The Eudora, Barker, arrived at Texel from Batavia Feb. 16, with loss of sails.

The St. Helena, Pille, from Samarang for Rotterdam, which put into Simon's Bay Dec. 2, with foremast sprung, &c., was ready to repair on Jan. 13. About 392 bags of coffee and 18 chests of indigo, damaged, had been sold.

The Pietro Marconi, from New York for Hong Kong, was burnt in lat. 49 S., 62 E.

MISCELLANEOUS.

ST. HELENA.—The mail steamship Roman, which arrived at Plymouth February 15, brings Messrs. Solomon and Moss's Shipping List to January 23. The Yaratilda, 71 days from Macao, for London, touched at St. Helena, 4th Jan.; the Nelson, 96 days from Manila, for London, 11th; the Ensign, 74 days from Shanghai, for London, 13th; the Mantred, 97 days from Foo-chow-Foo, for London, 15th; the Lord Macaulay, 77 days from Foo-chow-Foo, for London, the Simon Hobley, 82 days from Japan, for London, and the St. Dunstan, 86 days from Foo-chow-Foo, for London, 16th; the Selena Jane, 73 days from Hong Kong, for Hamburg, and the Zodiac, 35 days from Batavia, for Falmouth, 17th; the Areta, 163 days from Foo-chow-Foo and 61 days from Batavia, for London, 17th; the Setuan, 86 days from Manila, for Cadiz, the Annie Arenbell, 70 days from Macao, for London, and the Patna, 81 days from Shanghai, for Liverpool, 18th; the Alexandrina, 74 days from Foo-chow-Foo, for London, 21st; the Wynaud, 50 days from Ceylon, for London, 22nd; and the Mandarin, 75 days from Amoy, for New York, 23rd.

Off ASCENSION.—Dec. 29, from Sourabaya, for Amsterdam, Lady Alice.

At TABLE BAY.—Dec. 15, from Hong Kong, Constance.

At MAURITIUS.—Dec. 28, from Yokohama, Bessie Stanton, Cole.

At MAURITIUS.—Jan. 14, from Singapore, Madras, Wupper.

Several bales have been saved from the Singapore, which was wrecked at Formby Jan. 9, on her voyage from Liverpool to Singapore.

THE NEW CLIPPER "JOHN R. WORCESTER."—The ship John R. Worcester, launched last month from the building-yard of the Marine Investment Company on the Clyde, sailed for Shanghai on the 12th inst. She is a composite ship of iron and teak, of 950 tons, builder's measurement. Her model is an improvement on the lines of the Fiery Cross. Altogether the John R. Worcester is a splendid vessel of the clipper class, so built and equipped by her enterprising owner, after whom she has been named as to be a promising competitor for the prize which the lucrative Chida trade so liberally offers. She is commanded by Captain W. Brown, so favourably known in the Australian trade by his many rapid voyages in the clippers Ocean Chief and Golden City. The progress of the John R. Worcester will be watched with considerable interest; and it is hoped that before long she may have an opportunity of testing her excellent qualities in a race with her celebrated rival sisters, the Fiery Cross and Serica. This vessel, we believe, goes to the address of Messrs. Jardine, Matheson, and Co.

Digitized by Google

THE CREDIT FONCIER AND MOBILIER OF ENGLAND (LIMITED),

IN CONJUNCTION WITH

THE AGRA AND MASTERMAN'S BANK (LIMITED), AND THE NATIONAL BANK,

WILL RECEIVE APPLICATIONS FOR THE CAPITAL OF THE

IMPERIAL LAND COMPANY OF MARSEILLES

(LIMITED).

CAPITAL £1,600,000, IN 80,000 SHARES OF £20 EACH.

Deposit on Application £1 per Share, on Allotment £4 per Share.

IT IS NOT ANTICIPATED THAT MORE THAN £5 PER SHARE WILL BE REQUIRED IN ADDITION.

Interest at the rate of Ten per Cent. per Annum will be paid for the first Two years, for which Interest Warrants, payable half-yearly, will be attached to the Share Certificates. After the Two years the profit income on re-sales of Land already effected, and profit on further sales will be applicable for distribution as dividend or bonus.

Directors.

ALBERT GRANT, Esq., M.P.
WILLIAM HARRISON, Esq.,
EDWARD WARNER, Esq., M.P.,
} Directors of the Credit Foncier and Mobilier of England (Limited).

Col. JAMES HOLLAND,
J. SYDNEY STOPFORD, Esq.,
} Directors of the Agra and Masterman's Bank (Limited).

JOSEPH NEALE M'KENNA, Esq., M.P.,
F. B. HENSHAW, Esq.,
HARVEY LEWIS, Esq., M.P.,
} Directors of the National Bank.

Captain ARROW, Elder Brother of the Trinity House.

E. W. EDWARDS, Esq., Director of the General Irrigation Company of France (Limited).
J. W. LARKING, Esq., Director of the Egytian Trading Company (Limited).
M. EMILE DE GIRARDIN, Paris.
M. SEVERIN ABBATUCCI, Deputy and Secretary of the Chamber of Deputies, Paris.
COMTE D'AYGUESVIVES, Chamberlain to the Emperor and Member of the Chamber of Deputies.
M. F. PAGANELLI, 15, Place de la Madeleine, Paris.

Bankers.

The AGRA and MASTERMAN'S BANK (Limited), London and Paris. | The NATIONAL BANK, London, and its Branches in Ireland.
The NATIONAL BANK OF LIVERPOOL (Limited), Liverpool.

Solicitors.

Messrs. NEWBON, EVANS, and Co., 28, Nicholas-lane, E.C. | Messrs. VALLANCE and VALLANCE, Essex-street, Strand, and Lombard House, George-yard.

Brokers.

Messrs. MULLENS, MARSHALL, & DANIELL, 3, Lombard-street, E.C. | Messrs. LAURENCE, SON, and PEARCE, 7, Angel-court, Throgmorton-street, E.C.
Messrs. HILL, FAWCETT, and HILL, 29, Threadneedle-street, E.C.

Engineer-in-Chief—Monsieur PAUL BORDE, Marseilles (Member of the Conseil General).

Secretary (pro tem.)—ALFRED LOWE, Esq.

Temporary Offices—17 and 18, Cornhill.

The Imperial Land Company of Marseilles (which has been nearly twelve months in course of organisation) is established with a view of purchasing and acquiring land and property in the important city of Marseilles, the re-sale of the same, and the acquisition of concessions and privileges connected with the development and improvements of the City and Port.

In furtherance of these objects, and after a long and careful investigation, various properties have been purchased in the best portions of the city, and where the progress of the improvements gives assurance of profitable results.

The properties which the Company have acquired are as follows:—

1. The Joliette Property, comprising about 2,244,000 square feet of building land, exclusive of streets.

2. The Rue Impériale Property, consisting of about 98,000 square feet.

3. The Catalans Property, consisting of the Hotel, the Imperial Club, baths, houses, and building plots, in all about 2,300,000 square feet.

4. The Prado Property, consisting of building plots of about 246,000 square feet.

It will be seen, on reference to the map, that the Company's purchases comprise the lands to the north of the town as well as those to the south, with a large extent of seaboard, making a total of about 4,900,000 square feet.

Marseilles, both in population and wealth the first maritime city in France, contains a dense population of more than 300,000 souls. During the past year 18,000 vessels, with a tonnage of upwards of 3,000,000 tons, entered and left the harbour. Marseilles commands the commerce of the Mediterranean, engrosses nearly the whole trade with Algeria, and is the packet station for the Peninsular and Oriental Steam Company, the Messageries Impériales, and other steam packet companies trading with all parts of the world. It possesses commodious docks and warehouses, and, by railways, is in direct communication with all parts of France.

The old harbour having been found inadequate for the rapidly expanding commerce of the place, the new harbour of La Joliette, covering an area of sixty-eight acres, was constructed, and is constantly crowded with shipping. It is surrounded by broad quays, with stately buildings on the north side, and a new town is rising rapidly in its immediate vicinity. Since 1860 three other basins have been constructed, named Du Lazaret, d'Arènc, and Napoleon, which doubles the harbour accommodation of Marseilles.

It is well known that his Majesty the Emperor of the French takes deep interest in the welfare and prosperity of Marseilles, and the Directors have strong reasons to believe that his Majesty's gracious and special protection may be depended upon to aid any enterprise having (like the present Company) the object of developing the resources of the city, and accordingly application is intended forthwith to be made by the Directors to obtain the valuable concession for razing the Fort St. Nicholas, and to make the new Catalans Port.

By the construction of the Rue Impériale, which is 80 feet wide, and lined by important buildings, a direct communication has been effected between the Rue Canebière, the Exchange, the Ancien Basin, or old harbour, and the new basins or docks above mentioned. This has caused the demolition of large blocks of houses, densely occupied, which circumstance, together with the previous dificiency of house accommodation, renders the construction of new buildings absolutely necessary for commercial and residential purposes, and causes an eager demand for vacant plots of building land.

In this quarter of the town, where the commercial requirements of the growing population are so great, the Company has secured about 57 acres of freehold building land, exclusive of streets, and this under exceptionally favourable circumstances, both as respects situation and terms of payment.

More than 98,000 square feet of this land are in the Rue Impériale—the finest street in Marseilles. The remainder is situated in the Quartier

Digitized by Google

de la Joliette, commencing at the Port of La Joliette, and extending the whole length of the Docks, the Basin d'Arènc, the Port Napoleon, and terminating at the Basin Radoub. These lands are traversed by streets from 40 to 50 feet wide, in connection with the Rue Impériale, by the Boulevarde Maritime, and are surrounded by an industrious and thriving population.

The land will be handed over to the Company completely levelled, with all the streets and footpaths paved, drainage complete, gas laid on, and provision made for the supply of water to the topmost stories.

As by the conditions of the treaty for the acquisition of the Joliette Estate, it is stipulated that six years should be given, by which time the Estate is to be covered with houses; the option is reserved to the Company for the same period, during which it may elect either to pay the purchase money in one sum, or to make an annual payment of equal instalments, extending over a period of thirty years, with a fixed rate of interest and Sinking Fund.

Before the treaty for this portion of the property was concluded, the purchasers secured the services of Professor Donaldson (late President of the Institute of British Architects) to personally investigate the operations in progress at Marseilles, and the character and value of the sites. A copy of his report accompanies the prospectus.

The Catalans Properties are in the immediate neighbourhood of the marine residence of the Emperor, and command a frontage to the sea of about a mile in length. They are admirably situated both for business premises and private villas.

Many first-class houses are already erected; a magnificent hotel (now open), having 140 rooms; and the Imperial Club (now in course of construction), of noble architectural elevation, surrounded with terrace and gardens, all laid out under the Government plan. There is an extensive bathing establishment, often frequented by more than 5,000 bathers daily.

This district will undergo a radical improvement when Fort St. Nicholas, which separates the Catalan property from the centre of the town, shall have been demolished, a new port constructed, and additional streets made, so as to render complete the facilities for communication between the old and new portions of the town.

The Municipality of the town of Marseilles engage, at their own expense, to lay down gas, make macadamised roads, and ensure a proper water supply for the houses.

There are in this quarter about four miles of streets from 40 to 50 feet in width, which have been recently opened and lighted with gas; and the Boulevard la Corderie (72 feet in width, and lately opened for traffic) forms a continuation of the splendid promenade of the Prado.

The district communicates with the Quai de Rive Neuve, the centre of the old port, and of the commerce of the town, by the Boulevard de l'Empereur. All these important facts furnish assurances of great success, and there can be no doubt that this portion of the Company's properties will be sold at a price which will yield a very large profit.

The Prado Lands are near the Southern Railway Station, in an admirable position, and well adapted for the establishment of warehouses, shops, &c.

With respect to the value and prospects of these properties, a report by Mr. P. Borde, the well-known engineer of Marseiles, accompanies this prospectus, giving ample details thereon.

The total amount of purchases is £3,325,163; of this sum £2,668,640 is payable by instalments spread over various dates, and extending in part to a period of fifty years, and only £656,523 in cash, on taking over the estates, caution money being lodged in the meantime for the due observance of the Company's engagements. It is, therefore, expected that with the aid of the Company's borrowing powers not more than £10 per share will be required on those shares not fully paid up on allotment. Thus, with a comparatively small amount of capital, the Shareholders have the advantage of profit derivable from dealing with a very large extent of property.

As evidence of the value of the purchases, the Directors have the satisfaction to announce that they have already concluded arrangements with an association of builders at Marseilles, to transfer to them one of the properties (the Joliette Property) at a profit of about £600,000, such property and profits to be paid for by annuities and sinking fund over a period of thirty years, with an obligation on the part of the contractors to deposit a sum of four millions of francs (£160,000) as caution money, at fixed periods (the first instalment of which was paid on the execution of the contract), and also to cover the property with buildings within a period of five years, at their own cost.

The Shareholders will have the benefit of this contract, and from October, 1867, will receive the income derivable from this contract, viz., the difference between the annuities to be paid and received by the Company, and this income, joined to the existing revenue from the Catalans estate, as well as to the anticipated profit on further sales during that period, will, it is estimated, not only enable the Directors to continue the payment of the interest at 10 per cent. per annum, but enable them to declare periodical bonuses on the capital called up.

As to the Catalan property, having regard to its important position, the command it has of the seaboard, the facilities it presents for construction of the new port, and its general adaptability for the formation of streets, shops, and private villas, a large and remunerative return may also be anticipated.

On reference to Mr. Borde's Report, it will be seen that when the various improvements which have been suggested have been completed, and the Catalan property fully developed, it is estimated to yield a gross profit of upwards of cent. per cent., and this within a period of three years, although the estimates have been based on the more extended period of five years, and that, when the Fort St. Nicholas is removed, and the new port completed, this profit will be trebled.

As the first payments of annuities and rent under the arrangements entered into with regard to the Joliette property do not commence until the 1st October, 1867, and become payable only in the subsequent half-year—viz., the 1st April, 1868, the Directors have decided to pay interest at the rate of 10 per cent. per annum, for two years, from March, 1866, on the capital called up, and for which four interest warrants will be attached to the share certificates at the time of issue (which will be charged to land purchases account). After that date the revenue from the Joliette lands, the rentals from the other properties, and profits on further sales, will be applicable for dividend or bonuses.

As some shareholders may prefer to pay up the shares in full, rather than have a larger number subject to calls, applications may be made for shares to be fully paid up on allotment. Four half-yearly interest warrants, at the rate of 10 per cent. per annum, will likewise be attached to these share certificates. In the allotment of shares preference will be given to these applications, but the number so allotted will not exceed 30,000 shares, and the Directors reserve to themselves the right in their discretion only to allot 60,000 shares in all on the present allotment.

A portion of the shares will be allotted to applicants who are shareholders in

The Credit Foncier and Mobilier of England (Limited).
The Agra and Masterman's Bank (Limited).
The National Bank.
The National Bank of Liverpool (Limited);
To Applicants from Marseilles and Paris;

and the balance to the other portion of the general public.

Applications for shares may be made in the annexed form, which must be accompanied by the payment of £1 per share deposit, without which no application will be considered. Should a less number of shares be allotted than are applied for, the deposit will, so far as required, be applied towards the payment due on allotment. Should no allotment be made, the amount paid will be at once returned, without deduction.

Copies of the Architect's and Engineer's reports on the lands purchased, and a map, showing their position, accompany the prospectus, which, with forms of applications for shares, may be had of the Brokers and Solicitors; also of the Agra and Masterman's Bank (Limited), 85, Nicholas-lane; of the National Bank, Old Broad-street, London, and their branches; the National Bank of Liverpool, Liverpool; and of the Secretary, at the Offices of the Credit Foncier and Mobilier of England (Limited), 17 and 18, Cornhill.

COPY OF MEMORANDUM OF ASSOCIATION.

1. The name of the Company is "The Imperial Land Company of Marseilles (Limited)."
2. The registered office of the Company is to be in England.
3. The objects for which the Company is established are:—

(1.) The acquisition, by purchase, leasing, or otherwise, of land in and near the city of Marseilles, in the empire of France, and the improvement, by building or otherwise, of land so purchased or acquired.

(2.) The selling, leasing, transferring, or otherwise disposing or mortgaging of the lands, houses, and other buildings and works erected, executed, or otherwise acquired by the Company, in large or small portions or altogether, and either before or after the same shall have been improved by building or otherwise, and on such terms as the Company shall think fit.

(3). The improvement of buildings already erected, either by adding to, enlarging, completing, or altering the same, or by substituting new houses and buildings.

(4). The investing of the capital of the Company in building on, or otherwise improving, or adding to, the marketable value of lands from time to time acquired by the Company, and the making, maintaining, and using all such works as the Company may think necessary or expedient for any of the purposes of the Company.

(5.) The borrowing of money, and the issue of transferable or other bonds or mortgage debentures, or any other securities funded or based upon all or any of the real or personal assets or credit of the Company.

(6.) The transacting and doing of all such matters and things as shall be conducive or incidental to the above objects, or any of them, including the applying for and obtaining the incorporation of the Company in France.

4. The liability of the members is limited.
5. The capital of the Company is £1,600,000, divided into 80,000 shares of £20 each.

FORM OF APPLICATION FOR SHARES.

To be Paid up by Instalments.

No. (To be left with the Bankers.)

To the Directors of the Imperial Land Company of Marseilles (Limited).

Gentlemen,—Having paid to your credit with* Bank, the sum of £ , being the deposit of £1 per share on shares in the above Company, I request that you will allot me shares of £20 each in the "Imperial Land Company of Marseilles (Limited)," and I hereby undertake to accept the same, or any smaller number which you may allot to me, and to pay the calls thereon; and I agree to become a member of the Company, and request you to place my name on the register of members, in respect of the shares allotted to me.

I am, Gentlemen, your obedient Servant,

Name in full .....
Address in full .....
Profession .....
Usual signature .....
Date ..... 1866.

FORM OF APPLICATION FOR SHARES.

For Shares to be Fully Paid up on Allotment.

No. (To be left with the Bankers.)

To the Directors of the Imperial Land Company of Marseilles (Limited).

Gentlemen,—Having paid to your credit with* Bank, the sum of £ being the deposit of £1 per share on shares in the above Company, I request that you will allot me shares of £20 each in the "Imperial Land Company of Marseilles (Limited)," and I hereby undertake to accept the same or any smaller number which you may allot to me, and to pay the balance, £19 per share theron; and I agree to become a member of the Company, and request you to place my name on the register of members, in respect of the shares allotted to me.

I am, Gentlemen, your obedient Servant,

Name in full .....
Address in full .....
Profession .....
Usual signature .....
Date ..... 1866.

* Insert Bankers' names.

Digitized by Google

PORT OF AMOY.

SHIPOWNERS, AGENTS and COMMANDERS are informed that the Dock Company's Establishments at the above Port afford every facility for REPAIRING and SPARRING VESSELS, and for CLEANING and PAINTING Iron and Steam Ships.

Their large Granite Dock, 286 feet long on the blocks, is in complete working order, and at average spring tides can take vessels drawing 16 to 17 feet water. The Dock is fitted with a Caisson Gate and with a Centrifugal Steam Pump of great power ensuring despatch in all states of the tide. An ample stock is kept on hand of Timber, Oregon Spars, Sheathing Copper and Yellow Metal, and of every description of material for Dockyard use.

The premises comprise an Engineer's Workshop, Brass Foundry, a large Smithy and Carpenter's Workshops, and the works are superintended by Resident Europeans, viz., a Shipwright, an Engineer, and a Blacksmith. Dry Godowns for the reception of vessel's stores, &c., when requiring to discharge them.

Amoy, March, 1865.

THE BANGKOK DOCK COMPANY'S NEW DOCK.

This magnificent Dock is now ready to receive Vessels of any burthen, and the attention of Shipowners, Agents, and Masters is respectfully solicited to the advantages for REPAIRING and SPARRING VESSELS, which no other Dock in the East can offer.

The following description of the Premises is submitted for the information of the public. The dimensions and depth of water being:—

Length ... ... 300 feet.
(To be extended.)
Breadth ... ... 100 ,,
Depth of water ... ... 15 ,,

The Dock is fitted with a Caisson, has a splendid entrance of 120 feet from the River, with a spacious Jetty on each side, where vessels of any size may lay at any state of the tides, to lift Masts, Boilers, &c., with powerful Lifting Shears, which are now in the course of construction.

The Dock is fitted with Steam Pumps of great power, insuring despatch in all states of the tides.

WORKSHOPS.

The Workshops comprise the different departments of Shipwrights, Mast and Block Makers, Blacksmiths, Engineers, Foundry, &c.

The whole being superintended by Europeans, who have had many years' experience in the different branches.

The workmen are the best picked men from Hong Kong and Whampoa.

The Company draws particular attention to the great advantages this Dock offers, being in a Port where the best Teak and other Timber can be had at the cheapest cost.

A Steam Saw Mill is also in connection with the Dock, to insure despatch in work.

The Keel Blocks are four feet in height, and can be taken out or shifted without cutting or causing any expense to ships having to get them removed.

The Company is also prepared to give estimates or enter into Contracts for the Repairs of Wooden or Iron Ships, the Building of New Ships, Steamboats, &c., or any kind of work connected with shipping.

All Material supplied at Market price. Vessels for Docking may lay at the Company's Buoys or Wharf free of charge, until ordered to remove by the Superintendent.

Captains of vessels before leaving the Dock must approve and sign their Dockage Bills.

All communications respecting the docking to be addressed, until further notice, to the undersigned, by whom all Bills will be signed and collected.

JOHN BUSH, Managing Director.

Bangkok, 18th Sept., 1865.
Hong Kong, 20th Oct., 1865.

THE BANK OF HINDUSTAN, CHINA, AND JAPAN (Limited).

1, BANK-BUILDINGS, LOTHBURY, LONDON.

CAPITAL	£4,000,000
Subscribed	3,696,100
Paid-up	924,025
Reserve Fund	120,500

BANKERS.

The Bank of England | The National Bank
The Alliance Bank.

EDINBURGH BRANCH.

DIRECTORS.

William Forbes, Esq., of Medwyn.
Patrick Arkley, Esq., of Duninald.
James Mackintosh, Esq., jun., of La Mancha, and late of Calcutta.
John A. Macrae, Esq., W.S., 39, Frederick-street, Agent.

BRANCHES AND AGENCIES.
Henry Turner, Esq., Inspector.

Bombay	Manila	Hankow
Calcutta	Hong Kong	Nagasaki
Point de Galle	Foochow	Yokohama
Colombo	Ningpo	Melbourne
Kandy	Shanghai	Sydney
Singapore	Kiu-kiang	

Deposits received, subject to ten days' notice, on the usual terms, and for fixed periods at rates subject to special agreement.

Drafts issued, and Bills negotiated, payable in India, China, &c. Circular Notes and Letters of Credit, payable throughout Europe, are also issued for the convenience of Travellers per Overland Route.

The purchase and sale of Indian and other Securities, and the safe custody of the same, undertaken. Dividends, Pay, Pensions, Interest, or other moneys realised, and the registry of Indian Government Loan Notes effected, so that the interest may be paid in England.

Every other description of Banking and Agency business in connection with India, China, &c., conducted on the most favourable terms.

JOHN OUSELEY, General Manager.

THE CHINA TRADERS' MARINE INSURANCE SOCIETY OF HONG KONG (Limited).

CAPITAL, 1,000,000 dols.

n 200 Shares of 5,000 dols. each. 1,000 dols. per Share Paid up.

CONSULTING COMMITTEE.

William Neilson, Esq. (Messrs. Olyphant and Co.)
J. W. Maclellan, Esq. (Manager Commercial Bank Corporation.
Richard Deacon, Esq. (Messrs. John Burd and Co.)

GENERAL AGENTS.

Messrs. Augustine Heard and Co.

The Allotment of Shares will take place on the 3rd day of October next, and further Applications for Shares will be received until the 3rd of October next.

Application to be made in the form given below, and addressed to the General Agents, from whom any information can be obtained.

FORM OF APPLICATION FOR SHARES.

To the General Agents of the China Traders' Marine Insurance Society of Hong Kong (Limited).

Gentlemen,—I hereby request that the Committee will allot to me shares in the above Company, and I agree to accept such shares, or any less number which may be allotted to me, and to pay the first call of One thousand Dollars per Share, and further calls to such amount and at such times and in such manner as may be authorised by the Articles of Association of the said Company, and to subscribe the Articles of Association when called on to do so.

I am, Gentlemen,
Your obdient Servant.

Hong Kong, Sept. 7, 1865.

ASIATIC BANKING CORPORATION

Incorporated by Royal Charter.

Authorised Capital, £2,000,000. Paid-up Capital, £500,000. Reserve Fund, £175,000.

Head Office, No. 4, Lombard-street.

BOARD OF DIRECTORS.

FRANCIS BOYKETT, Esq., Chairman, (Messrs. Timothy Wiggin and Co).
JOHN A. RUSSELL, Esq., Deputy Chairman (Messrs Grey and Coles, and Grey and Co. Bombay).
THOMAS CARDWELL, Esq. (Messrs Thomas Cardwel and Co., and Cardwell, Parsons and Co., Bombay
CHARLES A. FEARON, Esq. (Messrs Fearon and Co.. late of Messrs. Augustine Heard and Co., China)
WILLIAM MAITLAND, Esq. (Messrs. M'Killop, Stewart and Co., Calcutta).

Agencies and Branches are established at Bombay, Calcutta, Madras, Singapore, Penang, Ceylon, Hong Kong, Shanghai, and Melbourne.

The Corporation grant Drafts, collect and negotiate Bills of Exchange, payable at the above places, issue Letters of Credit and Circular notes, and conduct every description of Banking business connected with the East. They effect the purchase and sale of Indian Securities, the receipt of Pay, Dividends, &., and undertake the safe custody of securities. They also receive Deposits, bearing interest, for fixed periods. Rates of interest and Exchange may be ascertained at the Head Office.

By order of the Board, F. W. Lawrence.
Acting General Manager

CHARTERED MERCANTILE BANK of INDIA, LONDON, and CHINA.

Incorporated by Royal Charter.

Paid-up capital, £750,000. Reserve Fund, £250,000.

BRANCHES AND AGENCIES.

Bombay.	Colombo.	Penang.	Hong Kong.	Yokohama
Calcutta.	Kandy.		Shanghai.	
Madras.	Galle.	Singapore.	Hankow.	Mauritius

The Bank negotiates and collects bills and grants draft payable at the places above mentioned, issues letters of credit and circular notes for the use of travellers by the Overland Route, terms for which can be ascertained at the Head Office in London.

The Bank will effect the purchase or sale of Indian securities, undertakes the safe custody of same, and the receipt of interest, dividends, pay, pensions, and other moneys, for remittance through the Bank or otherwise.

The Bank receives money on deposit, on which interest will be allowed according to the length of time deposited. Particulars as to rates can be ascertained at the Head Office, 52, Threadneedle-street, London.

Office hours from 10 a.m. to 3 p.m.; Saturdays, from 10 a.m. to 2 p.m.

No. 52, Threadneedle-street, London, E.C.

HOLLOWAY'S PILLS.—ENFEEBLED EXISTENCE.

This medicine embraces every attribute required in a general and domestic remedy. It overturns the foundations of disease laid by impure air and indigestible food. In obstructions or congestions of the liver, lungs, bowels, or any other organ, these pills are especially serviceable and eminently successful. They should be kept in every family, as they are a medicine without a fault for young persons and those of feeble constitutions. They never cause pain or irritate the most tender bowels or most sensitive nerves. Holloway's Pills are the best known purifiers of the blood, and the best promoters of absorption and secretion, which remove all poisonous and obnoxious particles from both solids and fluids.

DEPOSITS RECEIVED BY

THE CREDIT FONCIER and MOBILIER of ENGLAND (Limited).

RATES for MONEY on DEPOSIT.—This Company receives money on Deposit, in sums of £10 and upwards, at the undermentioned rates, from this day until further notice, viz.:

At fourteen days' notice... ... 5½ per cent. per annum
At one month's notice... ... 6 per cent. per annum

For fixed periods of

Not less than 3 months and up to 6 months ... ... 5½ per cent. per annum.
Beyond 6 months and up to 9 months ... ... 6 per cent. per annum.
Beyond 9 months and up to 12 months ... ... 6½ per cent. per annum.
Beyond 12 months and up to 24 months ... ... 6½ per cent. per annum.

Forms of Application can be obtained of the Secretary, to whom all communications must be addressed.

By order of the Court,
ALFRED LOWE, Secretary.

Nos. 17 and 18, Cornhill, London, Feb. 22, 1866.

Bottled Ales and Wines, &c.

"NO BUYERS for the BEST BRANDS, unless RE-PACKED," in consequence of repeated BREAKAGE.—Melbourne Journal of Commerce, Nov. 16. Heating and Breakage entirely prevented, and 15 per cent. saved in Freight of Cases by using SEYMER'S BOTTLE PACKINGS AND COOLERS.

Price 7½d. per doz. Bottlers contracting for large quantities effect so great a saving in labour, &c., that they can supply them at one-fourth less in price to Shippers, who will find it most profitable to order their goods to be so packed in future. In use by all the leading London houses.—T. WHITEHEAD, 37, EASTCHEAP, E.C. Sole Manufacturer.

THE CHINESE COMMERCIAL GUIDE.

CONTAINING Treaties, Tariffs Regulations, Tables, &c., useful in the trade of China and Eastern Asia, with an Appendix of Sailing Directions for those Seas and Coasts, by S. WELLS WILLIAMS, LL.D Fifth Edition.

Hong Kong, SHORTREDE and Co.; London Agent, F. ALGAR, 11, Clement's-lane, E.C. Price Two Guineas.

IMPORTANT ANNOUNCEMENT

JOSEPH GILLOTT,

METALLIC PEN MAKER TO THE QUEEN

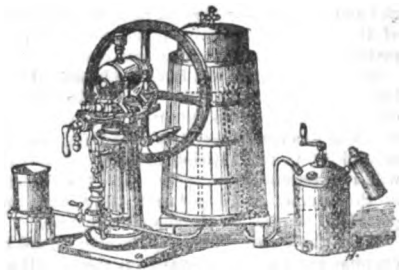
BEGS to inform the Commercial World Scholastic Institutions, and the Public generally that by a novel application of his unrivalled Machinery for making Steel Pens, he has introduced a NEW SERIES of his useful productions which, for EXCELLENCE OF TEMPER, QUALITY OF MATERIAL, and above all, CHEAPNESS IN PRICE, must ensure universal approbation, and defy competition.

Each Pen bears the impress of his name as a guarantee of quality; they are put up in boxes containing one gross each, with label outside, and the fac-simile of his signature.

At the request of numerous persons engaged in tuition J. G. has introduced his WARRANTED SCHOOL and PUBLIC PENS, which are especially adapted to their use, being of different degrees of flexibility, and with fine, medium, and broad points, suitable for the various kinds of Writing taught in Schools.

Sold Retail by all Stationers and Booksellers. Merchants and Wholesale Dealers can be supplied at the Works, Graham-street, Birmingham; at 91, John-street, New York, and at 37, Gracechurch-street London

FURTHER REDUCTION IN PRICE—FIRST QUALITY.



SODA WATER MACHINES.

J. TYLOR AND SONS' EXHIBITION PATTERNS.
JUROR INTERNATIONAL EXHIBITION, 1862.
PRIZE MEDALS LONDON, PARIS, AND DUBLIN.

Description	Dozens Daily.	Weight About	Measurement About	Price
Double No. 1	600	20 Cwt.	130 cubic feet	£110 0
Single ,, 1	300	12 ,,	90 ,,	54 10
Ditto ,, 2	200	10 ,,	70 ,,	50 5
Ditto ,, 4	150	8 ,,	55 ,,	41 15
Bottling Machine add	2 ,,	10 to 15 ,,		£8 8 0

Recipes for aerated waters are sent. Wire bottles, corks, acid, soda, whiting, essences, &c. Illustrated Catalogues free. Orders executed by any merchant or on receipt of cash, including shipping charges, by the manufacturers.

J. TYLOR AND SONS, WARWICK-LANE, NEWGATE STREET, LONDON.

Digitized by Google

PRIZE MEDAL INTERNATIONAL EXHIBITION, 1862.

BENBOW AND SON'S

PURE GLYCERINE SOAP.

ELDERFLOWER, HONEY, ALMOND, BROWN WINDSOR, &c.; also their celebrated ESS BOUQUET, JOCKEY-CLUB BOUQUET, EXTRACT of VIOLET, and other perfumes for the Handkerchief. Manufacturers of HAIR, TOOTH, and NAIL BRUSHES.
PERFUMERY and POMATUMS of every description made expressly for Foreign Climates.
12, LITTLE BRITAIN, LONDON, E.C.

GELLÉ FRERES' PERFUMERY.

CHIEF ESTABLISHMENT, 35, RUE DES VIEUX AUGUSTINS, à PARIS.

THE house of GELLE FRERES, celebrated for the superiority of its Perfumery, addresses itself to the fashionable world as much for its essentially hygeianic, refreshing, and tonic preparations as for its delicate and distingué perfumes.

STEAM WORKS AT NEUILLY SUR SEINE.

1st Class Paris Exhibition. Medal

DEPOT: BLUMBERG & CO., 55, CANNON-STREET WEST, LONDRES.

DEPOT: H. BRULE, 23, RUE DE L'HOPITAL, BRUXELLES.

1st Class London Exhibition. Medal

Commission. Articles specially Recommended. Exportation

REGENERATEUR GELLE FRERES, a superior pomade for preserving, beautifying, and reproducing hair.
EAU D'ALBION for the toilet, an exquisite production from the juice of flowers and aromatic plants.
CARBOQUINA ROSE superior toothpowder, composed of carbon quinine and Province roses.
CUCUMBER SOAP for softening the skin, the best of all toilet soaps.
LAIT PROPHYLATIC to remove freckles and improve the appearance of the skin.
COMPOSITION ZOUAVE, for the instantaneous dyeing of the whiskers and moustache.
COLD CREAM, AU LOTUS LE LYBIE, to soften and refresh the skin.
NIGRITINE VEGETALE, an incomparable dye for the hair and beard, not staining the skin.
VIOLET ESSENCE and VIOLET WATER for the handkerchief.
CONCENTRATED EAU DE COLOGNE for the toilet.

SPECIAL PERFUMERY WITH A BASIS OF GLYCERINE

SOAP, TOOTH-PASTE, POMMADE, CREAM FOR THE COMPLEXION, EAU DE TOILETTE.
To be obtained of all the principal Perfumers and Hairdressers in Europe and other parts of the world

NOTHING IS MORE REFRESHING THAN

RIMMEL'S

EXTRACT OF LIME JUICE AND GLYCERINE,
Which cleanses and cools the head, and gives the hair a beautiful gloss without greasing it. Price 1s. 6d., 2s. 6d., 5s.

RIMMEL'S TOILET VINEGAR
Will also be found a perfect luxury as an adjunct to the Toilet and Bath and a reviving Perfume. Price 1s., 2s. 6d., 5s.

RIMMEL'S NEW PERFUMES,
The Titiens, Indian, and Chinese Bouquet, all of delightful fragrance from 2s. 6d.

RIMMEL'S RAFRAICHISSEUR,
For producing an Ambrosial dew. Reduced to 6d.

RIMMEL'S PERFUME FOUNTAIN,
An elegant ornament for the Drawing-Room, Ball-Room, Dining Table, &c Price from £1. 10s.

EUGENE RIMMEL, Perfumer by Appointment to H.R.H. the Princess of Wales,
96, STRAND, 128, REGENT-STREET, and 24, CORNHILL, LONDON.

BOYVEAU LAFFECTEUR'S ROB.

The only one authorised and adopted in France, Belgium, Austria and Russia.

THIS Vegetable Syrup, prepared and guaranteed genuine by the signature of Dr. GIRAUDEAU DE ST. GERVAIS, is very superior to the purifying syrups. It effects a radical cure, without mercury, in all affections of the skin, scurf, scrofula, &c., and symptoms arising from the acrid state of the humours. The Rob is especially valuable in diseases which have resisted the effect of mercury or iodide of potash. The general entrepot of 12, RUE RICHER, PARIS.
Sold Retail.—London: Jozeau, Hannay. New York: Fougera, Gaudelet, Milhau. Gibraltar: Patron and Danilowich Malta: Dr. Pirotti, Bugeja, Magri, and Rolando, Esperanza. Alexandria: Bellamore, Galette, Perinie, Bombay; Franjee, Nesserwanjee and Co. Singapore: Martin and Little. Batavia: L. Platon and Co. Macao J.D. Freath.

By Special Appointment
TO HER MAJESTY QUEEN VICTORIA.
BRANDS ON CASES AND CASKS.

Seal on Corks. Brand on side of Corks: CHILLINGWORTH Brand on end of Cases.

CAUTION.

WHEREAS Persons are shipping Wines to India marked with a Crown in imitation of CHILLINGWORTH and SON'S WINES, which are branded with a Crown, they having the appointment of WINE MERCHANTS to HER MAJESTY QUEEN VICTORIA, it is deemed expedient for the protection of dealers and consumers of their superior Wines selected from their extensive and valuable stock expressly for the Indian market, which have been so well known and approved by connoisseurs for the last thirty years for their extreme quality and purity, combining flavour and softness, together with great age, body, delicacy, and bouquet, being more free from acidity or alcohol that any other Wines, to caution all purchasers to ask for

CHILLINGWORTH & SON'S
CROWN SHERRIES AND OTHER WINE

And to be particular in observing that the Cases and Cask-heads are branded with their names at full length; also, on the side of the Corks, inside the bottles, as well as the Crown; and also on the seals, in accordance with the heading of this notice, as a necessary precaution, to ascertain that they are CHILLINGWORTH and SON'S CROWN WINES, in order to prevent a common low class of Wines being improperly foisted on the public, and which are in no way to be compared with those of CHILLINGWORTH and SON'S.

Wholesale Agents:—Bombay, Messrs. Hormarjee Bomanjee and Co.; Madras, Messrs. Parry and Co.; Calcutta, Messrs. Gordon, Stuart, and Co.; Karrachee Messrs. Hormarjee Bomanjee and Co.; Colombo Messrs. Darley, Butler and Co.; Rangoon, Messrs Gladstone, Wyllie and Co.; Hong Kong, Messr Robert S. Walker and Co.

R. L. SOUTHERN AND Co.
MERCHANTS AND AGENTS,
6, MINCING-LANE, LONDON, E.C.

TUPPER AND COMPANY.

MANUFACTURERS OF PATENT GALVANISED IRON, in Sheets, Tiles, Iron Roof Sheds, Cisterns, Pails, Gutters, Wire for Fencing, &c.
WORKS AT BIRMINGHAM AND LONDON.
OFFICES: 61a, MOORGATE STREET, LONDON.
Merchants' orders executed with despatch.

BRIDGEWATER, JONES, AND CO., WHOLESALE HABERDASHERS, HOSIERS and GLOVERS,
WAREHOUSEMEN and MANUFACTURERS,
39, 40, and 41, WOOD-STREET, LONDON, E.C.
Lists of Prices forwarded to Merchants and Traders on application. Remittances to be payable in London.

COWASJEE DINSHAW,
Close to the Landing Place. Depot of
EUROPEAN, CHINA, AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality. Bombay-made Soda Water and Lemonade. Perfumery, Confectionery, Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.
STEAMER POINT, ADEN.
Drawing and Reading-room free to Passengers.
THE "LONDON AND CHINA EXPRESS" ON SALE

UMBRELLAS and SUNSHADES suitable for all Foreign Markets and the Colonies, are supplied to Shippers on the most favourable terms by JOHN MORLAND and SONS, Wholesale Manufacturers 50, Eastcheap, London-bridge, City. Silk, Alpaca, Gingham Steel Frames, Canes, Fittings and all kinds of Materia for the Trade. Oiled and japanned silks and cambrics.

CAUTION.

THE GROSS FRAUDS which continue to be practised by obscure manufacturers, more particularly in Germany, by imitating the Labels attached to JOHN GOSNELL and Co.'s PERFUMERY, render it imperative upon the Proprietors to Caution the public against such nefarious proceedings, and to request their friends and patrons to purchase only of respectable dealers, who import direct from JOHN GOSNELL and Co., and invite special attention to the address, 12, THREE KING-COURT, LOMBARD-STREET, LONDON, E.C.
JOHN GOSNELL and Co.'s SELECT PERFUMES.—Ess Bouquet, Royal Yacht Club Bouquet, Jockey Club Perfume, Essence of Wood Violet, Victoria Bouquet, Garibaldi Bouquet, Frangipanni, Military Bouquet, The Bride's Bouquet, Tea Rose, Russian Leather Perfume.
JOHN GOSNELL and Co.'s Toilet Vinegar, Inexhaustible Salts, Aromatic Vinegar, Aromatic Eau de Cologne.
JOHN GOSNELL and Co.'s Prince of Wales Perfumes
JOHN GOSNELL and Co.'s Princess Alexandra Perfume.
JOHN GOSNELL and Co.'s La Noblesse Perfume.
JOHN GOSNELL and Co.'s La Noblesse Pomade.
JOHN GOSNELL and Co.'s La Noblesse Soap.
JOHN GOSNELL and Co.'s Real Old Brown Windsor Soap.
JOHN GOSNELL and Co.'s Golden Oil—Moelline—Macassar Oil, Bear's Grease, &c., for the Hair.
JOHN GOSNELL and Co.'s Extra Highly Scented Toilet and Nursery Powder.
JOHN GOSNELL and Co.'s Stereodesmic or Dentists Tooth Brushes and Trichosaron Hair Brushes, warranted to purchasers.
JOHN GOSNELL and Co.'s Instantaneous Hair Dye.
JOHN GOSNELL and Co.'s Cherry Tooth Paste is greatly superior to any tooth powder, gives the teeth a pearl-like whiteness, protects the enamel from decay, and imparts a pleasing fragrance to the breath.

NOTHING IMPOSSIBLE.—The Greatest and most Useful Invention of the day, AGUA AMARELLA.—Messrs. JOHN GOSNELL and CO., 12, Three King-court, Lombard-street, London, Perfumers to Her Majesty, respectfully offer to the public this truly marvellous fluid, which gradually restores the human hair to its pristine hue—no matter at what age. The Agua Amarella has none of the properties of dyes; it, on the contrary, is beneficial to the system, and when the hair is once restored one application per month will keep it in perfect colour. Price One Guinea per bottle; half bottles, 10s. 6d.
JOHN GOSNELL and Co., Perfumers to Her Majesty and by Special Appointment to H.R.H. the Princess of Wales, London.

Keating's Cough Lozenges.

JUDGED BY THE IMMENSE DEMAND this Universal Remedy now stands the first in public favour and confidence: this result has been acquired by the test of fifty years' experience. These Lozenges may be found on sale in every British colony, and throughout India and China. They have been esteemed wherever introduced. For COUGHS, ASTHMA, and all affections of the Throat and Chest, they are the most agreeable and efficacious remedy.
Prepared and sold in boxes and tins of various sizes, by THOMAS KEATING, Chemist, &c., 79, St. Paul's Churchyard, London. Sold retail by all druggists and patent medicine vendors in the world.
N.B.—To prevent spurious imitations, please to observe that the words "KEATING'S COUGH LOZENGES" are engraven on the Government Stamp of each Box without which none are genuine.

Digitized by Google

OVERLAND ROUTE.

COMMUNICATION by STEAM to INDIA, AUSTRALIA, &c., *vis* EGYPT.—The PENINSULAR and ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels at their London Offices for Gibraltar, Malta, Egypt, Aden, Ceylon, Madras, Calcutta, the Straits, and China, by their steamers leaving Southampton on the 4th and 20th of every month. For Gibraltar Malta, Egypt, Aden, and Bombay by those of the 12th and 27th of each month; and for Mauritius, King George's Sound, Melbourne, and Sydney, by the steamers leaving Southampton on the 10th of every month.

For further particulars apply at the Company's Offices, 122, Leadenhall-street, London, E.C., or Oriental-place Southampton.

OVERLAND ROUTE VIA MARSEILLES.

SERVICES MARITIMES DES MESSAGERIES IMPERIALES.

FRENCH MAIL STEAM PACKETS.

The 19th of every Month, at 2 P.M. for—

MESSINA, ALEXANDRIA, ADEN, POINT DE GALLE (Ceylon), PONDICHERRY MADRAS, CALCUTTA, SINGAPORE, BATAVIA, SAIGON, HONG KONG, SHANGHAI, and JAPAN.

The 9th of every Month for—

MESSINA, ALEXANDRIA, ADEN, SEYCHELLES REUNION, MAURITIUS.

For passage, freight, and information apply to B. W. and H. HORNE, 4, Moorgate-street, London; G. H. FLETCHER and Co., Liverpool; at the offices of the Services Maritimes des Messageries Imperiales in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

*** Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.

INDIA AND CHINA.

ROBERTSON and CO. will despatch the following first-class VESSELS to their respective destinations. They are well adapted for their several trades, and are confidently recommended to their friends:—

Destination.	Ships.	Docks.	To Sail.
Shanghai	Da ...	E.I.D.	With des.
Hong Kong & Whampoa	Ellen Rodger	W.I.D.	With des.
Kanagawa & Nagasaki	Chas-sze ...	W.I.D.	With des.
Singapore & Penang...	Frederica ...	W.I.D.	With des.

Apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.

CHINA, JAPAN, and SINGAPORE.—The following splendid first-class clipper SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	Last Ship. Day.
Shanghai ...	Helen Nicholson ...	A1 12 yr.	E.I.D.	Feb. 28.
Shanghai ...	Aurora Australis ...	A1 13 yr.	E.I.D.	March 15.
Kanagawa and Yokohama ...	Eleanor ...	A1 13 yr.	W.I.D.	With des.
Singapore ...	St. Andrew's Castle ...	A1 14 yr.	W.I.D.	With des.

For Freight or Passage apply to KILLICK, MARTIN and Co., 28, Nicholas-lane, Lombard-street, E.C.

FROM LIVERPOOL.

Destination.	Ships.	Tons	Class.	To Sail.
Shanghai ...	Bogota ...	383	A1 12 yrs.	Imm.
Hong Kong & Whampoa ...	Veronica ...	332	A1 14 yrs.	,,
Ditto	Patna ...	325	—	,,
Batavia & Sourabaya ...	Triton ...	757	3-3rds	,,
Batavia & Singapore ...	Ribbleton ...	424	—	,,
Calcutta ...	James Crosfield ...	979	—	,,

For terms of Freight or Passage apply to MCDIARMID, GARENSHIELDS, and Co., Liverpool.

STEAM to CHINA from LIVERPOOL.—The following new screw steamers, built for the trade will be despatched for Mauritius, Penang, Singapore, Hong Kong, and Shanghai:—

Vessel.	Tons register.	Captain.	To sail.
Agamennon ...	1672	Middleton.	On or about Mar. 30.
Ajax	1673	Kidd ...	To follow.
Achilles	1673	Russell ...	To follow.

Cargo taken by special agreement. Has good accommodation for passengers.

Apply to ALFRED HOLT, 1, India-buildings, Liverpool.

INDIA, CHINA, AND AUSTRALIA.

SHAW, LOWTHER, & MAXTON will despatch the following high-classed VESSELS to their respective destinations:—

Ships.	Class.	Destination.	Docks.	Date of sailing
Melbrek ...	A1 14 yrs.	Hong Kong & Whampoa ...	E.I.D.	Mar. 5
Gresham ...	A1 10 yrs.	Ditto	W.I.D.	Mar. 20
Invincible ...	A1 13 yrs.	Ditto	L.D.	To follow.
Dunkeld ...	A1 11 yrs	Shanghai ...	E.I.D.	Mar. 5
Polmaise ...	A1 14 yrs.	Ditto	E.I.D.	To follow.
Lorton ...	A1 14 yrs.	Yokohama & Kanagawa ...	E.I.D.	Mar. 5
Racer ...	A 1 American Lloyd's	Melbourne ...	E.I.D.	Mar. 20
Lady Egidia ...	A1 13 yrs.	Ditto	E.I.D.	Apr. 25

For Freight or Passage apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings, E.C.

HONG KONG and WHAMPOA (last shipping day Feb. 28), the magnificent Workington-built clipper ship SCAWFELL, A 1 thirteen years, 886 tons registar, ROBT. THOMSON, Commander; loading in the East India Docks. This splendid ship, so well-known in the China trade, is strongly recommended to shippers of fine goods.

For Freight or Passage apply to GELLATLY, HANKEY, and SEWELL, 27, Leadenhall-street, E C.

FOR HONG KONG and WHAMPOA (with quick despatch), the well-known British-built clipper ship YARATILDA, A 1 fourteen years, 720 tons register, JAMES DONOUGH, Commander; loading in the London Docks. This fine vessel is noted for her rapid passages, and has superior accommodatirn for chief cabin passengers.

TEMPERLEYS, CARTER, and DARKE, 3, White Lion-court, Cornhill, E.C.

FOR SINGAPORE.—With immediate despatch, having the bulk of her cargo engaged, the splendid clipper EASTFIELD, Captain WATTS, 434 tons register; A 1 at Lloyd's for thirteen years; coppered and thoroughly copper-fastened; well known as one of the finest vessels in the West Coast trade, and having always delivered her cargoes in excellent order, cannot be surpassed as a conveyance for fine goods.

For Batavia and Sourabaya, an A 1 or 3-3rds CLIPPER SHIP.

Apply to ORR LE BLANCH and Co., 42 and 43, The Albany, Liverpool.

LINE O PACKETS FROM LIVERPOOL FOR JAVA.

FOR BATAVIA and SOURABAYA, with immediate despatch, having two thirds of her cargo engaged, the splendid Dutch clipper barque CATHARINA, Captain VISMAR; 240 tons register; built in 1864, and classed 3-3rds L 1 1 for nine years; the highest class in French Lloyd's; coppered and thoroughly copper-fastened, and a most eligible conveyance for fine goods. Loads in Prince's Dock.

For BATAVIA and SINGAPORE, an A 1 twelve year Ship.

Apply to NUTTALL and Co., 18, Chapel-street, Liverpool.

WEATHERLEY and MEAD'S LINE of CLIPPERS for JAPAN Direct.

FOR YOKOHAMA (Kanagawa), the splendid clipper barque MINNIE, A 1 twelve years, 407 tons register, DAVID BLACK, Commander; well-known in the China trade, having the greater part of her cargo engaged, will sail with the usual quick despatch of this line.

For Freight or Passage apply to the owners, Messrs. ADAMSON and RONALDSON, 1, Leadenhall-street; or to WEATHERLEY and MEAD, 21, Water-lane, Great Tower-street, E.C.

COLOMBO Direct.—First Ship.—The beautiful clipper BLUE JACKET, A. 1, is now rapidly loading in the London Docks, and will shortly be despatched.

Apply to LIVINGSTON, HOLDING, and BRIGGS, 31. Great St. Helen's, E.C.; or to JOHN C. CAMPBELL, No. 22, Great St. Helens.

N.B. Will be followed by the NEVILLE, A 1, West India Docks.

COLOMBO, Ceylon, direct, the beautiful clipper-ship, LIBERATOR, A 1 for ten years (built under special survey), 445 tons register, Capt. J. ROBERTSON; now loading in the West India Docks. This splendid vessel, having a great portion of her cargo positively engaged and shipping, offers the best opportunity to shippers of fine goods.

For freight or passage apply to F. TALLACK, No. 23, Birchin-lane, Cornhill, E.C.

INSTITUTE OF PAINTERS IN WATER COLOURS,
53, PALL MALL.
HILDEBRANDT EXHIBITION.

China, Japan, and Manila, painted from nature by Edward Hildebrandt, Court Painter to His Majesty the King of Prussia, Member of the Academies of Berlin and Amsterdam. These are the same pictures which were exhibited for the period of eight months with the greatest success in the Gallery des Beaux Arts Paris and before in Berlin, Hamburg, and other continental cities.

"CHINA MAIL" OFFICE.

PUBLISHED at this Office, No. 2, WYNDHAM-STREET (back of the Club):—

1.—THE EVENING MAIL,

EVERY DAY.

PRICE,—2 dols. per month.

TERMS OF ADVERTISING.—First insertion, Ten lines and under, 1 dol.; each additional line, 10 cents. Subsequent insertions, per week, 50 cents and 5 cents—("Auction" Notices excepted, for which only One Charge per week is made).

2.—THE CHINA MAIL,

ONCE A WEEK.

(On Thursday Night.)

PRICE—15 dols. per annum; Single Copies, 44 cents.

ADVERTISING.—First insertion, Five lines, 1 dol.; each additional line, 20 cents. Subsequent insertions, 50 cent. and 10 cents.

3.—THE OVERLAND MAIL.

ONCE A FORTNIGHT.

(The Morning of the Mail's despatch.)

PRICE—To Subscribers to the Weekly issue, 8 dols. to Non-subscribers, 12 dols. Single copies, 50 cents.

ADVERTISING.—The same as in the Weekly. All "Notices of Firms" appearing in the Weekly will be inserted in the *overland*, and charged for, unless otherwise ordered.

A. SHORTREDE & CO.

Hong Kong, Jan. 1, 1864.

THE MONEY MARKET REVIEW

A WEEKLY JOURNAL OF THE HIGHEST CLASS,

EXCLUSIVELY DEVOTED TO THE DISCUSSION OF COMMERCIAL AND FINANCIAL TOPICS.

PUBLISHED EVERY SATURDAY

TERMS OF SUBSCRIPTION.

PAYABLE IN ADVANCE.

Single Paper ... ... 6d. Yearly £1 6

BY POST.

Single Paper ... ... 7d. Yearly £1 10s

*** Post-office orders to be made payable to FRANCIS FISHER, 23, Birchin-lane, Cornhill, London, E.C.

WIGGINS, TEAPE, AND CO.,

MANUFACTURERS AND EXPORT STATIONERS

10, ALDGATE, LONDON.

ALL kinds of Paper and Stationery supplied in quantities on the lowest terms. NEWSPAPER PROPRIETORS SUPPLIED WITH PAPER FOR THEIR JOURNALS. Samples forwarded on application. References to the Proprietors or Agents of this Journal.

THE LONDON AND CHINA TELEGRAPH.

THE EIGHTH Volume of this JOURNAL commenced on the 4th of January, 1866. The Subscription for the three numbers per month is 30s. per annum, including Postage, and to the Export Supplement 12s. Terms for advertising, 2s. 6d. per five lines; and 6d. for each additional line.

Subscriptions and Advertisements received abroad by the following Agents:—

Paris	G. W. YAPP, Rue de la Michodiere No. 13.
Amsterdam	LOMAN AND VERSTER.
Rotterdam.....	HOOG & KRUYT.
New York	WILMER AND ROGERS.
Gibraltar.....	W. SPEED.
Malta	
Alexandria...	F. HAY.
Aden	COWASJEE DINSHAW.
Suez.....	
Bombay	CHESSON AND WOODHALL.
Calcutta.....	SANDERS, CONES, AND CO.
Point de Galle	G. D. ANTHANISZ.
Colombo.....	J. W. VANDORT.
Kandy.....	W. A. ARCHBALD.
Labuan, Sarawak, and Singapore ...	JOHN LITTLE & Co., Singapore.
Penang	SANDILANDS, BUTTERY AND CO
Bangkok.....	
Batavia	HUNTER, HOUGHTON, AND Co.
Anjer—Straits of Sunda	G. SCHUIT, Anjer Hotel.
Manila	PHILLIPS, MOORE, AND CO.
Hong Kong, Canton, Macao, & Swatow,	JAMES GARDINER, Hong Kong.
Amoy	BELLAMY AND Co.
Foo-Chow-Foo	HEDGE AND CO.
Shanghai.....	H. FOGG AND Co.
Tien-Tsin	JAMES HENDERSON.
Nagasaki—Japan ...	PIGNATEL AND Co.
Yokohoma	HANSARD AND BLACK.

OFFICE, 12, GEORGE-YARD, LOMBARD-STREET LONDON, E.C.

Printed for the Proprietors by WOODFALL and KINDER Milford-lane, Strand, W.C., and published by JOHN ELLISON, at the Office of the "LONDON AND CHINA TELEGRAPH," 12, George-yard, Lombard-street, E.C. in the parish of St. Edmund the King—Tuesday Feb. 27, 1866.

Digitized by Google

PER FRENCH MAIL.]

The London and China 新聞紙 Telegraph.

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON ARRIVAL OF THE MAILS, about the 4th, 14th, and 28th, in connection with the "LONDON AND CHINA EXPRESS,"
A SUMMARY OF NEWS FOR THE OUTWARD MAILS OF 10th, 17th, and 26th.

VOL. VIII.—No. 202.] LONDON, WEDNESDAY, MARCH 7, 1866. [Price 9d., with Sup., 1s. 3d.—Sub. 30s. per ann., postage included, Sup. 12s. extra.

Latest Advices.

	From London.	Arrived out.	HOMEWARD. Arrived in London this day.
JAPAN—			
Yokohama			
Nagasaki			
Hakodadi			
CHINA—Peking			
Tien-tsin			
Chefoo			
New-chwang			
Hankow			
Kiu-kiang			Jan. 15
Chin-kiang			,, 15
Shanghai			,, 20
Ningpo			
Foo-Chow			
Formosa—Tamsuy			
Amoy			
Swatow			
Hong Kong	Dec. 11	Jan. 26	Jan. 29
Canton			
Macao			
PHILIPPINES—			
Manila			
COCHIN-CHINA—			
Saigon			Feb. 8
SIAM— Bangkok			
BORNEO—			
Labuan			
Sarawak			
JAVA—			
Batavia			
MALACCA STRAITS—			
Singapore			,, 6
Penang			

The next mail, with dates from Hong Kong to 1st Feb., is expected on the 16th. Telegrams of 15th Feb. were received on the 6th inst., announcing that the Nienfei rebels have fired the villages surrounding Hankow. The foreign residents of that city are preparing for an attack.

List of Passengers.

PASSENGERS OUTWARD.

Per P. and O. steamer, from Southampton, March 4.—To Hong Kong: Mr. and Mrs. Locock and three children, Mr. A. Lay, Captain Crossman, Mr. and Mrs. R. F. Hawke and infant, Mr. T. H. Hood. To Penang: Mr. A. and Miss Man. To Shanghai: Mr. C. Overbeck. To Ceylon: Staff-Assistant Surgeon Hinds, Mr. W. Bryan, Mr. and Mrs. F. Vine and infant, Mr. J. Wormald.

From Marseilles, March 12.—To Shanghai: Mr. and Mrs. Marshall, Mr. Mills, Mr. N. Elias, Mr. A. R. Burkill. To Hong Kong: Mr. G. F. Preston, Mr. J. M. Vickers, Mr. Wild. To Ceylon: Mr. Slorach.

Per P. and O. steamer, from Southampton, March 20.—To Shanghai: Mr. C. G. Webb. To Hong Kong: Mr. W. Miller, Mr. H. A. Easther, R.N., Lieut. J. C. Patterson, R.N., Mr. A. G. H. G. Ponsonby, R.N. To Penang: Mr. and Mrs. C. B. Plunket. To Ceylon: Mr. F. R. Bone, Mr. and Mrs. Prime, two infants and child, Mr. and Mrs. T. Ashton, infant, and two children, Mr. G. Plaice and Son, Mr. J. A. Smith, Mr. F. Harper, Capt. and Mrs. Roddy.

From Marseilles, March 28.—To Shanghai: Mr. A. Dumelin, Mr. Eric Farquhar, Mr. and Mrs. P. H. Underwood, Mr. and Mrs. E. Morris and infant, Mr. Butler, Mr. G. A. Munro. To Hong Kong: Mr. A. Joost, Mr. H. A. Dircks and friend, Mr. A. Leysner, Mr. and Mrs. G. McKay, Rev. Mr. and Mrs. Peircy, Mr. J. Birdseye, Mr. Jaffray. To Singapore: Mr. J. A. Lorenzen. To Ceylon: Mrs. J. J. Mackenzie.

Per P. and O. steamer, from Southampton, April 20.—To Ceylon: Mr. J. H. Purdon.

Summary of News from the Far East.

JAPAN.

The papers and correspondence from Japan by this mail appear to have again missed. The dates from Yokohama would be probably up to the 15th January, and will, doubtless, come forward per P. and O. mail, expected on the 16th inst. The Messageries Imperiales will have to alter the present arrangement of one steamer performing the work of the Japan and Shanghai lines.

CHRISTMAS IN YOKOHAMA.

The *Japan Times* has the following interesting account of the way in which this festive season was honoured in Yokohama:—

We cannot pass over the season of Christmas without paying to it the homage which every Englishman feels, and feels the more deeply the farther he is condemned by adverse fate to dwell from those social meetings which show the truth of the saying that "blood is thicker than water," and which compose the real pleasures of Christmas. One cannot taste the real pleasure here. It is somewhat difficult to carry off a Christmas dinner in the East with that gusto which the rite demands. We are at great advantage in Japan, however, over all other English exiles. Japan, its climate, its scenery, its foliage, are all so like England that we may almost cheat ourselves into the belief, when we see the holly, the ivy, and the mistletoe in the old familiar places, that we are at home. We cannot leave the subject without mention of the Christmas decorations of the church, and for the benefit of readers at a distance we will briefly describe them. The building is in the style known to architects as "Carpenter's Gothic," and the bare interior is hideously ugly. Fortunately, the chaplain of the settlement, the Rev. M. B. Bailey, has a pretty taste for architecture, and, with simple and rapidly constructed lines of holly, laurel, box and fir leaves, so contrived to change completely the appearance of his church; here indicating arches which should exist in more permanent material—there concealing with the same means some dreadful ornamental excrescence which never should exist at all—that the whole appearance of the interior has been changed, and a very small exercise of fancy carries back the spectator to some grey old country church at home of the time of Richard II. Japan is singularly rich in evergreens, and its climate, comparatively mild, allows also the introduction into floral decoration of many plants which are rare exotics in England. Thus, while the pillars of Christ Church, Yokohama, are wreathed with our old home friends—the holly, the ivy, and the fir—the plant that carries the passion flower furnishes a beautiful ornament for the pulpit, the bright berries of the *Aucuba Japonica*, and the deep crimson of the camellia relieved against its dark glistening leaves, and the variously coloured chrysanthema fill the font, and the feathery bamboo lightly ornaments the roof. Appropriate texts, in ancient character, red and gold, fill the intervals between the arches, and the memorial tablets are crowned with their yellow wreaths of *immortelles*. A cross, formed of the words "Mercy, Truth, Righteousness and Peace," framed in foliage, relieved by white flowers, hangs over the altar, while the bare west wall is draped most appropriately with the national flags, reminding us that Yokohama is a garrison town and naval station, and the residence of one of Her Majesty's representatives. The Rev. J. C. Parkyn, chaplain of H.M.S. *Pelorus*, assisted Mr. Bailey and his family in dressing the church, and very much of the beautiful effect is due, we are told, not only to his suggestions, but also to his active hands.

CHINA.

HANKOW.

The correspondent of the *Friend of China* writes under date 31st December:—

During the past fortnight trade has been very inactive.

Digitized by Google

Owing to the cash payment system being fully in force, the traders are not yet able to operate for want of the needful. In exports little has been done. On foreign account there have been some heavy shipments of oil. Hemp and Safflower are exported by Chinese principally for coast ports.

The Commercial Bank Corporation has been defrauded by their compradore; rumour has it to the extent of 60,000 taels. The compradore of one Mr. Weiss, an Austrian, has bolted, too, with the proceeds of some 50 piculs of Malacca tin. No trace of him has yet been discovered. The Corporation's compradore has been lodged in the Taotai's yamun.

Our newly-appointed Consular Chaplain has arrived, and commenced his services. On Sunday and Monday he preached appropriate sermons *extempore*.

We had snow on Christmas-day, and through the week rain, frost, and sleet alternately.

Messrs. Dent and Co.'s new steamer *Hirado* arrived on the 24th. She is much admired. Her internal fittings, superintended by Captain Bell, are excellent. Her courteous commander, Captain MacQueen; politely showed visitors all over the vessel. The water is very low. The Chinese say large steamers will not be able to get up when it is at its lowest.

CHIN-KIANG.

A correspondent of the *Recorder* states that a canal is being cut by the Chinese to connect Chin-kiang with Nanking. The canal is also intended for the shelter of native craft from the north winds when the proclamation ordering them to quit the north side shall be enforced; the water being far too deep to admit of their anchoring in tiers, as is generally their custom. The authorities seem to be going to work in real earnest, and have about 2,000 men almost constantly digging. The work, however, cannot be properly completed under two years, although it will be ready for use in about another month. The idea is to connect Nanking with Chin-kiang, which can easily be done by opening out the canal which already exists between these two places. From all accounts, Nanking has a fair prospect of again becoming a flourishing city. The authorities have issued an edict taking off all duties from silks, &c., woven there for five years. Already this has produced an effect, not less than 2,500 silk looms alone having been established there within the last six months. At Chin-kiang also there are said to be some six or seven hundred extra looms at work. The number of junks on the North Bank has also increased in a marvellous degree, even within the last two months they have gone from about six hundred up to nearly two thousand, extending all along the river bank for more than a mile in tiers of 18 to 23 deep. It is true they are principally salt junks, but the effect of their presence is shown by the increase of more than double the quantity of opium and other goods imported. Very few ports indeed have taken so much opium as Chin-kiang, 5,000 piculs within twelve months being a very large quantity.

With the sweets, however, of increasing prosperity in their port, the residents have to take some of the sour in the shape of a greater number of villains than heretofore. The presence of an unquiet element in the population was unmistakably shown by a very daring burglary committed on the premises known as Gentle's Bungalow on the British Concession. About 2 A.M. on the 12th inst. some twenty or more men surrounded the house (which is entirely detached), and having effected an entry by a back door, seized and gagged a "boy," and plundered him of his entire kit of clothes, to the amount of about $300, he being somewhat of an exquisite in his dress. His master, Mr. Geo. Potts (who is at present living in the house), was awoke by the noise of their first entry, and rushed into the "boy's" room to see what was wrong. He was met by eight or ten fellows, who ran at him, but who, on his regaining his bed-room, and taking up a rifle with a bayonet fixed, thought discretion the better part of valour, contenting themselves with throwing chairs, tables, sofas, and everything moveable against him when he tried to approach them. Neither party had any fire arms loaded, and by the above means Mr. Potts was kept employed till (as before stated) they had succeeded in plundering the "boy," which feat accomplished they beat a speedy retreat, having been in the house about twenty minutes, as near as could be judged. They took nothing but Chinese gear away, doubtless fearing recognition through some of the foreign articles, for a gun (fowling piece) and musical box were found dropped in a field close by, and nothing else has been missed. Fortunately, neither Mr. Potts nor any of his servants are hurt; but it is a thousand pities some of the scoundrels were not spoiled for any further misdeeds of a like nature. Mr. Potts had run short of cartridges for his pistol, and, probably for the only time during two years' residence here, it was not loaded and under his pillow.

SHANGHAI.

Some months ago Li Futai memorialised the throne setting forth the miseries which had befallen the junk men, who had, until the arrival of foreign ships and steamers, enjoyed the monopoly of the northern trade. He represented in moving terms the wrongs inflicted on thousands of natives by the diversion of the trade into foreign bottoms, and recommended that the Peking Cabinet should devise some means whereby the position of the junk owners and others interested might be ameliorated. The Tsung-li-yamen, through the Board of War, has now issued a notification setting forth the arguments adduced by Li Futai, and calling upon the merchants to ship in native vessels, while the junk owners are recommended to "try their luck" and not be cast down by the present unpromising aspect of affairs. The notification is addressed to the native residents at the northern ports and Manchuria and to those who frequent those ports for purposes of trade.

An attempt has apparently been made to revive the Coolie Slave trade at Shanghai. It will be remembered (says the *North China Herald*) that some years ago a firm in Shanghai endeavoured to establish this trade, but the attempt led to serious riots, in one of which Mr. Lay, then Inspector General of Customs, was seriously wounded. About the same time the Chinese authorities, with the aid of a steamer chartered for the purpose, seized a coolie-laden vessel which was lying at Wusung. After this the coolie trade disappeared, but we now learn that for two months past there have been agents busily at work endeavouring to re-establish it, under the name of "Emigration." The French treaty sanctions voluntary emigration, but the speculation in which the persons to whom we allude are engaged partakes of none of the characteristics of emigration, properly so called. The French Concession is the centre of the operations which are being carried on. We are informed that the originators of the scheme have rented a large godown in that concession, and fitted it up as a baracoon. It is absurd to assert that such an establishment is intended as a depot for voluntary emigrants. Equally vain is it for the agents who are now carrying out their nefarious designs to assert that the coolies are not sold on arrival at Havanna. This may be literally true, but inasmuch as the contracts are sold to the highest bidder, it is evident that the ultimate effects on the victims must be the same as if each individual coolie were put up to sale as a piece of merchandise. The Chinese authorities have shut their eyes to the manifest tendency of this speculation. They are of course glad to get rid of so many starving unfortunates, for whom, during the miserable months of winter, they are supposed to supply food, but we do earnestly hope that so foul a blot as the establishment of a coolie trade under any name may not fall on the foreign communities at Shanghai.

HONG KONG.

The P. and O. Mail of Nov. 26, as intimated in our last, arrived on the 15th January, and that of Dec. 11, on the 26th. The dates of this mail (French) are now down to the 29th January, or three days beyond the usual date. The P. and O. Mail was to leave on the 1st Feb. There is no news of any importance from the northern ports.

The editorial and general management of the *China Mail*, &c., has been assumed by Mr. N. B. Dennys, who will continue the firm of A. Shortrede and Co. The *Daily Press* editorship and management has been resigned by Mr. Y. J. Murrow. His successor is, however, not well received by his contemporaries, as he is described as possessing the powers of abuse but not the ability of Mr. Murrow.

The Customs authorities at Canton despatched the steamer *Hai-ching* to Hainan to investigate the mutiny on board the *Pride of the Ganges*, bound to Demerara, and reported in our last issue. The steamer put back to Macao, having sprung a leak, but no doubt proceeded again.

The prize of $1,000 for the new City Hall design has been awarded to Mr. Hermitte, the gentleman who executed the design for the cathedral at Canton.

A notice in the *Government Gazette* announces that the notes of the *Commercial Bank Corporation of India and the East* are to be received as a legal tender at the Treasury.

The present mail brings more accounts of piracy on the coast. The first case is that of the Mecklenburg three-masted schooner *Albert Jurss*, Captain Stadtlander, now in harbour,

Digitized by Google

bound from Hong Kong to Chefoo with a few cases of Chinese cargo. While at anchor off Stone Cutter's Island on the 23rd January, at about 9.30 P.M., two boats, each containing about eight or nine men, boarded the vessel from both sides, attacked the man on watch, whom they severely wounded, and having locked the rest of the crew of the schooner in the deck-house where they lived, proceeded to rifle the vessel. Fortunately, however, the mate (who was in the after cabin) heard the noise, and having obtained a revolver, proceeded at once to the deck, the crew, consisting of ten Europeans all told, a Chinese cook and supercargo, having managed to escape from their confinement, via the hatchway, in the roof of their house. The mate fired one shot into the midst of the marauders, whereupon a panic seized them and they made the best of their way back into the boats, leaving in their flight a hat, sword scabbard, and the ramrod of a pistol. The captain was ashore at the time of the assault, but a boat having been despatched from the vessel, the police were quickly communicated with. With the exception of a revolver, a rifle, a fowling-piece, and apologies for two guns, the vessel was entirely without means of resisting an armed force of any pretensions whatever, and it is probably owing simply to the fact that the crew of the *Albert Jurss* were on the alert that no worse consequences ensued.

Another serious case is that of the American schooner *Alma*, which is thus described by Captain Eldredge :—"We sailed from Hong Kong at six o'clock on the morning of the 21st of January. At seven P.M., while off Pooty, we were attacked by three pirate junks, and owing to the wind being very light could not handle the vessel. We fired two guns into the junks, which told with good effect. When the first junk got foul of our stern we could hear the Chinamen groaning from the effects of our guns. We fired seven musket shots at his mast-head, and they threw five stinkpots on board the schooner. I then found myself all alone on the poop, and went to get the starboard boat clear, but could not, and lost her; I then went forward, and found the port boat under the bow, the chief officer and one man being in the boat, and the second officer and one man in the water. I then jumped into the boat. They fired several musket shots at us while we were getting away from the vessel, but did not hit us. We then pulled ashore at Tam Too, the boat being badly broken and half full of water. Two seamen were supposed to have been left on board. At 8 o'clock on the following morning we landed at Stanley but could not see the vessel from the land. We left the boat as we could not sell her there. Walked on to Hong Kong where we arrived at noon. On the 23rd at 6 o'clock found the vessel anchored at the lower part of the harbour in charge of a Chinese pilot. I then took charge of the vessel and found her in a very bad condition, decks badly burnt, and furniture cut to pieces or broken up. Everything of value such as nautical instruments, silverware, &c., &c., had been taken from the cabin. The mate is still very sick from exposure, and the two men that were supposed to have been left on board are still missing."

The French brig *Jeanne et Joseph*, which left Hong Kong on the morning of the 16th Jan. bound for Shanghai, was boarded by pirates on the following day, and everything of value plundered. One man was severely wounded, and two are missing, of the crew of the brig. A gunboat was at once despatched to look after the rascals, but we have at present no tidings of any result.

The following items of shipping news are interesting:—

The British steamer *Undine*, Captain G. D. Pitman, arrived on the 25th Jan., having left Foochow on the 21st, Amoy 22nd, and Swatow 23rd. On her passage down she had strong monsoon with thick weather accompanied by much rain. On the 21st inst. saw steamer *Aden* entering the Min, and on the night of the same day when off Pyramid Point the steamer *Feloong* bound up. The *Shoocy-Leen* arrived at Fuhchau on the 20th. The British ship *Adelina* with teas was towed from thence to sea on the 21st. H.B.M.'s gunboat *Grasshopper* arrived in Amoy from Meichen Sound, where she had been successful in capturing the Macao lorcha No. 7 a piratical craft which Lieut. Morant has long been looking after. It was attempted to tow her down to Amoy, but owing to the boisterous state of the weather it was found impossible, so after removing the crew, which consisted of 18 men, to the gunboat she was destroyed.

The barque *Peiho*, bound from Hong Kong to Melbourne and Sydney, ran upon a reef near Belliton Island on the afternoon of the 11th Dec. last. She was much damaged, having lost her rudder and sustained other injuries in her stern-post and keel. It is feared that she will be unable to proceed on her voyage, no mechanical appliances for repairing her being at hand. Every assistance was rendered by the Dutch authorities. It is probable that another vessel will be chartered at Batavia to take on her passengers and cargo.

The British ship *Fiery Cross* arrived on the 27th Jan., having left the docks on the 12th October; parted from the tug-steamer at the Nore the day following; on the 14th at midnight took her departure from the Isle of Wight. On the 17th, strong south-westerly gales commenced, which continued until the 23rd, when the wind veered to the N.E trades until reaching the Equator, which she passed on the 12th November in long. 24 W. On the 5th, when in lat. 8 N., long. 21 W., passed the British ship *Serica*, from London bound to Shanghai, and experienced moderate S.E. trades; passed the meridian of the Cape of Good Hope on the 3rd Dec. in lat. 43; came through the Straits of Allas on the 4th Jan., Gillolo Passage the 14th, and the Bashee Channel on the 25th. Across the China sea encountered equally unsettled weather, with much fog.

Robberies and attempts at murder continue to be of frequent occurrence, and the colony seems to be infested by an organised gang of ruffians whose violence renders it unsafe for the residents to leave their houses at night without being well armed. On the night of the 25th January a murderous attack was made on two police-sergeants by an armed gang of Chinese scoundrels in the neighbourhood of Shek-dong-dsui, a notorious village situated just beyond the West Point Gas Works, on the road to Pok-fu-lum. The sergeants defended themselves well and wounded two of the miscreants; and the traces of blood enabled them to pursue and eventually capture one of them. The *Evening Mail* says, "It is but a day or two since that we called attention in our columns to the inefficient state of the police force as at present constituted. We do not mean to imply that any inefficiency was manifested on this occasion by the individuals attacked. On the contrary they defended themselves gallantly against odds, and put their assailants to flight. But the conclusion naturally forced on our minds by this attack is that there is an organised band of ruffians in this part of the island whose existence is a disgrace to the force, paid, as is supposed, to keep our roads free from dangers of this description.

The gang of burglars who some time since discovered an ingenious method of entering houses by way of the drains, have lately renewed their operations at several points, but so far without success, having been frustrated in every case. The first and principal point of attack was the Central Bank of Western India, where they nearly succeeded in effecting an entrance. Residents have now to depend almost entirely on their own weapons and personal vigilance for safety.

In a leading article in the *Daily Press*, on the mortality of the 11th Regiment, we find the following paragraph regarding the absence of officers in Japan. It tends to show that the decision of the Home Government on the Exchange question, reported in another part our paper, has not come a moment too soon :—"We do not wish to shield officers who, though appointed to do certain duty in Hong Kong, find it pleasanter,—in various ways,—to pass their summers in Japan. Perhaps the light that may now be thrown on the recommendations which Yokohama possesses as a residence for naval and military men may arouse feeling on the subject, and do something to check the continuance of a system which we have reprobated before now in the strongest terms. Officers of high principle, who may wish very naturally to spend some part of their time while in this part of the world in a country with a climate so attractive as that of Yokohama, ought to be the most eager denouncers of a system which must, while it lasts, tend to throw unkind suspicion on their motives for going north. We foresee coming trouble in connection with this matter, for a spirit of inquiry has been excited, and though it has been put upon the wrong scent, so far as the losses in the garrison are concerned, the route it has taken will lead to singular discoveries." The *Daily Press* attributes the mortality in great measure to the want of proper barrack accommodation and the night duty falling on the European troops through the absence of Indian regiments; and in support of this view asserts that while the men of the 11th were dying off as if they had been stricken with a pestilence, at the gaol there were only two deaths during the whole summer, though the number of Europeans in confinement ranged from a hundred to a hundred and eighty.

An interesting case came under the consideration of the Supreme Court, arising out of the disturbed state of the United

Digitized by Google

States Currency. In this case (Torrey *v.* Logan) the defendant, who is an engineer and machinist, had ordered certain goods to be purchased in the United States by the plaintiff, acting as his agent; and the question at issue was, whether the plaintiff was entitled to payment here in Mexican silver dollars for the amount of the invoice, which was made out in United States currency dollars, or whether he was entitled to the equivalent of the American currency dollars according to the price of gold in New York at the time, viz., two hundred and sixty dollars being equal to one hundred dollars in gold. The case had been already tried before Mr. J. C. Whyte and a special jury in September last, and a verdict given for the plaintiff. Application was now made before Judge Ball for a new trial, on the ground that the verdict was contrary to the evidence. His Lordship granted a new trial.

The *Daily Press* has the following on the police :—

We understand that the Chinese residents in Hong Kong, who intend, as we have already announced, to present a petition to the local government for permission to organise a force of native special constables, held a meeting yesterday and arranged their programme of operations. We are informed that it was decided to present the petition to-day in duplicate, one copy to the Colonial Secretary, the Hon. W. Alexander, and the other to the Registrar-General. The substance of the petition is this. The Chinese residents represent that rumours have reached them to the effect that the roughs of Canton intend to celebrate the approach of the new year by making a descent upon Hong Kong, with the object, as we have already stated, of committing extensive robberies under cover of a conflagration. Rumours to the same effect have indeed been heard in various directions, but the Chinese appear induced to attribute greater importance to them than they are believed by Europeans to possess. One cannot but suppose that the Chinese are most likely to be well informed, and in this case they give evidence of their readiness to "back their opinion" at some personal cost, as their wish is to raise a corps of Chinese watchmen in aid of the ordinary police of the town, and in view of the period of danger supposed to be approaching. We believe that on former occasions some offers of the kind have been put forward, but the proposals hitherto made have always pointed to the establishment of a force which should be entirely under Chinese direction and beyond Government control. No arguments are needed to justify a peremptory refusal on the part of the Government to listen to projects of this nature. Now, however, the Chinese have awakened to the necessity of leaving the control of all organised forces to the Government, and we are informed that their plan is to raise a body of native special constables to be attached to the police force, and to act under the orders of the English authorities. It is on the assumption that this is the plan proposed, that we would express the warmest approval of the design. It is a manifestation of patriotic spirit which ought to be encouraged, even if the fears which have given it birth should turn out to have been chimerical, and in the event of any such movement as that which is threatened, it would add very greatly to the security of the town.

The following notices have appeared :—

We have authorised Mr. August Bauermeister to sign our firm per procuration.—Oxford and Co., Hong Kong, 1st January, 1866.

During the temporary absence of Baron do Cercal and his son from China, Mr. F. A. da Cruz is authorised to sign the name of our firm per procuration.—A. A. de Mello and Co., Macao, 1st December, 1865.

Mr. David Welsh has this day been admitted a partner in our firm. —R. McGregor and Co., Hong Kong, 1st January, 1866.

The interest and responsibility of the late Mr. Robert Freeman in our firm ceased on the 11th October, 1865, and Mr. Frederick Pedder has been this day admitted a partner.—H. D. Brown and Co., Amoy, 1st January, 1866.

Mr. H. Guapp has this day been admitted a partner in our firm.—C. J. Gaupp and Co., Hong Kong, 1st January, 1866.

We have this day admitted Messrs. William Wilson, John Smith and John F. Rose, as partners in our firm.—McEwen and Co., Hong Kong, 2nd January, 1866.

COCHIN-CHINA.

THE French Government is taking active measures to turn to good account the resources of its new dependence in the East. The timber of the forests of Cochin-China and Cambojia is expected to prove one of the most valuable products of those countries; a ship, the *Saint Vincent de Paul*, arrived at Toulon a few days since with a cargo consisting of all the various kinds of wood likely to be of importance for building purposes, railway sleepers, and other uses. The supply is said to be inexhaustible; and if the quality should prove good enough to pay for the long voyage France will have opened up a source of great value.

A few weeks since a letter was received at the Ministry of Marine from the Governor of the Imperial settlement, asking for a powerful steam roller to be used in the making of new roads there; rollers of this kind are now used for all the principal new ways in and near Paris, and they present the great advantage of crushing and consolidating the broken stone at once, and thus enabling the roads to be opened for traffic in a much shorter space of time than was possible under the old system, and should be adopted in every large town; but the principal reason, or at least one of the reasons, given in favour of a steam roller for Cochin-China is that one drawn by horses or bullocks would do little service, for the tigers would attack and devour the cattle, and the drivers would be fortunate if they escaped the fangs of these wild bandits of the forest. The tigers would certainly find a steam roller difficult game to tackle, and, besides, it is presumed that the noise made by the steam engine would cause the creatures to keep a respectful distance, or that, if they should push their inquiries imprudently, the probability is, as George Stephenson said before the committee of the House of Commons, concerning the danger of cows getting on the line, that it would be so much the worse for the tiger. There is another advantage also, namely, that the engineer and stoker, being placed in the middle of the steam-rolling machine, might easily be housed over, and have loop-holes through which they could, in case of extreme necessity, dispense a few effective steel pills. The noise of these rollers, as well as of the steam omnibuses which have been tried lately at Nantes and in Paris, is so great that horses are terrified out of their wits by it, and the use of both amid general traffic is almost entirely given up. If the tiger's nerves prove very strong, the puff and whistle might easily be elevated to a shriek that would probably send the astonished marauders to their lairs with their tails between their legs.

Births, Marriages, and Deaths.

(Announcements for subscribers are made free of charge.)

BIRTHS.

GALTON—On the 18th January, at Foochow, the wife of W. P. Galton, of a daughter.

SYMINGTON—On the 28th Feb., at Woolwich, the wife of Captain Symington, of the ship Northfleet, of a son.

MARRIAGES.

BARNES—SMITH.—On the 17th January, at St. John's Cathedral, Hong Kong, Leonard Barnes to Sarah Ann Smith.

RAWLING—WITHERS.—On the 10th Feb., at Stoke Church, Devonport, by the Rev. J. W. St. Aubyn, rector, Samuel Bartlett Rawling, architect, &c., Hong Kong, to Sarah Bathe, second daughter of the late Robert Withers, Esq., of Bath.

DEATHS.

CAREY—On the morning of the 23rd January, at Shanghai, after 15 weeks of intense suffering, Marian, the beloved wife of H. W. Carey, of Hankow, in her 29th year.

GUNAWAY—On the 20th January, at the General Hospital, Hong Kong, George Gunaway, Corporal, R.E., aged 32 years.

KENT—On the 20th January, at the General Hospital, Hong Kong, John Kent, Sergeant, R.E., aged 32 years.

ROACH—On the 19th January, at the General Hospital, Hong Kong, John Roach, Private, 2nd Batt., 11th Regiment, aged 26 years.

RICHARDSON—On the 12th Jan., at Swatow, China, John Walter Richardson, youngest son of the late Thomas Richardson, Esq., W.S., Edinburgh.

TORREY—On the 30th Dec., at Manila, Rollins Torrey, Esq., of Boston, U.S.A., of the firm of Russell and Sturgis.

9th REGIMENT—At Hong Kong, M. Walsh, Private, 2nd Batt.; W. Rutherford, Private, 2nd Batt.; J. Powell, Private, 2nd Batt.

EXCHANGES ON LONDON.

[For dates, see first page.]

		Bank.	Private.
At Yokohama	6 months sight.		
At Shanghai (per Tael.)	6 ditto	6s. 2¼d.	6s. 3d. to 6s. 3¼d.
At Canton, At Hong Kong, At Macao	6 ditto	4s. 7¾d.	4s. 8¼d. to 4s. 9d.
At Singapore	6 ditto		
At Manila	6 ditto		

At Shanghai, Bills on India, Rs. 298 to 299 per 100 taels. At Hong Kong, Rs. 217 to Rs. 218 per $100. Bar Silver at Shanghai, 111 taels; at Hong Kong, 10½ per cent. prem. Mexican dollars at Shanghai, taels 73 per 100 and Exchange on Hong Kong, 27 discount. Hong Kong and Shanghai Bank shares, 11 per cent. prem.; Gas Company in demand by Europeans and Chinese at 30 per cent. prem.; Hong Kong and Whampoa Docks, 40 prem.; H. C. and M. Steam Company, 20 per cent. dis.

EXPORT OF TEA AND SILK TO GREAT BRITAIN.

1865-66.

	From Kanagawa.	From Shanghai.	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales.
From June 1 to Dec. 31, 1865	1722939	45263818	42586500	747284	11401339	101721880	53207
Corresponding period last season	890895	49579814	41324756	453017	8478750	100727232	30050

Digitized by Google

SHIPMENTS SINCE.

	Ship.	From.		
Jan. 1 ...	Ottawa (mail str.)	... Shanghai, &c....	... —	1,424
— 9 ...	Ocean Spray	... ... Foochow	 437,980	

TO UNITED STATES.

							Piculs.
From June 1 to Dec. 31, 1865	...	...	...	...	...	20515711	115
Corresponding period last season.....	...	...	...	...	...	9055160	—

SHIPMENTS SINCE.

Jan. —	Gem of the Ocean	...	...	...	...	...	...	...	74

TO THE CONTINENT.

							Bales.
From June 1 to Dec. 31, 1865.....	...	...	...	...	...	352900	...
Corresponding period last season.....	...	...	...	...	...	488624	...

TO SAN FRANCISCO.

						Tea pkgs	Boxes.
From June 1 to Dec. 31, 1865	...	...	...	...	...	23425	407
Corresponding period last season.....	...	...	...	...	...	22723	56

SHIPMENTS SINCE.

Jan. 8 ...	Oracle	...	...	...	...	...	1653	24

TO AUSTRALIA.

From June 1 to Dec. 31, 1865	8,790,715
Corresponding period last year	2,160,238

SHIPMENTS SINCE.

Jan. 7 ...	The Cedars	... Foochow	... ...	430,760
— 12 ...	Ceres	... ... Hong Kong	... ...	216,920

TO GREAT BRITAIN.

From 1843 to 1844.....	...	...	...	51,022,600	...
„ 1845 to 1846.....	...	...	...	57,334,200	18,604
„ 1850 to 1851.....	...	...	...	63,972,000	22,143
„ 1853 to 1854.....	...	...	...	77,327,800	61,280
„ 1855 to 1856.....	...	...	...	92,240,300	50,480
„ 1857 to 1858.....	...	...	...	76,990,255	68,311
„ 1858 to 1859.....	...	...	...	65,789,792	83,136
„ 1859 to 1860.....	...	...	...	85,560,452	64,163
„ 1860 to 1861.....	...	...	...	90,066,160	70,644
„ 1861 to 1862.....	...	...	...	109,854,040	79,199
„ 1862 to 1863.....	...	...	...	121,273,580	72,848
„ 1863 to 1864.....	...	...	...	117,463,586	46,605
„ 1864 to 1865.....	...	...	...	121,236,870	32317

EXPORT OF SUNDRIES TO GREAT BRITAIN.

	Cotton Piculs.	Wool Piculs.	Camphor Piculs.	Cassia Piculs.	Aniseed Oil Boxes.	Japan Wax Piculs.
From June 1 to Dec. 31, 1865...	...	26	1187	2769	113	...

TO THE CONTINENT.

	Cassia Piculs.	Aniseed Oil Boxes.	Camphor Piculs.	Preserves Boxes.	Galangal Piculs.	Crackers Boxes.
From June 1 to Dec. 31, 1865..	20260	36	...	489	235	4543

TO THE UNITED STATES.

	Crackers Boxes.	Matting Rolls.	Fans Boxes.	Cassia Piculs.	Silk Pongees Pieces.	Wool Piculs.
From June 1 to Dec. 31, 1865...	81263	15924	1474	3905	...	...

SHIPMENTS SINCE.

Jan. 6 ...	Antelope	500	1711		
	Gem of the Ocean	5541	2326	... ...	100

TO SAN FRANCISCO.

	Emigrants Number.	Sugar Piculs.	Rice Piculs.	Crackers Boxes.	Matting Rolls.	Opium Prepared Taels.
From June 1 to Dec. 31, 1865 .	47	5383	123512	1700	3795	209300

SHIPMENTS SINCE.

Jan. 8 ...	Oracle	...	Hong Kong	21,125	...	...	...	13,000

TO AUSTRALIA.

	Emigrants Number.	Sugar Piculs.	Oil Piculs.	Matting Rolls.	Prepared Opium Taels.	Crackers Boxes.
From June 1 to Dec. 31, 1865 .	...	...	707	1402	1200	...

The picul is 133⅓ lbs. weight; the tael at Shanghai is equal to 1 dollar and 40 cents. and is divided into decimal parts of ten.

SHIPPING INTELLIGENCE.

ARRIVALS.

At HONG KONG.—From London, January 27, Fiery Cross, Sovereign of India, Dilpussund; from Liverpool, 17, Her Majesty; from Cardiff, 24, John Rennie; from Shields, 17, Lark.

DEPARTURES.

From HONG KONG.—For London, January 18, Agincourt; for Havre, 19, Taffarette; for Bordeaux, 19, Reconaissance.

COMMERCIAL POSTSCRIPT.

The applications for shares in the Imperial Land Company of Marseilles will close this day for London, and to-morrow for the country.

The dollars brought by the West India steamer have been sold, partly for shipment to the East and partly for refining, at 59¼d. per oz., establishing a decline of ⅛d. from the last price. Bar silver is very flat; 60⅛d. is the nominal price, but there is hardly anything doing.

ARRIVALS NOT INCLUDED IN THE TABLES.—March 2, at Brouwershaven, from Batavia, Æolus.

DEPARTURES.—March 2, from Shields for Singapore, Mirella; 4, for Hong Kong, Summer Cloud; 3, from Liverpool for Yokohama, Recife; 6, from London for Cardiff and Ceylon, Hoogley.

CASUALTIES.—The Lucy E. Ashby, from Shanghai for New York, was stranded on the reef in the Pernambuco roadstead, Feb. 12. About 1,300 packages of tea have been saved, but mostly in a damaged state.

SPOKEN.—Sentana (?), Falmouth to Hong Kong, 42 days out, Jan. 21, 19 S., lon. 32; Elizabeth Cushing, Newport to Galle, Jan. 28, 50 N., 7 W.; Benefactor, New York to Hong Kong, Feb. 7, lat. 37, lon. 58.

MISCELLANEOUS.—The Admiralty have invited tenders for the conveyance of 23 tons naval, 11 masts, and 50 small spars; 43 tons naval timber to Hong Kong, and also of 53 tons (principally combustibles) to Trincomalie, both from the River Thames.

DUTCH AGGRESSIONS IN SUMATRA.

(To the Editor of the *London and China Telegraph.*)

SIR,—"In matters of finance and business we have the highest opinion of the honour and integrity of the Dutch nation, and we hope they will not sully their fair fame in acting in this dishonourable manner towards a weak State in the Far East. The day may come when some strong enemy may try to crush them, and how can they expect leniency in Europe when they give none in Sumatra?" These are the concluding lines of an editorial on "Dutch aggressions in Sumatra," which appeared in your issue of 27th November last, and, whilst accepting your compliment as merited and meant, I shall attempt to show that you have hastily and without proof accused the Dutch nation of acting in a dishonourable manner. I wish, as much as possible, to deal with facts, as these, once established, render deductions easy and discussions unnecessary.

In the first place, there is but one independent State in Sumatra, and that is Acheen; no neighbouring State or province of the island is a dependency of that kingdom. This is proved by the book written by Mr. Anderson, who was charged by the Governor of Penang to make treaties with the various chiefs of Sumatra in 1823. It was then acknowledged that all the States on the East Coast, from Siak to Temiang, were dependencies of the former; and, consequently, Mr. Anderson requested and obtained permission from the Sultan of Siak to make treaties with the various chiefs. According to this, it is evident that these provinces were at that period, at any rate, dependencies of Siak. I will now proceed to show the claim Holland has upon the latter State.

In 1745 the Sultan of Johore, who was also Sovereign of Siak, ceded this country to the Dutch East India Company. In 1759 a conspiracy was formed against the Europeans; the fort at Siak was taken by treason, and the whole garrison murdered. In 1761 the country was re-conquered by force of arms, and subsequently Rajah Alam was placed as Sovereign on the throne, the succession to which was assured to his heirs on certain conditions, the principal of which was the acknowledgment of Dutch supremacy. All the succeeding Sultans of Siak have, without a single exception, recognised the Dutch authority, and the Dutch have never abandoned their right to the country. In 1856, in consequence of a serious quarrel between the Sultan of Siak and his elder brother, the former sought assistance from Singapore, and engaged the services of a Mr. Wilson, who armed boats and enlisted men at that port to carry on the war, and who afterwards sought to impose such onerous conditions upon the Sultan that the latter begged the Dutch to interfere. The consequence was that Mr. Wilson retired from Siak, and an assistant resident was stationed there at the express desire of the Sultan, the chiefs, and the people. It was then, however, high time that the prerogatives of the ancient kingdom should be asserted, or similar acts of filibustering (for the Wilson expedition was nothing better) might at any time disturb the peace of the coast, and, therefore, the Dutch gradually, but without the use of coercion, or firing a single shot, extended their influence along the coast, which they had a perfect right to do under the provisions of the treaty of 1824, and the understanding expressed in the supplementary correspondence.

The "dereliction of duty" of the then Governor of the Straits Settlement (1856) is easily accounteds for. He knew that the Dutch possessed rights to Siak, and he also knew that he was not justified, by the Foreign Enlistment Act, to allow an armed force to be recruited and equipped in Singapore for the purpose of invading a country where the Dutch supremacy was recognised, without the knowledge and consent of the Government, either of Holland or of Java. I now come to the assumed rights of Acheen over Delhi, Assahan, &c. Taking advantage of the distracted and weak condition of the Government of Siak, the Acheenese invaded Delhi and some other small States along the coast, among which was Assahan. But all of them threw off all allegiance to Acheen, and Assahan was reconquered by Siak fifteen years ago; it never acknowledged the Acheen flag as its own, neither did the Rajah of Assahan make use of any title which would prove him a dependant of Acheen. How you can reconcile the two statement which appear within five lines of each other in your leader I do not pretend to understand. You first of all call Assahan "a dependency of the ancient kingdom of Acheen," and immediately afterwards speak of "that independence provided (for the Rajah of Assahan) by the convention of 1824." Now, there is not the slightest mention of Assahan in the treaty of that year, nor in the supplementary correspondence, and the mention that is made of Acheen does not authorise the plea that the independence, spoken of in the Dutch note ("de manière que cet état—Acheen—sans rien perdre de son indépendance," &c.) applied to countries which were not under its control, and belonged to another Power. I am aware that some people in the Straits Settlements have been in the custom of pointing their fingers triumphantly at the 9th article of the treaty of 1824, and of asserting that the Dutch have no right to form any other set-

Digitized by Google

tlements on the island of Sumatra besides those then ceded by the British; but such shallow pretentions only prove them ignorant of the first principles of international law, and blind to all principles of justice and "fair play," a word of which the English are especially fond.

Having, I trust, proved that the political position of the Penang petitioners and of your article is not tenable, I will proceed to the commercial, and hope to demonstrate that "the odious system of double duties on all imports and exports" does not exist at Siak, nor anywhere else along the east coast of Sumatra, and that "the mild sway of an enlightened native prince, who, though not recognising the principle of free trade, yet levied a tariff of duties of a more liberal character than any which the Dutch have in their own ports," exists, alas! only in the lively imaginations of your informants, whoever they may be. In the first place, the Dutch did not supersede the Sultan of Siak in 1859. He was allowed to carry on the government of his own country; the duties which are levied there are levied by the Sultan under a tariff, which is as limited as it is liberal, and a copy of which I enclose. The Dutch have never levied a cent of duties on imports and exports at Siak. I now turn to Assahan, under "the mild prince." His tariff of duties (the right of levying which is farmed out to a Chinaman) comprises nearly everything, but there is one article of trade from his port which must enlist the sympathy of all Europeans. Not less than ten thousand slaves were annually exported from Assahan to the native States of the Malay Peninsula, and to the British possessions—Penang, Malacca and Singapore. This is a fact which can be proved, and not contradicted, and it is a slur on the Government of the Straits Settlements not to have discovered and put a stop to a trade which civilisation has, long since, stamped with ignominy.

Finally, what is the value of the trade between Sumatra and the British settlements since the aggressions of the Dutch? Has it increased or diminished? This is, after all, the test upon which the accusations must stand or fall. I extract the accompanying table from the *Straits Times* of the December, and if this does not prove the utter fallacy of the arguments of the Penang memorialists, I am at a loss to know what evidence to adduce. A trade which shows such results—an increase of 15 per cent. in imports and 36 per cent. in exports in four years—cannot be fostered by "monopolies and double duties," and it would be well for the Penang merchants if, before they make such sweeping and unfounded assertions, they would study the lists of imports and exports. You will, I hope, now acknowledge that you have been misled, and that you wrote your attack upon the "dishonourable conduct of the Dutch" under a false impression. I leave it to your sense of fair play to give insertion to this letter, which I would willingly have reduced to more moderate proportions had the importance of the subject discussed enabled me to do so.—I am, Sir, your obedient servant, J. C.

Singapore, Jan. 30, 1866.

NOTE.—The above letter will be noticed in our next issue, 16th, and in the meantime we shall be glad to have the opinions of persons resident in this country on the subject.

H.M.S. *Adventure*, with Admiral King on board, arrived at Hong Kong from Yokohama on the 15th January, having called at some other ports *en route*. We are glad to find that, unlike his predecessor, Admiral King seems able to resist the Ichibou temptations offered by a lengthened sojourn in Japan, and recognises the necessity of visiting the various portions of his station.

Parliamentary Intelligence.

HOUSE OF COMMONS.

THE EXCHANGE QUESTION IN JAPAN.

(Feb. 27th.) Lord STANLEY asked the Chancellor of the Exchequer whether his attention had been called to statements made in the *London and China Telegraph* of the 5th Feb., in reference to the exchange question in Japan; and asked him to produce a copy of the report made by Mr. Arbuthnot, of the Treasury, on the operation of the present system of appropriating the profits arising out of the exchange; and whether any sums had been carried to the credit of the public accounts out of the profit arising from the difference between the current value of the Japanese ichibou and the rate at which it was supplied to the naval, military, and civil services.—The CHANCELLOR of the EXCHEQUER said a literal answer to the noble lord's question was very easily given. His attention had been been called to the statements in the *London and China Telegraph*. There was no objection whatever to produce the reports of Mr. Arbuthnot, and in point of fact it was on those reports that he advised the House to rely for the purpose of obtaining a knowledge of this intricate but interesting question; and he had to state that no sums had been carried to the credit of the public accounts out of the profit arising from the difference between the current value of the Japanese ichibou, and the rate at which it was supplied to the naval, military, and civil services. But he thought he ought to add some words of explanation, because the answer he had given would be no answer at all except to the noble lord and those who had given attention to the subject. By the treaty with Japan there was a stipulation that all foreign coin should pass in that country at its corresponding weight in Japanese coin of the same description. Either from the orders of the Japanese Government, or the prejudice of the people, it was found that the dollars in which our officers were paid did not obtain currency in Japan. They were totally unavailable as an instrument of ordinary exchange for the purposes of subsistence. On the discovery of that fact there was a communication with the Japanese Government, and an arrangement was made by the Japanese Government to the effect that the dollar should stand at a certain fixed value to the ichibou. The effect of that exchange was of very considerable value to the services, because the fixed value was higher than the current rate of exchange. The principle of the exchange was that it should be at a rate that would cover the cost of coining, and be equivalent to the weight of metal, that principle being entirely conformable to the article in the treaty When this great advantage came to the knowledge of the Government at home, the matter was examined by Mr. Arbuthnot, of the Treasury, who, besides his other excellences, was a perfect master of every question connected with the currency. He investigated the matter to the bottom, and in consequence the Treasury made a communication to the Foreign-office, and the general effect of that communication was, that the practice ought to be abandoned. A good deal of correspondence, however, took place on the subject, especially between Mr. Arbuthnot and Sir Rutherford Alcock, before a conclusion was definitively arrived at, but when the Treasury had arrived at a definitive conclusion, the Foreign-office gave effect to it. When that had been done it appeared that the Japanese Government decidedly objected to the arrangement. They represented the matter strongly to Sir Rutherford Alcock, and he on his own responsibility altered the arrangement, so strongly was he impressed with the policy of adhering to it. It became, however, in the course of time known at home, that in October, 1864, Sir Rutherford Alcock had reverted to the system of privileged exchange. After he had done so the matter was again taken in hand by the late Mr. Arbuthnot, who was about to make another report upon it at the time of his death. Amongst the merchants there were two parties, one in favour of the change and the other against it, the Japanese Government being decidedly of the same opinion as the latter. In reference to the statement that the French Government carried the profit to public account, he was not aware that such was the case, and with regard to the Prussian Minister having refused to participate in the exchange, he believed this arose through a quarrel between the Minister and the Japanese Government. At the present moment there seemed to be but two courses open, either to let matters remain as they were, or to let them continue and carry the gain made on the exchanges to the credit of the public account. There was, however, this difficulty—the scale of official salaries had in the first instance been fixed too low, and was now in consequence of the rise of prices found insufficient, and this lucrative system of exchange, which had had an accidental and irregular origin, had prevented a general demand for an increase of salaries. Mr. Arbuthnot thought that the proper course would be to establish a free mint in Japan; but the concurrence of the Japanese Government to such a step was not a thing that could be arranged in a day.

THE NAVY ESTIMATES AND THE FLEET IN CHINA.

(March 1.) Hon. H. G. LIDDELL said before this discussion closed he wished to address one or two remarks to the Government, and particularly to his noble friend, on a totally different subject. His noble friend in his opening speech informed the House that they would be surprised if they knew all the demands which were constantly made on the Admiralty for increased assistance in various parts of the world, and particularly in China and Japan. He heard that statement with great apprehension, and he took this opportunity of expressing an earnest hope that these demands would not be continued. (Hear, hear.) The Committee would be startled to know that our fleet in those parts had mounted up on the 6th of last month to no less than 46 vessels of war. (Hear, hear.) The Committee would see that the question which they were now considering was the question of national expenditure. Now he would simply ask was this gigantic fleet necessary in those seas, because we had treaties of peace and commerce with China and Japan,—very peaceable countries, and a considerable number of years had elapsed since those treaties were signed, and he presumed they contained the ordinary stipulations that security for life and property would be afforded to the nations trading with them. He should be told that the object of this large fleet was to put down piracy which was very rife in those seas. But were we to support this extraordinarily large force in order to relieve China and Japan from the necessity of maintaining the police of their own seas? (Hear, hear.) It was time for us to consider that we were taking upon ourselves a gigantic expense, and taxing the people of this country for doing that which the Chinese and Japanese Governments were bound to do. (Hear.) While a large fleet was being maintained on the coasts of China and Japan, in two other parts of the globe the interests of British subjects were imperilled by the want of men-of-war. The first of those cases was that of the Chilian blockade, where, although the Spanish fleet left Callao on the 17th of September avowedly to blockade Valparaiso, Commodore Hardy, who was in command of the English squadron at Callao, sent none of his vessels to watch over the rights of British subjects. The second case occurred during the recent outbreak in Jamaica, where Governor Eyre was, on the 20th of October, obliged to charter a French steamer to carry troops to Port Morant. Valparaiso was a central naval station, as was also Jamaica, and he thought that some of the vessels now employed in guarding Japanese and Chinese commerce could with great advantage be stationed at either of those places. (Hear, hear.)—Mr. SEELEY (Lincoln) complained of the manner in which the Admiralty accounts were presented. It was very desirable that all the dockyard accounts should be presented in a manner enabling the reader to at once perceive what the expenses at each yard were. The accounts of the various dockyards were, it was true, contained in the Estimates, but there was no one account by perusing which members could understand what proportion the expense of building a ship at one dockyard bore to the expense of building one at another. There should be such an account by which the difference of expense between building ships at public and private dockyards could also be shown. (Hear, hear.) There was another question on which he wished to offer a few remarks. Certain statements with reference to the Admiralty accounts which he had made during last year had been contradicted in a pamphlet issued in June last by the authority of the Lords of the Admiralty. It would occupy the House too long if he entered into any statement on the subject, but he asked the noble lord (Lord C. Paget) to allow the persons who drew up the Admiralty report to confer with his (Mr. Seeley's) secretary, who had drawn up the statement which he had made. If they could not come to an agreement on the points in dispute, the question could then be referred to a professional accountant named by any gentleman on the Treasury Bench. He also asked the noble lord if he continued to buy the same species of anchors as he did last year.—Colonel SYKES (Aberdeen) fully agreed with the hon. member for Northumberland (Mr. Liddell) in the remarks which he had made with reference to the large squadron maintained on the coasts of China and Japan. The fleet on the Chinese and Ja-

Digitized by Google

panese coasts consisted of 47 vessels, 44 of which were armed steamers. He believed that no hon. gentleman present understood what the meaning was of keeping up such an immense naval establishment in that part of the world. The Chinese Government was not hostile—at least not openly hostile—to England; and as to Japan, on a recent occasion three English ships of war, assisted by two or three foreign vessels, succeeded in enforcing the execution of a treaty signed by the Emperor of that country. The coast of China was about 2,000 miles in extent, and was throughout its whole extent infested by pirates. English ships of war could not pursue the pirates' junks into the shallow creeks, and they were therefore almost entirely useless in checking piracy. Besides, it should be remembered that these pirates principally confined themselves to attacking vessels belonging to their own countrymen, and rarely molested an English ship. Some time since an English man-of-war did succeed in capturing a pirate vessel, and brought the crew into Amoy, when the captain delivered them over to the Chinese mandarins. Some of the crew managed to obtain money to bribe the authorities, and the result was that while the rest of the crew were put to death the four men who had bribed the mandarins escaped all punishment. It would appear from this that the effect of keeping up an English fleet on the Chinese coast was only to put money into the pockets of the mandarins. (Hear).

TELEGRAPH AND POSTAL SERVICE TO INDIA.

(Feb. 27th.) Mr. CRAWFORD moved for a Select Committee to inquire into the practical working of the present system of telegraphic and postal communications between this country and the East Indies. After some preliminary remarks on the growth of our commerce with the East Indies, and the consequent importance of rapid communication, to show the defects of the present telegraphic communication, he told some amusing stories of the blunders which had been made in the transmission of messages, some of which were very costly in their consequences to the senders or receivers. He described the routes by which the messages were sent, and ascribed the delays and blunders to that portion of the line which lies between the western frontier of Turkey and Bagdad, surmising that Russian and French jealousies prevented remedies being applied when complaints were made. He sketched out a new route of telegraphic communication by way of the Mediterranean and Egypt, which he believed would be speedier and more reliable, and which, at least, would give the commercial community the advantage of a second route. Passing on to the postal communication, of the defects of which also he gave a minute description, he pointed out that it rested on a contract with the Peninsular and Oriental Company made some 13 years ago, and though that company had, generally speaking, performed its service well, many of its vessels were not quite up to the speed which recent improvements had led us to expect; and, moreover, it had practically speaking, a monopoly of communication in this part of the world. He recommended that when the proper time came the services to Bombay, Calcutta, China, and Australia should be separated, and separate senders invited for each, so that the commercial community might have the advantage of the work being done on the most economical basis.—Mr. HORSFALL seconded the motion, though he inclined to think that the inclusion of the postal system made the inquiry too wide in its scope. He recommended the employment of English signallers, and pointed out the political advantages of an improved telegraphic communication.—Sir C. BRIGHT expressed his disappointment at the comparatively small advantages reaped by the commercial community from a line which had cost so much money and pains to lay. He attributed the failure, not to the Turkish Government, which he believed to be honestly desirous to carry out the convention, but to the local authorities, and criticised the construction and working of the Indian line from Kurrachee to Bombay.—After a few remarks from Mr. MOFFATT in vindication of the enterprise of the Peninsular and Oriental Company, Mr. CHILDERS admitted the importance of the question, but, when fault was found with foreign Governments in whose hands the lines were, they ought to recollect that the working of telegraph lines had not arrived at the same point of perfection in those countries that it had attained in England. However, if Mr. Allan's system proved successful, the shortest route to India would be *via* Brindisi. The French Government had established a well-worked system of postal communication between Marseilles and India. It was desirable to inquire how far this service could be made available, and generally how far the whole service at present in operation could be conducted with greater economy, efficiency, and rapidity. For these reasons the Government had no objection to the motion.—The CHANCELLOR of the EXCHEQUER deprecated any attempt on the part of members of the House to use their position in promoting interests or schemes with which they might be connected, but which were really commercial undertakings, and ought to stand or fall upon their own merits.—The motion was then agreed to.

THE MORTALITY OF TROOPS IN HONG KONG.

Gen. PEEL said there is a small reduction on the consolidated allowances which is accounted for by the withdrawal of a regiment from China. I am afraid that there are very few more of that regiment to withdraw. I am afraid that in consequence of the state of the entire regiment, from a total neglect of all the warnings of medical men, this saving will be effected. As I know my hon. and gallant friend the member for Oxfordshire (Colonel North) has taken this question up, and that it will be fully investigated, I will not try to fix blame upon any one; but nothing that took place during the Crimean war, nor anything that took place on the coast of Africa exceeded the neglect exhibited in this case.—Sir. J. FERGUSSON suggested that to the circumstance of the number of the native Indian troops being limited to 178 was owing in great measure the lamentable mortality which had taken place at Hong Kong. Previous to last year one battalion in Hong Kong was exchanged, and it was generally believed that it had been removed in order to save the expense caused by the maintenance of troops placed side by side with the battalion in the Indian establishment. (Hear, hear.) He believed that on every ground of justice it might be maintained that British troops quartered in Hong Kong should be kept on the Indian establishment. The vicissitudes of the climate of Hong Kong and the inroads which it made on the European constitution being taken into account, it was, he thought, but just and right that Indian pay and allowances should be provided for the troops quartered there, as well as for those stationed in India itself. It was, in his opinion, a disgrace to this country and to that House in which such subjects were discussed, not to protest against a paltry saving by which so great an amount of suffering was inflicted upon troops who never shrunk from their duty, accompanied by a mortality unprecedented except in such campaigns as that in the Crimea. (Hear, hear.) When we heard of British battalions which were a few months ago in the highest state of efficiency and numbering 800 or 900 men being reduced to little more than 100 effective soldiers it could scarcely be denied that there was a degree of disgrace attaching to such a state of things which ought not to be passed slightly over. (Hear, hear.) As to the precise person upon whom blame rested in the matter it would be well, of course, to await the production of papers before discussing that point; but the vote under consideration presented, he thought, a fitting opportunity for asking the noble marquis whether the native troops were withdrawn from Hong Kong in order to reduce the pay and allowances of the officers at the station from the Indian to the ordinary rate of pay, and whether it was proposed to send back the native forces to perform the duties previously discharged by that description of troops. (Hear, hear.)—Colonel NORTH hoped that notwithstanding the appeal of the hon. and gallant general, a debate would not ensue on the subject to which his questions related. (Hear, hear.) It was much too serious a matter to be dealt with in the shape of mere question and answer. (Hear.) He had given notice of a motion on the subject, and as the papers with respect to it would be in the hands of members to-morrow, it was desirable that no further remarks should be made upon it until it was brought regularly with full information before the House. (Hear, hear).—Colonel P. HERBERT concurred in that view, and moved that the Chairman report progress.—The Marquis of HARTINGTON expressed a hope that the hon. and gallant gentleman would not press his amendment, but would allow the votes for the men to be taken. As it was the intention of the hon. and gallant member for Oxfordshire to call attention to the unhappy mortality among the troops stationed at Hong Kong, it was, he thought, desirable that nothing further should be said on the subject that evening.—Sir W. JOLLIFFE thought the case was one of so awful a character that the vote ought to be postponed in order that the discussion might be taken upon it.—Mr. O'REILLY did not see why that discussion should be raised on the present vote more than upon any other vote. He trusted, however, that the noble marquis would not proceed with the vote for pay and allowances that evening, as it involved numerous matters of detail.—Colonel NORTH said he had no hesitation in stating that he should hereafter move for a committee of inquiry into the recent mortality at Hong Kong. He thought it one of the most deplorable cases that had occurred since the Crimean war. Great blame attached to some quarter, and in the interests of the army the matter ought to be thoroughly and minutely sifted. (Hear, hear.)

EXHIBITION OF ORIENTAL PICTURES.—Herr Hildebrandt, a well-known Prussian artist, has lately made an extensive sketching tour in the Far East, and the results of it, in the shape of nearly two hundred water-color drawings, are now being exhibited at the Gallery of the Institute of Painters in Water Colors, in Pall Mall. In the strange and distant worlds of China and Japan, Herr Hildebrandt has travelled, and has given us transcripts of scenery and character which only the pencil of an artist can render. The visitor could not see life on the Thames by taking his stand on London Bridge, or on a pier at Blackwall, more vividly than he may see Canton life on the river as painted by this artist. Whampoa, on the River Canton, is bathed in sunlight, but no feature is obscured or painted away for effect. Peking, so lately a mystery to Europeans, is brought before us—the city itself, its main street, its Circular Street, its quaint house aspect, its out-door life, pagoda, river and ships—with a vividness which satisfies the utmost thirst of the curious. Herr Hildebrandt has exactly the pencil for an explorer of unknown places. He gives us, if we may so speak, the splendour of art without vagueness; he does not imagine pictures; he does not create effects for the walls of an exhibition; he depicts the very aspect of the reality. The visitor to his gallery sees again what he has seen if he has visited the places represented, or what he will see should business, or duty, or pleasure lead him to China and Japan. The bridge, the canal, which you cross to approach the Summer Palace of Peking, which lies over among the low trees, appear on the artist's cardboard in temperate reality, while in another picture the fair sails of the grand ships on the Foo-chow-Foo river float like apparitions on the clear water, while the sun sets with inexpressible loveliness and effects which no mechanical apparatus can render, and very few artists paint. Courts of Law, Temples of the Heavens, Joss Houses, Streets of the Pirates, streets, barges, sing-songs, inhabitants of every style of manner, age, pursuit, and physiological peculiarity, are represented with different degrees of finish, many being, no doubt, caught as it were on the wing, as the artist found them on bank and boat as he passed down the rivers. Japan is depicted with no less variety and interest, and, indeed, some of the best finished and most pleasing pictures in the whole collection are the views of Yedo, Yokohama, and Nagasaki, in which the peculiar characteristics of the scenery are portrayed with admirable fidelity.

PICTURE OF THE SIAMESE AMBASSADORS AT FONTAINEBLEAU.—At the last annual exhibition of paintings in Paris one of the most remarkable pictures was that by Gerome—just elected, by the way, a member of the French Academy of Fine Arts—representing the reception of the Ambassadors or the Kings of Siam by the Emperor and Empress. As regards the Embassy, the painter achieved a great success, in spite of the awkward attitudes and positions of the principal figures, who are on all fours, in a procession which reaches nearly all across the canvas. M. Gerome has caught the expressions of the countenances so happily, and has rendered the dresses so brilliantly, that the group is highly interesting; the face and figure of the boy, son of one of the Ambassadors, are admirable. The Siamese were delighted with the picture, and insisted on having a copy made and sent to Bangkok for the King. The artist has just completed a reduced copy for this purpose, and is said to have been very successful in plagiarising himself. It was a pity not to have done the thing imperially, and made the reproduction of the full size, for no amount of art can give the same bold effect in a diminished space, and boldness more than highly artistic finish would be of importance in the present case. We have no doubt that the representation of the curious and glittering ceremony will cause at least as much sensation at Bangkok as it did in Paris, but we trust that the painter will escape the White Elephant.

Digitized by Google

NOTICES TO CORRESPONDENTS.

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be authenticated by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

REGISTER is kept of the addresses of all persons connected with the FAR EAST, and reference can be made to the same by personal application at the office or by letter.

Any information required by Subscribers, in reference to Commercial or General matters in CHINA, JAPAN, SINGAPORE, *and other parts of the* FAR EAST, *will be supplied on application at the Office, where files may be seen of the Journals published in those countries.*

THE LONDON AND CHINA EXPRESS.

PUBLISHED on the departure of the Mails *via* Marseilles on the 10th, 17th, and 26th, contains a Summary of European, American, and General News; Commercial and Shipping Reports, and Special notices of Trade with the FAR EAST.

Subscription 54s. per annum, including Postage. Export Supplement 12s. extra.

The London & China Telegraph.

LONDON, WEDNESDAY, MARCH 7, 1866.

THE JAPANESE EXCHANGE QUESTION.

IN our Parliamentary intelligence it will be seen that Lord STANLEY has called attention to the statements made in the *London and China Telegraph* of Feb. 5 in reference to the Exchange scandal in Japan. To the uninitiated the reply given by the CHANCELLOR of the EXCHEQUER to Lord STANLEY's question on this subject will doubtless appear highly satisfactory. But although it may have been sufficient for the exigencies of the moment, we are by no means content to accept it as conclusive, and must in fact take exception to several portions of it. Mr. GLADSTONE'S attention *had* been called to the statements in the *London and China Telegraph*, and there was no objection whatever to the production of Mr. ARBUTHNOT'S report. No portion of the profits arising from the Ichibou exchange had as yet been carried to the public accounts, but the whole would be in future. So far, so good. It is at all events satisfactory that the system of appropriation which has developed such evil results as those exposed in our previous articles on the subject is to come to an end, but there are some strange inconsistencies in the "explanation" volunteered by Mr. GLADSTONE as to the origin and past working of the system, which should be pointed out. "It was found," says Mr. GLADSTONE, "that the dollars in which our officers "were paid, did not obtain currency in Japan." Now these dollars in which officers are paid, are the very same dollars as those imported by English and other merchants trading in Japan, both for mercantile and private purposes; and *are* current there, although certainly at a depreciation, the full weight of which is borne by the merchants. To neutralise or counterbalance the loss by this depreciation, both merchants and officials were originally permitted to exchange stipulated sums at the Treasury, at corresponding weights; why should this privilege have been continued as regards officials, when withdrawn from the merchants? Again, the CHANCELLOR of the EXCHEQUER states that "official salaries were in the first "instance fixed too low, and the profits of this exchange "prevented a general demand for an increase." Can we too strongly condemn a system which, while giving avowedly insufficient emoluments to members of our Legation and Consulates in Japan, permits them to eke out their scanty allowances by a perquisite from the Government to which they are accredited? Would it be creditable to the Foreign-office to cut down the pay of our Embassy, say for instance at Vienna, and seek to supply the deficiency by exchange operations?

It is candidly admitted that Mr. ARBUTHNOT denounced the system, and that it ought to have been discontinued; but we are told that Sir RUTHERFORD ALCOCK persisted in continuing it on his own responsibility, for the alleged reason that the Japanese Government strongly opposed any change. That the Government would be likely to insist on supplying their Ichibous to officials at the rate of three per dollar, when they were in eager demand in the money market at a little over two, it is very difficult to believe. One fact in support of this view is that at Nagasaki, where less pressure is exercised on the Government than at Yokohama, only half the usual sum has for some time been exchanged for English ships of war; the local treasury asserting its inability to provide native coin sufficient for the whole. Moreover, Sir RUTHERFORD was not, and could not be compelled by the Japanese Government to accept the exchange. The truth is that the representatives of other treaty Powers were only too ready not only to accept, but to extort any pecuniary advantages they could from the Japanese; and Sir RUTHERFORD, although he could not avoid seeing the iniquity of the system, had not the moral courage to act independently of his colleagues, and strike single-handed at the root of the evil. The French availed themselves of its advantages to the fullest extent, although the profits accruing to the Legation were not shared by its members, but expended on public works. As regards the Americans, the statement of our correspondent "ICHIBOU" that they have exceeded all others in rapacious greed, can, we believe, be amply substantiated. The Russians made no scruple of threatening the native authorities with violent measures if they were not promptly supplied with Ichibous to whatever extent they chose to demand. On one occasion when a Russian squadron entered Nagasaki, and made an enormous requisition for exchange, the authorities declined to comply on the ground that the demand was exorbitant, and they could not find sufficient coin to satisfy it. Whereupon the Russian Admiral sent a message to the Governor—Hartori Nagato-no Kami—a quiet, peace-loving noble, and a friend to foreign intercourse, to the effect that if "the Ichibous were not forthcoming within a given time, he "would send his marines on shore, to help to find them." The result of this persuasive eloquence need hardly be recorded. Such being the disposition of the representatives of other foreign Powers, we can readily understand that the Japanese, being thus compelled to accede to their insatiable demands, thought but little of granting the comparatively moderate requisitions of our own services; while our Minister, being accustomed in all negotiations regarding treaty rights to act in concert with his colleagues, found himself in a minority on this question, and was therefore reluctant to push it to an issue. The CHANCELLOR of the EXCHEQUER lays some stress on the fact of there being two parties among the merchants, one of which approves of the present system. Among *bona fide* merchants, who are entitled to represent the interests of legitimate trade, we will venture to affirm that it has not one single supporter. Mr. ARBUTHNOT'S scheme of a free Mint would, perhaps, if it could be carried out, prove a remedy for all the evils of the much-vexed currency question; but there are many obstacles to be overcome before it can be established. We repeat, however, that as the privilege was swept away from the mercantile community it should have been abolished in *toto*. The whole thing was vicious, and calculated to cause favouritism and dereliction of duty in both services, from admirals and generals downwards.

To recur once again to the subject of official salaries. Granting our diplomatic officers have been underpaid, and that the exchange profits have been an acceptable boon to them, what claim have the naval and military services for any such advantages? The officer on leave, who goes from Hong Kong to Japan either for his health or pleasure, finds himself in a far cheaper country, as well as a far more healthy one. Why should he be entitled to an emolument denied to his brother officers who remain in the expensive as well as sickly climate of Hong Kong? And on the same principle, what need have the admiral and other officers of a man-of-war of an increase in their pay while at anchor in a Japanese port, which is denied them in China? Although an amendment of the system is promised for the future, these questions regarding the past have yet to be answered; and we still seek an explanation of the circumstances under which the "Ichibou Fund" was organised, and the way in which the plunder—for we can call it little else—was shared. On this last point, and it is perhaps the most disgraceful one in the whole question, we have undoubtedly a right to ask for some explanation from the SECRETARY of STATE for War.

PARLIAMENTARY PAPERS ON JAPAN.

The correspondence relating to affairs in Japan promised in the Queen's Speech has now been published, and we proceed to give a resumé of it:—

By the convention of Simonoseki it was left an open question whether that port should be thrown open to foreign trade, or a money indemnity paid to the allied Powers by the Japanese Government. In Letter No. 1 of the present Blue-book, dated January, 1865, Earl Cowley states to Earl Russell that the French Government would prefer the pecuniary indemnity, as M. Drouyn de Lhuys considered the port as of little commercial value; but that the French Government would defer to the majority of the Powers interested. No. 2 is Earl Russell's reply announcing his intention of awaiting Sir Rutherford Alcock's arrival in England before

Digitized by Google

coming to a decision. No. 7, dated March 30, 1865, is from Earl Russell to Sir F. Bruce enquiring as to the opinion of the United States Government. No. 16 is from Mr. Winchester (received 16th June), conveying the decision of the Japanese Government, to the effect that they preferred paying a money indemnity to opening the port. Mr. Winchester alludes to the embarrassed condition of the Tycoon's treasury, and to the propensity of the Government to levy "squeezes" on trade. He expresses an opinion that the protracted payment of an indemnity seems very like hanging a mill-stone for five or six years round the neck of our own commerce, and suggests that the amount might be reduced, and an equivalent obtained in the form of a revision of the tariff or the opening of Hiogo. No. 31, dated 24th July, is Earl Russell's reply to Mr. Winchester, approving his suggestions, and stating that Her Majesty's Government were willing to remit any further payments of the indemnity, provided some substantial advantages were conceded, the principal ones being the opening of Hiogo and the Mikado's assent to the treaties. Every effort ought to be made, says Earl Russell, to induce the representatives of the parties to the Convention of October 1864, to concur with the British Government in preferring the extension of commerce contemplated in the original treaty of August 1858, to the exaction of the indemnity contemplated in the Convention. It is but just that the great Daimios should partake of the benefits of a commerce which is so beneficial to Japan and so profitable to the Tycoon. The next document of any importance bearing on this subject is letter No. 38, from Earl Russell to Sir Harry Parkes, dated 23rd August, 1865. In this letter Earl Russell alludes to the procrastination of the Japanese in paying the indemnity and to the sums expended by them in strengthening their fortifications, &c. Sir Harry Parkes is instructed that Her Majesty's Government would prefer a large and healthy extension of commerce, as stipulated by treaty, to the payment of money indemnities. But, if the Tycoon prefers the payments, those payments must be made at the times stipulated in the Convention. In no case can Her Majesty's Government allow that the Tycoon's Government should spend its resources in ships, cannon, and armaments, while the payments stipulated by the Convention are delayed upon frivolous and dishonest pretexts. No. 57 is from Sir Harry Parkes, dated 12th Sept., 1865, announcing payment of the first instalment of $500,000.

In letter No. 66, dated 30th October, 1865, Sir Harry Parkes announces that he has succeeded in obtaining the consent of the other foreign ministers to the proposal of Her Majesty's Government, namely that two-thirds of the said money should be remitted in return for the prompt opening of the port of Hiogo and city of Osaca, the ratification of the treaties by the Mikado, and the regularisation of the tariff on a basis of 5 per cent. The representatives of the four Powers agreed that as the Tycoon, with four of the five members of the Gorogio, was then at Osaca, it was expedient to proceed to that port to submit these proposals. The option of accepting them or continuing to pay the indemnity would, of course, be still reserved to the Tycoon; but in the event of the latter maintaining his preference for the indemnity, then its payment in quarterly instalments would be punctually exacted. The letter concludes with a description of the naval forces, which it was arranged should accompany the expedition, the day of departure being fixed for the 1st of November. In letter No. 70, dated 1st January, 1866, Lord Clarendon intimates to Sir Harry Parkes the entire approval by Her Majesty's Government of the proposed expedition to Osaca, and of his intentions regarding the indemnity. Nos. 72 and 74 are from Sir Harry Parkes, announcing the arrival of the expedition at Hiogo, and the progress of negotiations. And in No. 77, dated 25th November, Sir Harry Parkes announces the concession of two of the three points required, namely the ratification of the treaties and the revision of the tariff; while the third, namely, the immediate opening of Osaca was still postponed, the Government preferring to continue payment of the indemnity, which they promised to do punctually as regards the remaining instalments. Finally, in despatch No. 81, Lord Clarendon conveys to Sir Harry Parkes the unqualified approval of Her Majesty's Government regarding the entire operations.

With regard to the division or apportionment of the indemnity money among the four Powers, a long series of letters is published. The French Government in the first instance claimed 140,000 dols. as separate compensation for injuries sustained by French steamers being fired upon at Simonoseki; and it was admitted that America and Holland were each entitled to a similar sum, as compensation for the same injuries, thus making an aggregate sum of 420,000 dollars a first charge on the whole indemnity of 3,000,000 dols. which the Japanese Government had undertaken to pay, and payable, rateably, of course, out of the several instalments as they might be received from Japan. With regard to the mode in which the remaining sum of 2,580,000 dols. should be apportioned among the several Powers, there has been some difference of opinion. M. Drouyn de Lhuys suggested that the division should be made according to the proportion the forces of each Power in Japan bore to the aggregate force of the four. The United States' Minister, on the other hand, contended that as the general co-operation of all the four Powers must necessarily have had great and equal weight, if not in the actual operations, at all events in the measures which preceded them, and afterwards in turning the result to good account, it would be fair to look upon the several Powers as contributing in an equal degree to the success of the common cause, and therefore as entitled to share equally in the indemnity which the Japanese Government agreed to pay. By this latter arrangement England of course would be the only loser. Both France and Holland would, under the first-named arrangement, have received much smaller portions, while America, not being represented by a single ship of war, could hardly have claimed any share at all. Her Majesty's Government however concurred in the justice of an equal division, a measure justly characterised by the Ministers of the other Powers as a very liberal one.

CAPT. CROSSMAN, of the Royal Engineers, who proceeds by the next mail to China, goes out, we believe, at the request of the Foreign-office, to superintend the erection of buildings for the Government service in Shanghai and Japan.

Mr. SIDNEY LOCOCK proceeds by the next mail to Japan, as Secretary of Legation.

THE FINANCIAL AND COMMERCIAL POSITION OF THE STRAITS SETTLEMENTS.

The natural position of Singapore, together with the inherent resources of the Straits Settlements, assure for this very important *entrepot* an encouraging if not rapid development. With the augmentation of European commerce in the East, and of the foreign and native coasting trade between India and China and the whole Eastern archipelago, its trade must obtain proportionate development. The revenue for the official year 1864-65 exhibited indeed but a slight increase over that of the previous twelve months, having amounted to Rs. 1,485,385 against Rs. 1,484,282 in 1863-64; but looking to the sources of the revenue, a very considerable increase in the activity of trade is quite consistent with this state of the accounts. The greater proportion of the revenue is derived from excise, which yielded Rs. 850,982, and from stamps which contributed Rs. 188,766. The expenditure rose somewhat beyond that of the previous year, but the balance of accounts shows a surplus of Rs. 168,787. To that surplus the Straits Settlements light dues collected at Indian ports contribute Rs. 30,000. It speaks most favourably for the Government that the largest item in the expenditure should be that of works of internal improvement and public convenience, calculated as these are directly or indirectly to further the permanent interests of the Straits Settlements, the former, indeed, being of an essentially productive character. The Rs. 44,523 charged in the disbursements for the suppression of piracy is of the same character. The Rs. 120,387 disbursed for law and justice actually exceeds the salaries and expenses of all the civil public departments, amounting to Rs. 117,350. The military charge of Rs. 503,650, or a third of the entire revenue, is manifestly a most serious incubus on the advancement of Singapore, requiring, as it does, both for the increase of its land revenue and the development of its trade, the construction of public works on a more rapid scale than existing financial means allow. Yet the Home Government demands, in the event of the transfer of the Straits Settlements, a still heavier military contribution; a sum even beyond the £63,000 fixed by the Imperial Commissioners as sufficient, and which struck us at the time as an exorbitant sum to be paid annually by the Settlements, looking to the strategical value of the position to this country. This excessive claim threatens to defer the transfer of this important possession; the Home Government is unquestionably sensible of the importance of the acquisition, but appears oblivious of those weighty considerations which point to the advisability, on the ground of expediency as well as justice, of not pressing on the resources of the Settlements to such an extent as would exercise a repressive influence on the development of its trade.

The importance of Singapore, in a mercantile view, may be judged from the amount of shipping that entered and cleared in 1865. The arrivals were 1,697 vessels of 780,794 tons; the departures, 1,629 vessels of 576,527 tons. Of the vessels that entered, 860 of 467,635 tons were British; the clearances under our flag being 873 vessels of 208,585 tons. The Dutch, Hamburg, French, and Danish vessels follow in the order of priority, as to number and tonnage of vessels, in which we have placed their names. No less than 93 French vessels entered in 1865, and 82 departed. Only four Russian vessels entered within the year; seventeen showed the Prussian flag, which is in advance of that of the Portuguese. The Siamese vessels that entered were 48, of a tonnage of 16,699. The fact that upwards of one-half of the vessels that entered and upwards of one-half the tonnage is British; and, notwithstanding that Continental nations are pushing their trade in the Far East, we have no doubt that this proportion will continue to be maintained.

The following is a summary of the Revenue and Trade of the Straits Settlements in the official year of 1864-65:—

Receipts in the official year	Rs. 2,137,147
Add Straits light dues, collected at Indian ports	30,000
	Rs. 2,167,147
Total expenditure	2,160,392
Balance	Rs. 6,755
Value of imports	88,763,762
Value of exports	96,937,038
Balance in favour of exports	Rs. 8,173,276
Increase of imports over those of 1863-64 ..	3,558,209.
Increase of exports ditto ..	13,674,319
Arrivals in 1864-65 .. .. 2,651 vessels of	1,007,269 tons.
Clearances ditto .. .. 2,552 do.	790,406 do.
Increase in arrivals as compared with 1863-64 .. .. .. 344 do.	75,273 do.
Increase in departures ditto 184 do.	28,737 do.

Digitized by Google

PENANG.

The accounts of Penang for 1864-65 show an increase in the permanent sources of revenue, which must be referred to its improving trade. The receipts for 1864 5 reached Rs. 478,800, or Rs. 29,593 above those of 1863-64. The expenditure amounted to Rs. 549,862, exceeding the revenue by Rs. 71,062. The imports, amounting to Rs. 18,048,125, were met by exports valued at Rs. 26,913,634, the former showing an increase over the previous year of Rs. 855,755, and the latter of Rs. 1,224,364. This increase both in revenue, imports and exports, has been realised in face of several disturbing influences, among which the feuds of the Chinese secret societies are prominent. The number of vessels that arrived in the year were 652, of 171,134 tons; the departures 621 vessels of 158,539 tons. Of the former 429 were British, and of the latter 691, representing a still larger proportion in the tonnage, which was 119,764 for entrances and 158,539 for clearances. The Hamburg vessels, of which 31 entered, rank next in amount of vessels, and following these, the Arabian of which no less than 17 vessels entered, of a tonnage of 7,810, the departures being 13 of 6,512 tons. The number of Siamese vessels that entered were 18, but of very light tonnage. French arrivals exhibited a tonnage of 4,600, and American of 3,281.

MALACCA.

The revenue of Malacca for the official year 1864-65 was Rs. 173,062; the expenditure, Rs. 263,932, a deficiency in the former as compared with the previous year of Rs. 1,824, and in the latter of Rs. 31,927, whilst the excess of expenditure was Rs. 90,870. The deficiency in revenue was accompanied by a decrease of Rs. 9,689 in the value of imports, which amounted to Rs. 4,533,160; but exports in the same period, amounting to Rs. 3,683,826, increased in value to the extent of Rs. 87,815. In the year, 302 vessels entered of 55,341 tons, 288 of the number being British. The departures were 302 vessels of 553,400 tons, 288 of these vessels coming under the British flag. The demand made by the British Government on the land-owners, hitherto exempted from assessment, for payment of the same, giving them the option of selling the land, had created some excitement among proprietors, who claim that the agreement by which, in 1828-29, Government bought by means of annuities certain portions of the land, for which the Dutch had charged a small quit rent, implied a release of the proprietors from any demand on the remaining land; and, in fact, no assessment has up to the present time been made.

MORTALITY OF TROOPS AT HONG KONG.

COLONEL NORTH has succeeded in procuring the papers moved for in reference to the troops at Hong Kong, which we shall notice more fully in our next. But we believe that no amount of correspondence will alter the leading mistake of General Guy in being absent from Hong Kong at the time of arrival of the *Tamar* with the reinforcements. It appears that the General was fully aware of the intended despatch of this vessel from England to the Cape, as it is alluded to in his letter of November 12, 1864. It has been stated repeatedly, however, by the officers of the garrison at Hong Kong and by those recently returned from Hong Kong that they did not expect them so soon. This is idle; for with the present means of communication they could be advised in the first instance by the direct mail from this country, and subsequently from the Cape and Singapore, of the despatch of the *Tamar*, and the naval officers on the station could have informed them of her probable arrival at that season of the year. In any case they should not have been landed in Huts or Godowns, nor would they if General Guy had been at his post. The following statement in reference to the mortality of the troops is from the *Pall Mall Gazette*:—

The strength of the 9th regiment, on its arrival at Hong Kong in February, 1865, was 839 non-commissioned officers and men, 47 women, and 77 children. Of these, 48 non-commissioned officers and men, 6 women, and 28 children have died; 139 non-commissioned officers and men, 27 women, and 31 children have been sent home sick, with several orderlies in attendance on them. There remained at the station in January, 1866, only 636 non-commissioned officers and men, 14 women, and 18 children. The 9th also lost two officers, and one was invalided.

On the 31st of May, 1865, the *Tamar* brought from the Cape 25 officers, 702 non-commissioned officers and men of the 11th, with 54 women and 92 children. On their arrival at Hong Kong there was actually no accommodation ready for them. Two companies had to be lodged on board the condemned three-decker *Hercules*, and a few on board the *Princess Charlotte* hulk. The rest were put into sheds at Kowloong, on the mainland, just opposite Hong Kong. Disease and death soon began to appear in their midst. Between the 5th of June and the end of last year 2 officers, 58 non-commissioned officers, 5 women, and 27 children died. 4 officers, 189 non-commissioned officers and men, 22 women, and 35 children have been invalided. Besides this, the 11th has lost all its surgeons; one has died, one is sick, and one is on leave at home.

The hot season in China is returning, and if other European soldiers are sent out to replace the shattered remnant of the 11th regiment, there will inevitably be another tragedy unless special provision be promptly made for their reception. But why should Europeans be employed, at such a risk to health and even life, upon a service which Indian troops could perform not only safely but more efficiently? The cost of the recent mismanagement at Hong Kong has been variously estimated at between £30,000 and £50,000; but that represents only a part of the loss. Good soldiers are not readily replaced, and enlistments are not likely to be encouraged by the news of such a wanton sacrifice of valuable life. It is most important that some member of the Government should give assurance in Parliament that measures are being taken to prevent a repetition of the miserable tragedy of last year. There is another point which demands attention. Cannot some means be devised of keeping British officers in command on Chinese stations from running away to Japan? No doubt the climate and rate of exchange in Japan are very attractive, but the superior officers are setting a very bad example to their subordinates in yielding to such temptations, and some stringent mode must be sought of keeping them at their posts.

THE ICHIBOU EXCHANGE QUESTION.

(To the Editor of *The London and China Telegraph*.)

DEAR SIR,—I am glad to see by the answer of the Chancellor of the Exchequer to Lord Stanley's questions in the House of Commons on the 27th ult. that the remarks made by yourself and correspondents in the *London and China Telegraph* have been brought under the attention of Ministers.

The Chancellor of the Exchequer so far anticipates the production of Mr. Arbuthnot's reports as to inform the country that "that perfect master of every question of finance, having investigated the matter to the very bottom, had made a communication to the Foreign-office, and the general effect of that communication was that *the practice ought to be abandoned.* The Foreign-office desired to give effect to this, but Sir Rutherford Alcock was so strongly impressed with the necessity of adhering to the system of privileged exchange, that on his own responsibility he reverted to it."

Now, Sir, I do not intend to insinuate that Sir Rutherford Alcock is a man to permit his own pecuniary interests to influence his duty as a public servant. There are many who would attribute this to him; I do not. I have had some opportunities of judging, and I believe he has a soul above dollars and cents, ichibous and tempos, £. s. d.; still the question of fact will arise—did or did not Sir Rutherford Alcock himself, and those associated with him in official life, have their incomes supplemented in the manner detailed in my former letter to the extent of 50 per cent. by this recurrence to the system of privileged exchange?—a system which Sir Rutherford Alcock took upon himself to continue, despite Mr. Arbuthnot's report and the Foreign-office resolution founded thereon, that it ought at once to be abandoned. If this question be answered in the affirmative, as I avow it must, the opportunity of scandal of self-interested motives (however unfounded) against the Minister of our country in Japan is proof enough that he did wrong, that the Government did wrong in permitting him to do it, and that that wrong should be immediately abandoned.

The only difficulty in the way of the abandonment of the system is stated by the Chancellor of the Exchequer to be that the official salaries, in the first instance fixed very low, are now in consequence of the rise of prices found insufficient, and the lucrative system of exchange has prevented a general demand for an increase of salaries. True, Japan is a somewhat expensive place to live in. True, our ministers, our consuls, indeed, all our civil officials, receive salaries which would only enable them to live decently in their respective positions in places where the cost of living is at the minimum. They are all shamefully underpaid, but we are told they are kept from importuning for increase of pay by this arrangement of exchange with the Japanese Government. In other words, British Government officials receive their inducement to continue their services in Japan by a contribution from the Japanese Government of 6s. in every pound of their pay. Can anything be more to the disparagement of the honour of our country in the eyes of the Japanese than that we should enforce ourselves upon them, and yet that our public servants, placed there to protect our interests, derive a considerable portion of their income by the shuffling of the Japanese currency? The change proposed by the Chancellor of the Exchequer I presume to mean this: That the officials shall receive the benefit of the exchange as heretofore, but shall account for and hand it over to their Government, which will recoup it to them in the shape of advance of pay which they must then have, but hitherto have not importuned for. This will appear to the Japanese like an unworthy shuffle; it will not satisfy one of the many serious and admittedly well-founded objections which have been made to the system. But, I would ask, are there not other alternatives? may not the terms of the treaty in respect to the exchange, if enforced or accepted at all, be enforced for all alike? or, failing this, may they not be waived for all, and England, with what grace it may, even tardily follow the lead of Prussia and pay the salaries of its own officers without such extraneous aid?

What, I would just further ask, has become of the charge which has been made and repeated, that, amongst other abuses of which this system has been the parent, £1 per diem has been exchanged for the non-commissioned officers and men stationed in Japan; that they have received the benefit of the exchange on the amount of their pay—one shilling only—and the remainder carried to a fund in which officers have shared in proportion to their rank? I trust when next Lord Stanley reverts to this "interesting but intricate" subject, he will ask if the attention of the War-office authorities has been called to this branch of it.—Yours faithfully,

London, 1st March, 1866. ICHIBOU.

Digitized by Google

THE HONG KONG GAS COMPANY AND THE CEYLON GAS COMPANY.

The following, from the *Ceylon Times*, shows that the Hong Kong Company are about to obtain the contract for lighting Colombo, and we presume a share of the advantage will be accorded to the shareholders which may serve as a recompense against the delay in their dividends alluded to in our last:—

A company is shortly to be established on the joint-stock principle, to be called the Ceylon Gas and Water Company, and its proposals for supplying Colombo were laid before the Municipal Council on Monday last. Its original promoter was Mr. J. J. Grinlinton, who furnished the Hong Kong Gas Company with data of our requirements in these respects and other information on the subject; and they, having been eminently successful in their operations hitherto, will float the new company in London, a number of shares being reserved for allotment here, and a good local direction appointed. Mr. Grinlinton has been obliged, however, to give up all active connection with the project, in consequence of his official position, and he has therefore handed the papers over to Mr. Robert Dawson, who in conjunction with Mr. J. White, the other local director, is proceeding vigorously with the necessary preliminaries.

The following is Mr. Dawson's statement:—

A Company has been inaugerated in London under the auspices of the Hong Kong and China Gas Company, Limited, and under the same London directors, represented here for the present by J. T. White, Esq., and R. Dawson, Esq., as local directors.

This company is prepared to enter into negotiations at once with the Colombo Municipal Council to supply Colombo with gas and water, on terms which, I trust, the Municipality will find deserving of attention; and on behalf of the company I beg to state that I am ready to enter into negotiations whenever the Municipal Council may be ready to receive the company's proposals. It has been estimated that the ultimate cost of the works for supplying the town adequately with gas will be £50,000.

The company will be prepared to erect 500 public lampposts at an estimated cost of £5 5s. each, equal to £2,625 (the cost in Hong Kong being £5 10s. per lamp), or to charge the Municipality interest at the rate of 6 per cent. on an outlay of say £3,000, equal to £180 per year; to keep the whole 500 lamps lighted, and cleaned and repaired at a charge of 13s. 6d. per month, equal to £4,050 per year (the charge in Hong Kong is $3,30, or 13s. 9d.)—the price to be subject to reduction on supplying gas to private consumers to any considerable extent, or on the company's declaring a dividend of ten per cent. or upwards for two consecutive years;—the lamps to be lighted 10 hours per night, to consume 3 cubic feet per hour, equal to 30 cubic feet per night, equal to 900 cubic feet per month.

All Government and Municipal buildings to be supplied at the same rate as that charged for public lights—viz., 15s. per 1,000 cubic feet, being an equivalent to the charge of 13s. 6d. per lamp.

Private consumers to pay 18s. 9d. per 1,000 cubic feet (the Hong Kong rate), the charge being subject to reduction, under the same conditions as the public lights.

If the Municipality should decide on erecting a greater number of public lights than 500, a reduction in price will be made as follows: 550 lamps at 13s. each, 600 ditto at 12s. 9d. each, 650 ditto at 12s. 6d. each. But if, on the other hand, the Municipal Council should decide on a less number of lights, a proportionate increase in charge will be made.

CONCESSIONS.

The company to have exclusive permission to open up streets and to lay mains for the space of 3 years, with full authority for carrying on necessary operations for the construction and repair of the works (the materials for which to be admitted duty free), and assistance in procuring an eligible site on moderate terms.

If the above mentioned rates and concessions be granted, the company will undertake to erect the works and public lamps, lay the mains and maintain the same.

To supply the town adequately with gas at all times, the gas to be of a quality equal to that made from good Newcastle coal.

With regard to the water supply, the estimated cost of supplying the town adequately with good water is £75,000, but circumstances might arise to increase the expenditure to £80,000.

If the corporation will undertake to pay the company 6 per cent. per annum on an expenditure not exceeding £80,000, equal to £4,800 a year, the company will undertake to conduct water into the town and fort, and along all the principal thoroughfares, according to plans to be approved by the Municipal Council, to erect public taps or pumps at convenient distances along all the principal thoroughfares for the use of the inhabitants, and to enable the streets to be watered. The pipes to be laid so as to admit of flushing main sewers at night. The water to be analysed, and if filtration be necessary, filtering basins to be formed.

Public and private dwellings to be supplied with water at fixed rates to the occupiers. Public baths to be erected when required, should sufficient inducement offer, and water to be supplied for the irrigation of Paddy lands and Owitte fields, the cultivators paying a moderate charge for the same.

The company to have exclusive permission to open up streets, to lay mains, construct canals, reservoirs and filtering basins for the space of 3 years, with full authority for carrying on all necessary operations for the construction and repair of the works (the materials for which to be admitted duty free), and assistance in procuring eligible sites for reservoirs, basins, &c., on moderate terms.

Maps and plans are in course of preparation, and surveys and levels are now being taken which will, with the permission of the Municipal Council, be laid before them at an early date, and I shall be happy to answer any questions and to afford all the information in my power.

I think it right here to state that the plans and designs for the two great works which I have now the honour to introduce have been handed over to me by Mr. Grinlinton, to whose unaided exertions all that has been hitherto done is due, and to whose influence is also due the very liberal proposals of the company now offering to treat with his Municipality; but although Mr. Grinlinton has ceased to be the representative of the company, I am happy to say he has consented to give our engineers the benefit of his advice and assistance whenever needed.

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Feb.23	Hampton Court	Crawford	Bankok	London.
— 23	Lord Clyde	Withers	Shanghai	Do.
— 25	Edward	Halberstadt	Manila	Do.
— 25	Zoe	Cochrane	Singapore	Do.
— 23	Esperanza	Murrell	China	Deal.
— 23	Almira	Grose	Maulmain, &c.	Portsmouth.
— 22	Maria Anna		Batavia	Portland Roads.
— 23	Preciosa	Hallengren	Singapore	Falmouth.
— 7	Alida	Samarin	Macao	New York.
— 25	Hydra	Bockwoldt	Foo-chow-Foo	Deal.
— 11	Polesta	Angelbeck	Shanghai	New York.
— 11	Silver Craig		Batavia	Holme's Hole.
— 26	Asia	Ahrens	Hong Kong	Falmouth.
—	John Lidgett	Robinson	Do.	Off the Wight.
—	Japan		Amoy	New York.
Mar. 1	Constance	Risden	Hong Kong	Plymouth.
Jan.—	Light of the Age		Do.	Algarroba.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Feb.—	Fagal	Gobel	Batavia	Amsterdam.
— 16	Eagle (s.s.)	Lobnitz	Nagasaki	Lisbon.
— 24	Hotspur	Bryant	Hong Kong & Canton	London.
— 24	Fi Wan	Shiel	Shanghai	Do.
— 24	Montrose	Small	Cardiff & Galle	Do.
—	Nagasaki	Horner	Batavia	Rotterdam.
— 18	Holland	Gronbeck	Singapore	Newcastle.
—	Jago	Gore	Batavia	Amsterdam.
— 21	Pocahontas	Graves	Hong Kong	Cardiff.
— 21	Mecia	Nickelsen	Singapore	Do.
— 22	Avon	Warwick	Hong Kong	Liverpool.
—	Strad Assen	Boer	Batavia	Amsterdam.
— 23	St. Oswyn		Singapore	Shields.
— 24	Acacia	Martin	Shanghai	Sunderland.
— 27	Boyton Lawn		Colombo	London.
— 27	Chenis	Burns	Shields & Galle	Do.
—	Christina Maria		Batavia	Antwerp.
— 27	Acapulco	Hurd	Hong Kong	Liverpool.
— 27	Simoom	Brittain	Galle	Do.
— 25	Hen. Elisbth. Susanna	Meyboom	Singapope	Rotterdam.
— 28	Kelso	Black	Hong Kong	London.
— 28	Glenlee	Dunn	Cardiff & Hong Kong	Do.
— 28	Red Deer	Bruce	Do.	Do.
— 27	Bella	Martin	Hong Kong	Cardiff.
Mar. 1	Douglas (s.)	Baker	Do.	Falmouth.
— 1	Corrientes	Johnson	Do.	Liverpool.
— 1	Dagmar	Westershahl	Batavia	Do.
— 3	Helen Nicholson	Halliday	Shanghai	London.
— 3	Marmion	Thornton	Cardiff & Japan	Do.
— 3	Ontario	Watson	Cardiff & Shanghai	Do.
— 1	Vigil	Thomson	Shanghai	Liverpool.
— 2	Stanley	Doughty	Hong Kong	Sunderland.
— 2	Terentia	Potter	Galle	Do.
— 3	Seawell	Thomson	Hong Kong & Canton	London.
Feb.28	Whitnell	Jones	Colombo	Do.

(*See Commercial Postscript.*)

LOADING.

At LONDON.—For Yokohama: Lorton, Eleanor, Minnie. For Shanghai: Dunkeld, Polmaise, Dartmouth. For Shanghai and Hankow: Aurora Australis. For Hong Kong and Canton: Melbrek, Ellen Rodger, Art Union, Gresham, Yaratilda, Banian. For Singapore: St. Andrew's Castle, Florence Nightingale. For Batavia and Sourabaya: Peter Rohland. For Colombo: Blue Jacket, Neville, Liberator. For Simon's Bay and Trincomalee: Brothers.

At LIVERPOOL.—For Yokohama: Recife. For Hong Kong and Canton: Veronica. For Hong Kong: Adelia Carlton. For Singapore: Henry Ellis, Chili, Eastfield, Patriot King. For Batavia and Sourabaya: Triton. For Batavia and Singapore: Ribbleton. For Manila: Espana. For Galle: Susan Pardew, Queen of England, W. G. Russell, Henrietta. For Ceylon: Gaucho.

At GLASGOW.—For Singapore: Edinburgh Castle. For Batavia Samarang, and Sourabaya: Betty. For Colombo: Swanley.

SPOKEN.

DORDRECHT, for Batavia, 15 Jan., 3 N., 25 W.
GEORGIA, Cardiff to Shanghai, 25 Dec., off Geeby Isle.
BLACK SWAN, London to Hong Kong, 2 Jan., 20 S., 28 W.
LUCONIA, Rotterdam to Singapore, 3 Jan., 20 S.
FLYING SPUR, London to Shanghai, 28 S., 21 W.
CALDBECK, Singapore to London, 21 Feb., 44 N., 16 W.
JACOBUS, Java to Rotterdam, 6 Feb., 31 N., 36 W.
PALESTINE, London to Colombo, 25 days out, 3 N., 22 W.
NORTHFLEET, London to Hong Kong, 21 Jan., 1 S., 27 W.

FREIGHTS AND CHARTERS.

In outward freights for vessels loading on the different berths we have continued firmness to report, but coal freights are somewhat easier, although vessels are not readily obtainable at the lower rates now ruling. In homeward charters there is nothing doing.

Current Rates of Freight for Vessels on the Berth:—To Yokohama: 50s. weight, 40s. to 50s. meast. To Nagasaki: The same. To Shanghai: 40s. weight, 30s. to 35s. meast. To Hong Kong: 40s. weight, 30s. meast. To Singapore: 30s. weight or measurement. To Penang: 40s. weight or measurement. To Ceylon: 40s. weight, 20s. measurement.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per Keel. For Hong Kong: £45. For Galle: £40. For Singapore: £40. For Shanghai: £55. From Newport, Cardiff or Swansea, per ton. For Hong Kong: £2s. 8s. For Manila: 35s. to 40s. For Galle: £2. For Singapore: 36s. to 37s. For Shanghai: £2. 16s. For Batavia: £1. 15s.

Digitized by Google

THE CREDIT FONCIER AND MOBILIER OF ENGLAND (LIMITED),

IN CONJUNCTION WITH

THE AGRA AND MASTERMAN'S BANK (LIMITED), AND THE NATIONAL BANK,

WILL RECEIVE APPLICATIONS FOR THE CAPITAL OF THE

IMPERIAL LAND COMPANY OF MARSEILLES

(LIMITED).

CAPITAL £1,600,000, IN 80,000 SHARES OF £20 EACH.

Deposit on Application £1 per Share, on Allotment £4 per Share.

IT IS NOT ANTICIPATED THAT MORE THAN £5 PER SHARE WILL BE REQUIRED IN ADDITION.

Interest at the rate of Ten per Cent. per Annum will be paid for the first Two years, for which Interest Warrants, payable half-yearly, will be attached to the Share Certificates. After the Two years the profit income on re-sales of Land already effected, and profit on further sales will be applicable for distribution as dividend or bonus.

Directors.

ALBERT GRANT, Esq., M.P.
WILLIAM HARRISON, Esq.,
EDWARD WARNER, Esq., M.P.,
} Directors of the Credit Foncier and Mobilier of England (Limited).

Col. JAMES HOLLAND,
J. SYDNEY STOPFORD, Esq.,
} Directors of the Agra and Masterman's Bank (Limited).

JOSEPH NEALE M'KENNA, Esq., M.P.,
F. B. HENSHAW, Esq.,
HARVEY LEWIS, Esq., M.P.,
} Directors of the National Bank.

Captain ARROW, Elder Brother of the Trinity House.

E. W. EDWARDS, Esq., Director of the General Irrigation Company of France (Limited).
J. W. LARKING, Esq., Director of the Egyptian Trading Company (Limited).
M. EMILE DE GIRARDIN, Paris.
M. SEVERIN ABBATUCCI, Deputy and Secretary of the Chamber of Deputies, Paris.
COMTE D'AYGUESVIVES, Chamberlain to the Emperor and Member of the Chamber of Deputies.
M. F. PAGANELLI, 15, Place de la Madeleine, Paris.

Bankers.

The AGRA and MASTERMAN'S BANK (Limited), London and Paris. | The NATIONAL BANK, London, and its Branches in Ireland.
The NATIONAL BANK OF LIVERPOOL (Limited), Liverpool.

Solicitors.

Messrs. NEWBON, EVANS, & Co., 28, Nicholas-lane, E.C.; Messrs. VALLANCE & VALLANCE, Essex-st., Strand, & Lombard House, George-yard.

Brokers.

Messrs. MULLENS, MARSHALL, & DANIELL, 3, Lombard-street, E.C. | Messrs. LAURENCE, SON, and PEARCE, 7, Angel-court, Throgmorton-street, E.C.
Messrs. HILL, FAWCETT, and HILL, 29, Threadneedle-street, E.C.

Engineer-in-Chief—Monsieur PAUL BORDE, Marseilles (Member of the Conseil General).

Secretary (pro tem.)—ALFRED LOWE, Esq.

Temporary Offices—17 and 18, Cornhill.

OBJECTS OF THE COMPANY.

The Imperial Land Company of Marseilles (which has been nearly twelve months in course of organisation) is established with a view of purchasing and acquiring land and property in the important city of Marseilles, the re-sale of the same, and the acquisition of concessions and privileges connected with the development and improvements of the City and Port.

In furtherance of these objects, and after a long and careful investigation, various properties have been purchased in the best portions of the city, and where the progress of the improvements gives assurance of profitable results.

PROPERTIES ACQUIRED.

The properties which the Company have acquired are as follows:—

1. The Joliette Property, comprising about 2,244,000 square feet of building land, exclusive of streets.
2. The Rue Impériale Property, consisting of about 98,000 square feet.
3. The Catalans Property, consisting of the Hotel, the Imperial Club, baths, houses, and building plots, in all about 2,300,000 square feet.
4. The Prado Property, consisting of building plots of about 264,000 square feet.

It will be seen, on reference to the map, that the Company's purchases comprise the lands to the north of the town as well as those to the south, with a large extent of seaboard, making a total of about 4,900,000 square feet.

MARSEILLES, PROGRESS OF.

Marseilles, both in population and wealth the first maritime city in France, contains a dense population of more than 300,000 souls. During the past year 18,000 vessels, with a tonnage of upwards of 3,000,000 tons, entered and left the harbour. Marseilles commands the commerce of the Mediterranean, engrosses nearly the whole trade with Algeria, and is the packet station for the Peninsular and Oriental Steam Company, the Messageries Impériales, and other steam packet companies trading with all parts of the world. It possesses commodious docks and warehouses, and, by railways, is in direct communication with all parts of France.

The old harbour having been found inadequate for the rapidly expanding commerce of the place, the new harbour of La Joliette, covering an area of sixty-eight acres, was constructed, and is constantly crowded with shipping. It is surrounded by broad quays, with stately buildings on the north side, and a new town is rising rapidly in its immediate vicinity. Since 1860 three other basins have been constructed, named Du Lazaret, d'Arène, and Napoleon, which will double the harbour accommodation of Marseilles.

THE EMPEROR'S INTEREST IN MARSEILLES.

It is well known that his Majesty the Emperor of the French takes deep interest in the welfare and prosperity of Marseilles, and the Directors have strong reasons to believe that his Majesty's gracious and special protection may be depended upon to aid any enterprise having (like the present Company) the object of developing the resources of the city, and accordingly application is intended forthwith to be made by the Directors to obtain the valuable concession for razing the Fort St. Nicholas and to make the new Catalans Port.

RUE IMPERIALE.

By the construction of the Rue Impériale, which is 80 feet wide, and lined by important buildings, a direct communication has been effected between the Rue Canebière, the Exchange, the Ancien Basin, or old harbour, and the new basins or docks above mentioned. This has caused the demolition of large blocks of houses, densely occupied, which circumstance, together with the previous dificiency of house accommodation, renders the construction of new buildings absolutely necessary for commercial and residential purposes, and causes an eager demand for vacant plots of building land.

JOLIETTE PROPERTY ACQUIRED.

In this quarter of the town, where the commercial requirements of the growing population are so great, the Company has secured about 57 acres of freehold building land, exclusive of streets, and this under exceptionally favourable circumstances, both as respects situation and terms of payment.

RUE IMPERIALE. PROPERTY ACQUIRED.

More than 98,000 square feet of this land are in the Rue Impériale—the finest street in Marseilles. The remainder is situated in the Quartier de la Joliette, commencing at the Port of La Joliette, and extending the whole length of the Docks, the Basin d'Arène, the Port Napoleon, and terminating at the Basin Radoub. These lands are traversed by streets from 40 to 50 feet wide, in connection with the Rue Impériale, by the Boulevarde Maritime, and are surrounded by an industrious and thriving population.

TERM OF PURCHASE.

The land will be handed over to the Company completely levelled, with all the streets and footpaths paved, drainage complete, gas laid on, and provision made for the supply of water to the topmost stories.

As by the conditions of the treaty for the acquisition of the Joliette Estate, it is stipulated that six years should be given, by which time the Estate is to be covered with houses, the option is reserved to the Company for the same period, during which it may elect either to pay the purchase-money in one sum, or to make an annual payment of equal instalments, extending over a period of thirty years, with a fixed rate of interest and Sinking Fund.

PROFESSOR DONALDSON'S REPORT.

Before the treaty for this portion of the property was concluded, the purchasers secured the services of Professor Donaldson (late President of the Institute of British Architects) to personally investigate the operations in progress at Marseilles, and the character and value of the sites. A copy of his report accompanies the prospectus.

Digitized by Google

CATALANS PROPERTY ACQUIRED.

The Catalans Properties are in the immediate neighbourhood of the marine residence of the Emperor, and command a frontage to the sea of about a mile in length. They are admirably situated both for business premises and private villas.

BUILDINGS NOW ON CATALANS ESTATE.

Many first-class houses are already erected; a magnificent hotel (now open), having 140 rooms; and the Imperial Club (now in course of construction), of noble architectural elevation, surrounded with terrace and gardens, all laid out under the Government plan. There is an extensive bathing establishment, often frequented by more than 5,000 bathers daily.

This district will undergo a radical improvement when Fort St. Nicholas, which separates the Catalan property from the centre of the town, shall have been demolished, a new port constructed, and additional streets made, so as to render complete the facilities for communication between the old and new portions of the town.

The Municipality of the town of Marseilles engage, at their own expense, to lay down gas, make macadamised roads, and ensure a proper water supply for the houses.

There are in this quarter about four miles of streets from 40 to 50 feet in width, which have been recently opened and lighted with gas; and the Boulevard la Corderie (72 feet in width, and lately opened for traffic) forms a continuation of the splendid promenade of the Prado.

The district communicates with the Quai de Rive Neuve, the centre of the old port, and of the commerce of the town, by the Boulevarde de l'Empereur. All these important facts furnish assurances of great success, and there can be no doubt that this portion of the Company's properties will be sold at a price which will yield a very large profit.

THE PRADO PROPERTY.

The Prado Lands are near the Southern Railway Station, in an admirable position, and well adapted for the establishment of warehouses, shops, &c.

With respect to the value and prospects of these properties, a report by Mr. P. Borde, the well-known engineer of Marseilles, accompanies this prospectus, giving ample details thereon.

AMOUNT AND PERIOD OF PAYMENTS.

The total amount of purchases is £3,325,163; of this sum £2,668,640 is payable by instalments spread over various dates, and extending in part to a period of fifty years, and only £656,523 in cash, on taking over the estates, caution money being lodged in the meantime for the due observance of the Company's engagements. It is, therefore, expected that with the aid of the Company's borrowing powers not more than £10 per share will be required on those shares not fully paid up on allotment. Thus, with a comparatively small amount of capital, the Shareholders have the advantage of profit derivable from dealing with a very large extent of property.

JOLIETTE PROPERTY RE-SOLD.

As evidence of the value of the purchases, the Directors have the satisfaction to announce that they have already concluded arrangements with an association of builders at Marseilles, to transfer to them one of the properties (the Joliette Property) at a profit of about £600,000, such property and profits to be paid for by annuities and sinking fund over a period of thirty years, with option on their part to pay for the whole at any time during five years, with an obligation on the part of the contractors to deposit a sum of four millions of francs (£160,000) as caution money, at fixed periods (the first instalment of which was paid on the execution of the contract), and also to cover the property with buildings within a period of five years, at their own cost.

The Shareholders will have the benefit of this contract, and from October, 1867, will receive the income derivable from this contract, viz., the difference between the annuities to be paid and received by the Company, and this income, joined to the existing revenue from the Catalans estate, as well as to the anticipated profit on further sales during that period, will, it is estimated, not only enable the Directors to continue the payment of the interest at 10 per cent. per annum, but enable them to declare periodical bonuses on the capital called up.

As to the Catalan property, having regard to its important position, the command it has of the seaboard, the facilities it presents for construction of the new port, and its general adaptability for the formation of streets, shops, and private villas, a large and remunerative return may also be anticipated.

ESTIMATED PROFIT ON CATALAN PROPERTY.

On reference to Mr. Borde's Report, it will be seen that when the various improvements which have been suggested have been completed, and the Catalan property fully developed, it is estimated to yield a gross profit of upwards of cent. per cent., and this within a period of three years, although the estimates have been based on the more extended period of five years, and that, when the Fort St. Nicholas is removed, and the new port completed, this profit will be trebled.

MINIMUM INTEREST, TEN PER CENT.

As the first payments of annuities and rent under the arrangements entered into with regard to the Joliette property do not commence until the 1st October, 1867, and become payable only in the subsequent half-year—viz., the 1st April, 1868, the Directors have decided to pay interest at the rate of 10 per cent. per annum, for two years, from March, 1866, on the capital called up, and for which four interest warrants will be attached to the share certificates at the time of issue (which will be charged to land purchases account). After that date the revenue from the Joliette lands, the rentals from the other properties, and profits on further sales, will be applicable for dividend or bonuses.

PAYMENT OF SHARES IN FULL ALLOWED.

As some shareholders may prefer to pay up the shares in full, rather than have a larger number subject to calls, applications may be made for shares to be fully paid up on allotment. Four half-yearly interest warrants, at the rate of 10 per cent. per annum, will likewise be attached to these share certificates. In the allotment of shares preference will be given to these applications, but the number so allotted will not exceed 30,000 shares, and the Directors reserve to themselves the right in their discretion only to allot 60,000 shares in all on the present allotment.

A portion of the shares will be allotted to applicants who are shareholders in

The Credit Foncier and Mobilier of England (Limited).
The Agra and Masterman's Bank (Limited).
The National Bank.
The National Bank of Liverpool (Limited);
To Applicants from Marseilles and Paris;

and the balance to the other portion of the general public.

Applications for shares may be made in the annexed form, which must be accompanied by the payment of £1 per share deposit, without which no application will be considered. Should a less number of shares be allotted than are applied for, the deposit will, so far as required, be applied towards the payment due on allotment. Should no allotment be made, the amount paid will be at once returned, without deduction.

Copies of the Architect's and Engineer's reports on the lands purchased, and a map, showing their position, accompany the prospectus, which, with forms of applications for shares, may be had of the Brokers and Solicitors; also of the Agra and Masterman's Bank (Limited), 35, Nicholas-lane; of the National Bank, Old Broad-street, London, and their branches; the National Bank of Liverpool, Liverpool; and of the Secretary, at the Offices of the Credit Foncier and Mobilier of England (Limited), Nos. 17 and 18, Cornhill.

COPY OF MEMORANDUM OF ASSOCIATION.

1. The name of the Company is "The Imperial Land Company of Marseilles (Limited)."
2. The registered office of the Company is to be in England.
3. The objects for which the Company is established are:—

(1.) The acquisition, by purchase, leasing, or otherwise, of land in and near the city of Marseilles, in the empire of France, and the improvement, by building or otherwise, of land so purchased or acquired.

(2.) The selling, leasing, transferring, or otherwise disposing or mortgaging of the lands, houses, and other buildings and works erected, executed, or otherwise acquired by the Company, in large or small portions or altogether, and either before or after the same shall have been improved by building or otherwise, and on such terms as the Company shall think fit.

(3). The improvement of buildings already erected, either by adding to, enlarging completing, or altering the same, or by substituting new houses and buildings.

(4). The investing of the capital of the Company in building on, or othewise improving, or adding to, the marketable value of lands from time to time acquired by the Company, and the making, maintaining, and using all such works as the Company may think necessary or expedient for any of the purposes of the Company.

(5.) The borrowing of money, and the issue of transferable or other bonds or mortgage debentures, or any other securities founded or based upon all or any of the real or personal assets or credit of the Company.

(6.) The transacting and doing of all such matters and things as shall be conducive or incidental to the above objects, or any of them, including the applying for and obtaining the incorporation of the Company in France.

4. The liability of the members is limited.
5. The capital of the Company is £1,600,000, divided into 80,000 shares of £20 each.

FORM OF APPLICATION FOR SHARES.

To be Paid up by Instalments.

No. (To be left with the Bankers.)

To the Directors of the Imperial Land Company of Marseilles (Limited).

Gentlemen,—Having paid to your credit with* Bank, the sum of £ , being the deposit of £1 per share on shares in the above Company, I request that you will allot me shares of £20 each in the "Imperial Land Company of Marseilles (Limited)," and I hereby undertake to accept the same, or any smaller number which you may allot to me, and to pay the calls thereon; and I agree to become a member of the Company, and request you to place my name on the register of members, in respect of the shares allotted to me.—I am, Gentlemen, your obedient servant,

Name in full .....
Address in full .....
Profession .....
Usual signature .....
Date ..... 1866.

Or the following Form for Fully Paid up Shares:—

FORM OF APPLICATION FOR SHARES.

For Shares to be Fully Paid up on Allotment.

No. (To be left with the Bankers.)

To the Directors of the Imperial Land Company of Marseilles (Limited).

Gentlemen,—Having paid to your credit with* Bank, the sum of £ , being the deposit of £1 per share on shares in the above Company, I request that you will allot me shares of £20 each in the "Imperial Land Company of Marseilles (Limited)," and I hereby undertake to accept the same or any smaller number which you may allot to me, and to pay the balance, £19 per share theron; and I agree to become a member of the Company, and request you to place my name on the register of members, in respect of the shares allotted to me.—I am, Gentlemen, your obedient servant,

Name in full .....
Address in full .....
Profession .....
Usual signature .....
Date ..... 1866.

* Insert Bankers' names.

THE IMPERIAL LAND COMPANY OF MARSEILLES (LIMITED).

NOTICE IS HEREBY GIVEN, that the LISTS of APPLICATION for SHARES in this Company will be CLOSED at Four o'clock THIS DAY (Wednesday), the 7th inst., for London, and TO-MORROW (Thursday), the 8th inst., at Twelve o'clock, for Country applications.

Temporary Offices, 17 and 18, Cornhill, London, March 7, 1866. By order, ALFRED LOWE, Secretary (pro tem.).

Digitized by Google

PORT OF AMOY.

SHIPOWNERS, AGENTS and COMMANDERS are informed that the Dock Company's Establishments at the above Port afford every facility for REPAIRING and SPARRING VESSELS, and for CLEANING and PAINTING Iron and Steam Ships.

Their large Granite Dock, 286 feet long on the blocks, is in complete working order, and at average spring tides can take vessels drawing 16 to 17 feet water. The Dock is fitted with a Caisson Gate and with a Centrifugal Steam Pump of great power ensuring despatch in all states of the tide. An ample stock is kept on hand of Timber, Oregon Spars, Sheathing Copper and Yellow Metal, and of every description of material for Dockyard use.

The premises comprise an Engineer's Workshop, Brass Foundry, a large Smithy and Carpenter's Workshops, and the works are superintended by Resident Europeans, viz., a Shipwright, an Engineer, and a Blacksmith. Dry Godowns for the reception of vessel's stores, &c., when requiring to discharge them.

Amoy, March, 1865.

THE BANGKOK DOCK COMPANY'S NEW DOCK.

This magnificent Dock is now ready to receive Vessels of any burthen, and the attention of Shipowners, Agents, and Masters is respectfully solicited to the advantages for REPAIRING and SPARRING VESSELS, which no other Dock in the East can offer.

The following description of the Premises is submitted for the information of the public. The dimensions and depth of water being:—

Length ... ... 300 feet.
(To be extended.)
Breadth ... ... 100 ,,
Depth of water ... ... 15 ,,

The Dock is fitted with a Caisson, has a splendid entrance of 120 feet from the River, with a spacious Jetty on each side, where vessels of any size may lay at any state of the tides, to lift Masts, Boilers, &c., with powerful Lifting Shears, which are now in the course of construction.

The Dock is fitted with Steam Pumps of great power, insuring despatch in all states of the tides.

WORKSHOPS.

The Workshops comprise the different departments of Shipwrights, Mast and Block Makers, Blacksmiths, Engineers, Foundry, &c.

The whole being superintended by Europeans, who have had many years' experience in the different branches.

The workmen are the best picked men from Hong Kong and Whampoa.

The Company draws particular attention to the great advantages this Dock offers, being in a Port where the best Teak and other Timber can be had at the cheapest cost.

A Steam Saw Mill is also in connection with the Dock, to insure despatch in work.

The Keel Blocks are four feet in height, and can be taken out or shifted without cutting or causing any expense to ships having to get them removed.

The Company is also prepared to give estimates or enter into Contracts for the Repairs of Wooden or Iron Ships, the Building of New Ships, Steamboats, &c., or any kind of work connected with shipping.

All Material supplied at Market price. Vessels for Docking may lay at the Company's Buoys or Wharf free of charge, until ordered to remove by the Superintendent.

Captains of vessels before leaving the Dock must approve and sign their Dockage Bills.

All communications respecting the docking to be addressed, until further notice, to the undersigned, by whom all Bills will be signed and collected.

JOHN BUSH, Managing Director.

Bangkok, 18th Sept., 1865.
Hong Kong, 20th Oct., 1865.

THE BANK OF HINDUSTAN, CHINA, AND JAPAN (Limited).

1, BANK-BUILDINGS, LOTHBURY, LONDON.

CAPITAL	... ...	... £4,000,000
Subscribed	... ...	... 3,696,100
Paid-up	... ...	... 924,025
Reserve Fund	... ...	120,500

BANKERS.

The Bank of England | The National Bank
The Alliance Bank.

EDINBURGH BRANCH.

DIRECTORS.

William Forbes, Esq., of Medwyn.
Patrick Arkley, Esq., of Duninald.
James Mackintosh, Esq., jun., of La Mancha, and late of Calcutta.
John A. Macrae, Esq., W.S., 39, Frederick-street, Agent.

BRANCHES AND AGENCIES.
Henry Turner, Esq., Inspector.

Bombay	Manila	Hankow
Calcutta	Hong Kong	Nagasaki
Point de Galle	Foochow	Yokohama
Colombo	Ningpo	Melbourne
Kandy	Shanghai	Sydney
Singapore	Kiu-kiang	

Deposits received, subject to ten days' notice, on the usual terms, and for fixed periods at rates subject to special agreement.

Drafts issued, and Bills negotiated, payable in India, China, &c. Circular Notes and Letters of Credit, payable throughout Europe, are also issued for the convenience of Travellers per Overland Route.

The purchase and sale of Indian and other Securities, and the safe custody of the same, undertaken. Dividends, Pay, Pensions, Interest, or other moneys realised, and the registry of Indian Government Loan Notes effected, so that the interest may be paid in England.

Every other description of Banking and Agency business in connection with India, China, &c., conducted on the most favourable terms.

JOHN OUSELEY, General Manager.

ASIATIC BANKING CORPORATION

Incorporated by Royal Charter.

Authorised Capital, £2,000,000. Paid-up Capital, £500,000. Reserve Fund, £175,000.

Head Office, No. 4, Lombard-street.

BOARD OF DIRECTORS.

FRANCIS BOYKETT, Esq., Chairman, (Messrs. Timothy Wiggin and Co).
JOHN A. RUSSELL, Esq., Deputy Chairman (Messrs Grey and Coles, and Grey and Co. Bombay).
THOMAS CARDWELL, Esq. (Messrs Thomas Cardwell and Co., and Cardwell, Parsons and Co., Bombay.
CHARLES A. FEARON, Esq. (Messrs Fearon and Co. late of Messrs. Augustine Heard and Co., China)
WILLIAM MAITLAND, Esq. (Messrs. M'Killop, Stewart and Co., Calcutta).

Agencies and Branches are established at Bombay, Calcutta, Madras, Singapore, Penang, Ceylon, Hong Kong, Shanghai, and Melbourne.

The Corporation grant Drafts, collect and negotiate Bills of Exchange, payable at the above places, issue Letters of Credit and Circular notes, and conduct every description of Banking business connected with the East. They effect the purchase and sale of Indian Securities, the receipt of Pay, Dividends, &c., and undertake the safe custody of securities. They also receive Deposits, bearing interest, for fixed periods. Rates of interest and Exchange may be ascertained at the Head Office.

By order of the Board, F. W. Lawrence.
Acting General Manager.

CHARTERED MERCANTILE BANK of INDIA, LONDON, and CHINA.

Incorporated by Royal Charter.

Paid-up capital, £750,000. Reserve Fund, £250,000.

BRANCHES AND AGENCIES.

Bombay.	Colombo.	Penang.	Hong Kong.	Yokohama
Calcutta.	Kandy.		Shanghai.	
Madras.	Galle.	Singapore.	Hankow.	Mauritius

The Bank negotiates and collects bills and grants draft payable at the places above mentioned, issues letters of credit and circular notes for the use of travellers by the Overland Route, terms for which can be ascertained at the Head Office in London.

The Bank will effect the purchase or sale of Indian securities, undertakes the safe custody of same, and the receipt of interest, dividends, pay, pensions, and other moneys, for remittance through the Bank or otherwise.

The Bank receives money on deposit, on which interest will be allowed according to the length of time deposited. Particulars as to rates can be ascertained at the Head Office, 52, Threadneedle-street, London.

Office hours from 10 a.m. to 3 p.m.; Saturdays, from 10 a.m. to 2 p.m.

No. 52, Threadneedle-street, London, E.C.

ORNAMENTAL STOVES AND FENDERS.

JEREMIAH EVANS, SON, and Co. respectfully call the attention of those Gentlemen who are building or refurnishing their mansions to the most extensive assortment in the United Kingdom of Drawing Room, Dining Room, and Library STOVES, FENDERS, and FIRE FURNITURE, en suite, which, for Elegance of Design and Construction, are unequalled, and are adapted for wood or coal fires. There is also a Large Stock of ITALIAN MARBLE CHIMNEY PIECES, executed by First Class Artists, adapted for every description of apartment, from the plainest to the most superb.

LAMPS AND CHANDELIERS.

The Lamp Department exhibits a Large, Elegant, and Various Stock of LAMPS, for the Table, Sideboard, or the Ceiling, and are fitted for Oil, Candles, or Gas.

This Establishment also combines every article in FURNISHING IRONMONGERY, such as Tea Urns, Coffee Machines, Dish Covers, Table Cutlery, and Japannery; ELECTRO-PLATE—in Forks, Spoons, Cruet and Liquor Frames, Candlesticks, Epergnes, Side Dishes, &c.

MANUFACTORY AND SHOW ROOMS,
NOS. 33 AND 34, KING WILLIAM-STREET, AND
10, ARTHUR-STREET WEST,
NEAR LONDON-BRIDGE, LONDON, ENGLAND.
ESTABLISHED IN 1815.

T. & H. SMITH'S ESSENCE OF COFFEE.

GIVES instantaneously a delicious Cup of Coffee with boiling water or milk merely. To be had in bottles at 1s. and 2s. each, of all respectable Grocers, Chemists, and Italian Warehousemen.

69, COLEMAN-STREET, CITY, AND 21, DUKE-STREET, EDINBURGH.

HOLLOWAY'S PILLS.—THE READY REMEDY.—When winter sets in the human constitution undergoes many trials, from some of which disease will spring, unless the blood repelled from the surface of the body find organs capable of receiving it, and secretions adapted to consume it. This preservative power is admirably displayed by proper doses of Holloway's Pills, which relieve the liver, kidneys, and bowels from undue congestion, by immediately augmenting their secretions, and so diverting any surplus quantity of blood from a situation where its continued presence must be mischievous. With these Pills, and an attentive perusal of their accompanying "directions," neither great judgment nor much experience is required to conduct even the delicate through the trying time of winter.

DEPOSITS RECEIVED BY

THE CREDIT FONCIER and MOBILIER of ENGLAND (Limited).

RATES for MONEY on DEPOSIT.—This Company receives money on Deposit, in sums of £10 and upwards, at the undermentioned rates, from this day until further notice, viz.:

At fourteen days' notice... ... 5½ per cent. per annum.
At one month's notice ... ... 6 per cent. per annum
For fixed periods of
Not less than 3 months and up to 6 months ... ... 5½ per cent. per annum.
Beyond 6 months and up to 9 months ... ... 6 per cent. per annum.
Beyond 9 months and up to 12 months ... ... 6½ per cent. per annum.
Beyond 12 months and up to 24 months ... ... 6½ per cent. per annum.

Forms of Application can be obtained of the Secretary, to whom all communications must be addressed.

By order of the Court,
ALFRED LOWE, Secretary.

Nos. 17 and 18, Cornhill, London, Feb. 22, 1866.

Bottled Ales and Wines, &c.

"NO BUYERS for the BEST BRANDS, unless RE-PACKED," in consequence of repeated BREAKAGE.—Melbourne Journal of Commerce, Nov. 16. Heating and Breakage entirely prevented, and 15 per cent. saved in Freight of Cases by using SEYMER'S BOTTLE PACKINGS AND COOLERS.

Price 7½d. per doz. Bottlers contracting for large quantities effect so great a saving in labour, &c., that they can supply them at one-fourth less in price to Shippers, who will find it most profitable to order their goods to be so packed in future. In use by all the leading London houses.—T. WHITEHEAD, 37, EASTCHEAP, E.C. Sole Manufacturer.

THE CHINESE COMMERCIAL GUIDE.

CONTAINING Treaties, Tariffs Regulations, Tables, &c., useful in the trade of China and Eastern Asia, with an Appendix of Sailing Directions for those Seas and Coasts, by S. WELLS WILLIAMS, LL.D Fifth Edition.

Hong Kong, SHORTREDE and Co.; London Agent, F ALGAR, 11, Clement's-lane, E.C. Price Two Guineas.

IMPORTANT ANNOUNCEMENT

JOSEPH GILLOTT, Metallic Pen Maker to the Queen,

BEGS to inform the Commercial World Scholastic Institutions, and the Public generally that, by a novel application of his unrivalled Machinery for making Steel Pens, he has introduced a NEW SERIES of his useful productions, which, for EXCELLENCE OF TEMPER, QUALITY OF MATERIAL, and above all, CHEAPNESS IN PRICE, must ensure universal approbation, and defy competition.

Each Pen bears the impress of his name as a guarantee of quality; they are put up in boxes containing one gross each, with label outside, and the fac-simile of his signature.

At the request of numerous persons engaged in tuition J. G. has introduced his WARRANTED SCHOOL and PUBLIC PENS, which are especially adapted to their use, being of different degrees of flexibility, and with fine medium, and broad points, suitable for the various kinds of Writing taught in Schools.

Sold Retail by all Stationers and Booksellers. Merchants and Wholesale Dealers can be supplied at the Works, Graham-street, Birmingham; at 91, John-street, New York; and 37, Gracechurch-street, London.

FURTHER REDUCTION IN PRICE—FIRST QUALITY.

SODA WATER MACHINES.

J. TYLOR AND SONS' EXHIBITION PATTERNS.
JUROR INTERNATIONAL EXHIBITION, 1862.
PRIZE MEDALS LONDON, PARIS, AND DUBLIN.

Description	Dozens Daily.	Weight About	Measurement About	Price
Double No. 1	600	20 Cwt.	130 cubic feet	£110 0
Single ,, 1	300	12 ,,	90 ,,	54 10
Ditto ,, 2	200	10 ,,	70 ,,	50 5
Ditto ,, 4	150	8 ,,	55 ,,	41 15
Bottling Machine add	2 ,,	10 to 15 ,,		£8 8 0

Recipes for aerated waters are sent. Wire bottles, corks, acid, soda, whiting, essences, &c. Illustrated Catalogues free. Orders executed by any merchant or on receipt of cash, including shipping charges, by the manufacturers.

J. TYLOR AND SONS, WARWICK-LANE, NEWGATE STREET, LONDON.

Digitized by Google

PRIZE MEDAL INTERNATIONAL EXHIBITION, 1862.

BENBOW AND SON'S
PURE GLYCERINE SOAP.

ELDERFLOWER, HONEY, ALMOND, BROWN WINDSOR, &c.; also their celebrated ESS BOUQUET, JOCKEY-CLUB BOUQUET, EXTRACT of VIOLET, and other perfumes for the Handkerchief. Manufacturers of HAIR, TOOTH, and NAIL BRUSHES.
PERFUMERY and POMATUMS of every description made expressly for Foreign Climates.
12, LITTLE BRITAIN, LONDON, E.C.

GELLE FRERES' PERFUMERY

CHIEF ESTABLISHMENT, 35, RUE DES VIEUX AUGUSTINS, à PARIS.

THE house of GELLE FRERES, celebrated for the superiority of its Perfumery, addresses itself to the fashionable world as much for its essentially hygeanic, refreshing, and tonic preparations as for its delicate and distingué perfumes.

STEAM WORKS AT NEUILLY SUR SEINE.

1st Class Paris Exhibition. Medal

DEPOT: BLUMBERG & CO., 55, CANNON-STREET WEST, LONDRES.

DEPOT: H. BRULE, 23, RUE DE L'HOPITAL, BRUXELLES.

1st Class London Exhibition. Medal

Commission. Articles specially Recommended. Exportation.

REGENERATEUR GELLE FRERES, a superior pomade for preserving, beautifying, and reproducing hair.
EAU D'ALBION for the toilet, an exquisite production from the juice of flowers and aromatic plants.
CARBOQUINA ROSE superior toothpowder, composed of carbon quinine and Province roses.
CUCUMBER SOAP for softening the skin, the best of all toilet soaps.
LAIT PROPHYLATIC to remove freckles and improve the appearance of the skin.
COMPOSITION ZOUAVE, for the instantaneous dyeing of the whiskers and moustache.
COLD CREAM, AU LOTUS LE LYBIE, to soften and refresh the skin.
NIGRITINE VEGETALE, an incomparable dye for the hair and beard, not staining the skin.
VIOLET ESSENCE and VIOLET WATER for the handkerchief.
CONCENTRATED EAU DE COLOGNE for the toilet.

SPECIAL PERFUMERY WITH A BASIS OF GLYCERINE
SOAP, TOOTH-PASTE, POMMADE, CREAM FOR THE COMPLEXION, EAU DE TOILETTE.
To be obtained of all the principal Perfumers and Hairdressers in Europe and other parts of the world

NOTHING IS MORE REFRESHING THAN
RIMMEL'S

EXTRACT OF LIME JUICE AND GLYCERINE,
Which cleanses and cools the head, and gives the hair a beautiful gloss without greasing it. Price 1s. 6d., 2s. 6d., 5s.

RIMMEL'S TOILET VINEGAR
Will also be found a perfect luxury as an adjunct to the Toilet and Bath and a reviving Perfume. Price 1s., 2s. 6d., 5s.

RIMMEL'S NEW PERFUMES,
The Titien, Indian, and Chinese Bouquet, all of delightful fragrance from 2s. 6d.

RIMMEL'S RAFRAICHISSEUR,
For producing an Ambrosial dew. Reduced to 6d.

RIMMEL'S PERFUME FOUNTAIN,
An elegant ornament for the Drawing-Room, Ball-Room, Dining Table, &c Price from £1. 10s.

EUGENE RIMMEL, Perfumer by Appointment to H.R.H. the Princess of Wales,
96, STRAND, 128, REGENT-STREET, and 24, CORNHILL, LONDON.

By Special Appointment
TO HER MAJESTY QUEEN VICTORIA.
BRANDS ON CASES AND CASKS.
FROM CHILLINGWORTH & SON, WINE MERCHANTS, TO HER MAJESTY, LONDON.
Seal on Corks.
Brand on side of Corks.
CHILLINGWORTH & SON, LONDON.
Brand on end of Casks.

CAUTION.

WHEREAS Persons are shipping Wines to India marked with a Crown in imitation of CHILLINGWORTH and SON'S WINES, which are branded with a Crown, they having the appointment of WINE MERCHANTS to HER MAJESTY QUEEN VICTORIA, it is deemed expedient for the protection of dealers and consumers of their superior Wines selected from their extensive and valuable stock expressly for the Indian market, which have been so well known and approved by connoisseurs for the last thirty years for their extreme quality and purity, combining flavour and softness, together with great age, body, delicacy, and bouquet, being more free from acidity or alcohol that any other Wines, to caution all purchasers to ask for

CHILLINGWORTH & SON'S
CROWN SHERRIES AND OTHER WINE

And to be particular in observing that the Cases and Cask-heads are branded with their names at full length; also, on the side of the Corks, inside the bottles, as well as the Crown; and also on the seals, in accordance with the heading of this notice, as a necessary precaution, to ascertain that they are CHILLINGWORTH and SON'S CROWN WINES, in order to prevent a common low class of Wines being improperly foisted on the public, and which are in no way to be compared with those of CHILLINGWORTH and SON'S.

Wholesale Agents:—Bombay, Messrs. Hormarjee Bomanjee and Co.; Madras, Messrs. Parry and Co.; Calcutta, Messrs. Gordon, Stuart, and Co.; Kurrachee, Messrs. Hormarjee Bomanjee and Co.; Colombo, Messrs. Darley, Butler and Co.; Rangoon, Messrs. Gladstone, Wyllie and Co.; Hong Kong, Messrs. Robert S. Walker and Co.

BOYVEAU LAFFECTEUR'S ROB.

The only one authorised and adopted in France, Belgium, Austria and Russia.

THIS Vegetable Syrup, prepared and guaranteed genuine by the signature of Dr. GIRAUDEAU DE ST. GERVAIS, is very superior to the purifying syrups. It effects a radical cure, without mercury, in all affections of the skin, scurf, scrofula, &c., and symptoms arising from the acrid state of the humours. The Rob is especially valuable in diseases which have resisted the effect of mercury or iodide of potash. The general entrepot of 12, RUE RICHER, PARIS.

Sold Retail.—London: Jozeau, Hannay. New York: Fougera, Gaudelet, Milhau. Gibraltar: Patron and Danilo; Malta: Dr. Pirotti, Bugeja, Magri, and Rolando, Esperanza. Alexandria: Bellamore, Galette, Perrine, Bombay: Framjee Nesserwanjee and Co. Singapore: Martin and Little. Batavia: L. Platon and Co. Macao J. D. Freath.

R. L. SOUTHERN AND Co.
MERCHANTS AND AGENTS,
6, MINCING-LANE, LONDON, E.C.

TUPPER AND COMPANY.

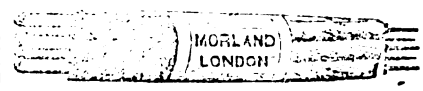
MANUFACTURERS OF PATENT GALVANISED IRON, in Sheets, Tiles, Iron Roof Sheds, Cisterns, Pails, Gutters, Wire for Fencing, &c.
WORKS AT BIRMINGHAM AND LONDON.
OFFICES: 61A, MOORGATE STREET, LONDON.
Merchants' orders executed with despatch.

BRIDGEWATER, JONES, AND CO., WHOLESALE HABERDASHERS, HOSIERS and GLOVERS,
WAREHOUSEMEN and MANUFACTURERS,
39, 40, and 41, WOOD-STREET, LONDON, E.C.
Lists of Prices forwarded to Merchants and Traders on application. Remittances to be payable in London.

COWASJEE DINSHAW,

Close to the Landing Place. Depot of
EUROPEAN, CHINA, AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality. Bombay-made Soda Water and Lemonade. Perfumery, Confectionery, Oil man's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.
STEAMER POINT, ADEN.
Drawing and Reading-room free to Passengers.
THE "LONDON AND CHINA EXPRESS" ON SALE



UMBRELLAS and SUNSHADES suitable for all Foreign Markets and the Colonies are supplied to Shippers on the most favourable terms by JOHN MORLAND and SONS, Wholesale Manufacturers 50, Eastcheap, London-bridge, City. Silk, Alpaca, Gingham Steel Frames, Canes, Fittings and all kinds of Materia for the Trade. Oiled and japanned silks and cambrics.

CAUTION.

THE GROSS FRAUDS which continue to be practised by obscure manufacturers, more particularly in Germany, by imitating the Labels attached to JOHN GOSNELL and Co.'s PERFUMERY, render it imperative upon the Proprietors to Caution the public against such nefarious proceedings, and to request their friends and patrons to purchase only of respectable dealers, who import direct from JOHN GOSNELL and Co., and invite special attention to the address, 12, THREE KING-COURT, LOMBARD-STREET, LONDON, E.C.

JOHN GOSNELL and Co.'s SELECT PERFUMES.—Ess Bouquet, Royal Yacht Club Bouquet, Jockey Club Perfume, Essence of Wood Violet, Victoria Bouquet, Garibaldi Bouquet, Frangipanni, Military Bouquet, The Bride's Bouquet, Tea Rose, Russian Leather Perfume.

JOHN GOSNELL and Co.'s Toilet Vinegar, Inexhaustible Salts, Aromatic Vinegar, Aromatic Eau de Cologne.

JOHN GOSNELL and Co.'s Prince of Wales Perfumes

JOHN GOSNELL and Co.'s Princess Alexandra Perfume.

JOHN GOSNELL and Co.'s La Noblesse Perfume.

JOHN GOSNELL and Co.'s La Noblesse Pomade.

JOHN GOSNELL and Co.'s La Noblesse Soap.

JOHN GOSNELL and Co.'s Real Old Brown Windsor Soap.

JOHN GOSNELL and Co.'s Golden Oil—Moelline—Macassar Oil, Bear's Grease, &c., for the Hair.

JOHN GOSNELL and Co.'s Extra Highly Scented Toilet and Nursery Powder.

JOHN GOSNELL and Co.'s Stereodesmic or Dentists Tooth Brushes and Trichosuron Hair Brushes, warranted to purchasers.

JOHN GOSNELL and Co.'s Instantaneous Hair Dye.

JOHN GOSNELL and Co.'s Cherry Tooth Paste is greatly superior to any tooth powder, gives the teeth a pearl-like whiteness, protects the enamel from decay, and imparts a pleasing fragrance to the breath.

NOTHING IMPOSSIBLE.—The Greatest and most Useful Invention of the day, AGUA AMARELLA.—Messrs. JOHN GOSNELL and CO., 12, Three King-court, Lombard-street, London, Perfumers to Her Majesty, respectfully offer to the public this truly marvellous fluid, which gradually restores the human hair to its pristine hue—no matter at what age. The Agua Amarella has none of the properties of dyes; it, on the contrary, is beneficial to the system, and when the hair is once restored one application per month will keep it in perfect colour. Price One Guinea per bottle; half bottles, 10s. 6d.

JOHN GOSNELL and Co., Perfumers to Her Majesty and by Special Appointment to H.R.H. the Princess of Wales, London.

Keating's Cough Lozenges.

JUDGED BY THE IMMENSE DEMAND this Universal Remedy now stands the first in public favour and confidence: this result has been acquired by the test of fifty years' experience. These Lozenges may be found on sale in every British colony, throughout India and China. They have been esteemed wherever introduced. For COUGHS, ASTHMA, and all affections of the Throat and Chest, they are the most agreeable and efficacious remedy.

Prepared and sold in boxes and tins of various sizes, by THOMAS KEATING, Chemist, &c., 79, St. Paul's Churchyard, London. Sold retail by all druggists and patent medicine vendors in the world.

N.B.—To prevent spurious imitations, please to observe that the words "KEATING'S COUGH LOZENGES." are engraven on the Government Stamp of each Box without which none are genuine.

Digitized by Google

OVERLAND ROUTE.

COMMUNICATION by STEAM to INDIA, AUSTRALIA, &c., *via* EGYPT.—The PENINSULAR and ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels at their London Offices for Gibraltar, Malta, Egypt, Aden, Ceylon, Madras, Calcutta, the Straits, and China, by their steamers leaving Southampton on the 4th and 20th of every month. For Gibraltar Malta, Egypt, Aden, and Bombay by those of the 12th and 27th of each month; and for Mauritius, King George's Sound, Melbourne, and Sydney, by the steamers leaving Southampton on the 10th of every month.

For further particulars apply at the Company's Offices 122, Leadenhall-street, London, E.C., or Oriental-place Southampton.

OVERLAND ROUTE VIA MARSEILLES.

SERVICES MARITIMES DES MESSAGERIES IMPERIALES.

FRENCH MAIL STEAM PACKETS.

The 19th of every Month, at 2 P.M. for—

MESSINA, ALEXANDRIA, ADEN, POINT DE GALLE (Ceylon), PONDICHERRY MADRAS, CALCUTTA, SINGAPORE, BATAVIA, SAIGON, HONG KONG, SHANGHAI, and JAPAN.

The 9th of every Month for—

MESSINA, ALEXANDRIA, ADEN, SEYCHELLES REUNION, MAURITIUS.

For passage, freight, and information apply to B. W. and H. HORNE, 4, Moorgate-street, London; G. H. FLETCHER and Co., Liverpool; at the offices of the Services Maritimes des Messageries Imperiales in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

*** Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.

INDIA AND CHINA.

ROBERTSON and CO. will despatch the following first-class VESSELS to their respective destinations. They are well adapted for their several trades, and are confidently recommended to their friends:—

Destination.	Ships.	Docks.	To Sail.
Shanghai	Dartmouth ...	E.I.D.	With des.
Hong Kong & Whampoa	Ellen Rodger	W.I.D.	With des.
Hong Kong & Whampoa	Banian ...	W.I.D.	With des.
Kanagawa	Corea ...	W.I.D.	With des.

Apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.

CHINA, JAPAN, and SINGAPORE.—The following splendid first-class clipper SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	Last Ship. Day.
Shanghai and Hankow ...	Aurora Australis ...	A1 13 yr.	E.I.D.	March 15.
Kanagawa, Yokohama ...	Eleanor ...	A1 18 yr.	W.I.D.	With des.
Singapore ...	St. Andrew's Castle ...	A1 14 yr.	W.I.D.	With des.

For Freight or Passage apply to KILLICK, MARTIN and Co., 28, Nicholas-lane, Lombard-street, E.C.

FROM LIVERPOOL.

Destination.	Ships.	Tons	Class.	To Sail.
Shanghai ...	Bogota ...	386	A1 12 yrs.	Imm.
Hong Kong & Whampoa ...	Patna ...	325	—	"
Batavia & Sourabaya ...	Triton ...	575	—	"
Batavia & Singapore ...	Ribbleton ...	424	—	"
Calcutta ...	James Crosfield ...	979	—	"

For terms of Freight or Passage apply to MCDIARMID, GREENSHIELDS, and Co., Liverpool.

STEAM to CHINA from LIVERPOOL.—The following new screw steamers, built for the trade will be despatched for Mauritius, Penang, Singapore, Hong Kong, and Shanghai:—

Vessel.	Tons register.	Captain.	To sail.
Agamemnon ...	1672	Middleton.	April 14.
Ajax	1672	Kidd ...	To follow.
Achilles	1672	Russell ...	To follow.

Cargo taken by special agreement. Has good accommodation for passengers.

Apply to ALFRED HOLT, 1, India-buildings, Liverpool.

INDIA, CHINA, AND AUSTRALIA.

SHAW, LOWTHER, & MAXTON will despatch the following high-classed VESSELS to their respective destinations:—

Ships.	Class.	Destination.	Docks.	Date of sailing
Dunkeld ...	A1 11 yrs	Shanghai ...	E.I.D.	Mar. 9.
Polmaise ...	A1 14 yrs.	Ditto	E.I.D.	To follow.
Gresham ...	A1 10 yrs.	Hong Kong & Whampoa ...	W.I.D.	Mar. 24
Invincible ...	—	Ditto	—	To follow.
Lorton ...	A1 14 yrs.	Yokohama & Kanagawa ...	E.I.D.	With des.
Racer ...	3 T Veritas, &A1 American Lloyd's	Melbourne...	E.I.D.	Mar. 20

For Freight or Passage apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings, E.C.

NOTICE to SHIPPERS to HONG KONG and WHAMPOA.—The splendid clipper ship MELBREK, A1 fourteen years, 870 tons register, J. TAGGART, Commander, will receive goods in the East India Docks all Saturday next, the 10th inst.

For Freight or Passage apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings, E.C.

FOR HONG KONG and WHAMPOA (under engagement to the Lords of the Admiralty, with quick despatch), the well-known British-built clipper ship YARATILDA, A1 fourteen years, 720 tons register, JAMES DONOUGH, Commander; loading in the London Docks. This fine vessel is noted for her rapid passages, and has superior accommodation for chief cabin passengers.

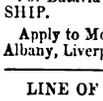
TEMPERLEYS, CARTER, and DARKE, 3, White Lion-court, Cornhill, E.C.

FOR SINGAPORE.—With immediate despatch, having the bulk of her cargo engaged, the splendid clipper EASTFIELD, Captain WATTS, 434 tons register; A 1 at Lloyd's for thirteen years; coppered and thoroughly copper-fastened; well known as one of the finest vessels in the West Coast trade, and having always delivered her cargoes in excellent order, cannot be surpassed as a conveyance for fine goods.

For Batavia and Sourabaya, an A1 or 3-3rds CLIPPER SHIP.

Apply to MORS LE BLANCH and Co., 42 and 43, The Albany, Liverpool.

LINE OF PACKETS FROM LIVERPOOL FOR JAVA.

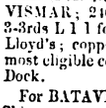


FOR BATAVIA and SOURABAYA, with immediate despatch, having two-thirds of her cargo engaged, the splendid Dutch clipper baque CATHARINA, Captain VISMAR; 240 tons register; built in 1864, and classed 3-3rds L 1 1 for nine years; the highest class in French Lloyd's; coppered and thoroughly copper-fastened, and a most eligible conveyance for fine goods. Loads in Prince's Dock.

For BATAVIA and SINGAPORE, an A 1 twelve years Ship.

Apply to NUTTALL and Co., 18, Chapel-street, Liverpool.

WEATHERLEY and MEAD'S LINE of CLIPPERS for JAPAN Direct.



FOR YOKOHAMA (Kanagawa), the splendid clipper barque MINNIE, A 1 twelve years, 407 tons register, DAVID BLACK, Commander; well-known in the China trade, having the greater part of her cargo engaged, will sail with the usual quick despatch of this line.

For Freight or Passage apply to the owners, Messrs. ADAMSON and RONALDSON, 1, Leadenhall-street; or to WEATHERLEY and MEAD, 21, Water-lane, Great Tower-street, E.C.

COLOMBO Direct (first ship).—The clipper BLUE JACKET, A1, is rapidly loading in the London Docks. All goods intended for shipment by this vessel must be sent down not later than Thursday next.

Apply to LIVINGSTON, HOLDING, and BRIGGS, No. 31, Great St. Helen's; or to JOHN C. CAMPBELL, 22, Great St. Helen's.

N.B. Will be followed by the China clipper NEVILLE, A1 ten years.

COLOMBO, Ceylon, direct, the beautiful clipper-ship, LIBERATOR, A1 for ten years (built under special survey), 445 tons register, Capt. J. ROBERTSON; now loading in the West India Docks. This splendid vessel, having a great portion of her cargo positively engaged and shipping, offers the best opportunity to shippers of fine goods.

For freight or passage apply to F. TALLACK, No. 23, Birchin-lane, Cornhill, E.C.

INSTITUTE OF PAINTERS IN WATER COLOURS,
53, PALL MALL.
HILDEBRANDT EXHIBITION.

China, Japan, and Manila, painted from nature by Edward Hildebrandt, Court Painter to His Majesty the King of Prussia, Member of the Academies of Berlin and Amsterdam. These are the same pictures which were exhibited for the period of eight months with the greatest success in the Gallery des Beaux Arts Paris, and before in Berlin, Hamburg, and other continental cities.

"CHINA MAIL" OFFICE.

PUBLISHED at this Office, No. 2, WYNDHAM-STREET (back of the Club):—

1.—THE EVENING MAIL,

EVERY DAY.

PRICE,—2 dols. per month.

TERMS OF ADVERTISING.—First insertion, Ten lines and under, 1 dol.; each additional line, 10 cents. Subsequent insertions, per week, 50 cents and 5 cents—("Auction" Notices excepted, for which only One Charge per week is made).

2.—THE CHINA MAIL,

ONCE A WEEK.

(On Thursday Night.)

PRICE—16 dols. per annum; Single Copies, 44 cents.

ADVERTISING.—First insertion, Five lines, 1 dol.; each additional line, 20 cents. Subsequent insertions, 50 cent. and 10 cents.

3.—THE OVERLAND MAIL.

ONCE A FORTNIGHT.

(The Morning of the Mail's despatch.)

PRICE—To Subscribers to the Weekly issue, 8 dols. to Non-subscribers, 12 dols. Single copies, 50 cents.

ADVERTISING.—The same as in the Weekly. All "Notices of Firms" appearing in the Weekly will be inserted in the *Overland*, and charged for, unless otherwise ordered.

A. SHORTREDE & CO.

Hong Kong, Jan. 1, 1864.

THE MONEY MARKET REVIEW

A WEEKLY JOURNAL OF THE HIGHEST CLASS,

EXCLUSIVELY DEVOTED TO THE DISCUSSION OF COMMERCIAL AND FINANCIAL TOPICS.

PUBLISHED EVERY SATURDAY

TERMS OF SUBSCRIPTION.

PAYABLE IN ADVANCE.

Single Paper ... ... 6d. Yearly £1 6

BY POST.

Single Paper ... ... 7d. Yearly £1 10s

*** Post-office orders to be made payable to FRANCIS FISHER, 25, Birchin-lane, Cornhill, London, E.C.

WIGGINS, TEAPE, AND CO.,

MANUFACTURERS AND EXPORT STATIONERS.

10, ALDGATE, LONDON.

ALL kinds of Paper and Stationery supplied in quantities on the lowest terms. NEWSPAPER PROPRIETORS SUPPLIED WITH PAPER FOR THEIR JOURNALS. Samples forwarded on application. References to the Proprietors or Agents of this Journal.

THE LONDON AND CHINA TELEGRAPH.

THE EIGHTH Volume of this JOURNAL commenced on the 4th of January, 1866. The Subscription for the three numbers per month is 30s. per annum, including Postage, and to the Export Supplement 12s. Terms for advertising, 2s. 6d. per five lines; and 6d. for each additional line.

Subscriptions and Advertisements received abroad by the following Agents:—

Paris	G. W. YAPP, Rue de la Michodiere No. 13.
Amsterdam	LOMAN AND VERSTER.
Rotterdam.....	HOOG & KRUYT.
New York	WILMER AND ROGERS.
Gibraltar.....	W. SPEED.
Malta	
Alexandria.....	F. HAY.
Aden	COWASJEE DINSHAW.
Suez.....	
Bombay	CHESSON AND WOODHALL.
Calcutta.....	SANDERS, CONES, AND CO.
Point de Galle	G. D. ANTHANISZ.
Colombo.....	J. W. VANDORT.
Kandy.....	W. A. ARCHBALD.
Labuan, Sarawak, and Singapore ...	JOHN LITTLE & Co., Singapore.
Penang	SANDILANDS, BUTTERY AND CO
Bangkok.....	
Batavia	HUNTER, HOUGHTON, AND Co.
Anjer—Straits of Sunda	G. SCHUIT, Anjer Hotel.
Manila	PHILLIPS, MOORE, AND Co.
Hong Kong, Canton, Macao, & Swatow,	JAMES GARDINER, Hong Kong.
Amoy	BELLAMY AND Co.
Foo-Chow-Foo	HEDGE AND Co.
Shanghai.....	H. FOGG AND Co.
Tien-Tsin	JAMES HENDERSON.
Nagasaki—Japan ...	PIGNATEL AND Co.
Yokohoma	HANSARD AND BLACK.

OFFICE, 12, GEORGE-YARD, LOMBARD-STREET LONDON, E.C.

Printed for the Proprietors by WOODFALL and KINDER Milford-lane, Strand, W.C., and published by JOHN ELLISON, at the Office of the "LONDON AND CHINA TELEGRAPH," 12, George-yard, Lombard-street, E.C. in the parish of St. Edmund the King —Wednesday March 7, 1866.

Digitized by Google

The London and China Telegraph.

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON ARRIVAL OF THE MAILS, about the 4th, 14th, and 28th, in connection with the "LONDON AND CHINA EXPRESS,"
A SUMMARY OF NEWS FOR THE OUTWARD MAILS OF 10th, 17th, and 26th.

VOL. VIII.—No. 203.] LONDON, FRIDAY, MARCH 16, 1866. [Price 9d., with Sup., 1s. 3d.—Sub. 30s. per ann., postage included, Sup. 12s. extra.

Latest Advices.

	From London.	Arrived out.	Homeward. Arrived in London this day.
JAPAN—			
Yokohama	Nov. 17	Jan. 14	Jan. 18
Nagasaki			„ 10
Hakodadi			
CHINA—Peking			
Tien-tsin			
Chefoo			„ 20
New-chwang			
Hankow			„ 21
Kiu-kiang			„ 23
Chin-kiang			„ 24
Shanghai	Nov. 27	Jan. 24	„ 26
Ningpo			
Foo-Chow			„ 26
Formosa—Tamsuy			
Amoy			„ 27
Swatow			
Hong Kong	Dec. 11	Jan. 26	Feb. 1
Canton			
Macao			
PHILIPPINES—			
Manila	Nov. 27	Jan. 22	Jan. 23
COCHIN-CHINA—			
Saigon			
SIAM— Bangkok			Feb. 3
BORNEO—			„ 3
Labuan			
Sarawak			Jan. 27
JAVA—			
Batavia			„ 31
MALACCA STRAITS—			
Singapore	Dec. 27	Jan. 30	Feb. 8
Penang	„ 27	„ 28	„ 10

The next mail, with dates from Hong Kong to 15th Feb., is expected on the 29th. Telegrams of this mail were published in our last.

The "Emeu," with the outward mail of the 10th February, put back to Galle on the 10th of March, having lost the key of her screw; the French mail of the 17th Feb. (due at Galle on the 13th inst.), would, however, take on the mails. The Company's agent at Galle had telegraphed to Bombay for a steamer to be sent on, which would probably reach there on the 17th, and convey the passengers and cargo to Singapore and China. The "Emeu" was to proceed to Bombay and there make good the defect—a work of a few hours only.

List of Passengers.

PASSENGERS INWARD.

By this mail, per P. and O. Company's steamer, China, arrived at Marseilles Mar. 14.—From Shanghai: Messrs. Hill and Lloyd. From Hong Kong: Lieut. Clayton, R.N., Messrs. Brown and Lay, and two 2nd class passengers.

To Southampton, per Tanjore, expected to arrive Mar. 22.—From Shanghai: One 2nd class passenger. From Hong Kong: Dr. Purchas, and four 2nd class passengers. From Singapore: Mr. Thelford, and one 2nd class passenger.

To Suez: From Shanghai: Mr. Gunston. From Hong Kong: Messrs. Somerville and Oppert.

PASSENGERS OUTWARD.

Per P. and O. steamer, Syria, from Southampton, March 4.—To Hong Kong: Mr. A. Lay, Captain Crossman, Mr. and Mrs. R. F. Hawke, infant, and Chinese servant, Mr. T. H. Flood, R.N., and one second-class passenger. To Penang: Mr. A. and Miss Man- To Shanghai: Mr. C. Overbeck, and three second-class passengers. To Ceylon: Staff-Assistant Surgeon Hinds, Mr. W. Bryan, Mr. and Mrs. F. Vine and infant, Mr. J. Worsmald. To Calcutta: Mr. and Mrs. Kelly, Mr. W. Wightman, Mr. Cartner, Mrs. Bannister, Sir G. de H. Larpent, Miss Trimnell, Staff-Assistant Surgeons J. Good, C. White, and A. J. Clapp, Mrs. Good, Assistant Surgeons M. Milne, H. O. Wilson, G. King, H. B. Purvis, G. Thomson, J. Knox, P. J. Hefferman, R. G Matthew, R. Power, R. Jamieson, W. Center, G. C. Ross, and G. Massy, Mr. W. Duncan, Mrs. Melville, Miss Birch, Mrs. Warden, Mr. Nicoll, Mrs. Caspersz, Capt. T. C. G. Price, and one second-class passenger. To Madras: Mr. and Mrs. Franck, infant, two children, and European servant, Miss Morgan, Mrs. Kindersley and ayah, Miss Wright, Mr. Ouchterlony, Mr. R. J. Douglas, and one second class passenger. To Suez: One second-class passenger and child. To Alexandria: Miss Miller.

From Marseilles, March 12.—To Shanghai: Mr. and Mrs. Marshall, and European servant, Mr. Mills, Mr. N. Elias, Mr. A. R. Burkill. To Hong Kong: Mr. G. F. Preston, Mr. J. M. Vickers, Mr. Wild, Mr. and Mrs. J. Locock, three children, and two Eur. fem. servants. To Ceylon: Mr. Slorach and Mr. Lefevre. To Calcutta: Mr. and Mrs. J. B. Worgan, Miss Worgan, Mr. and Mrs. J. Lincoln and child, Mr. J. Elliott, Mr. A. M. Phillipps, Mr Barrow, Miss Grindall, Mr. J. A. Miley, Mr. McCulloch, Captain Brigstocke, Mr. T. Orton, Dr. C. L. Cox, Mr. Sutherland, Major Roberts, Captain Fairbrother. To Madras: Mr. and Mrs. Davies, Mr. W. F. Grahame, Captain and Mrs. A. C. Hay, Miss Lepper, European female servant and native male servant, Mr. J. A, and Mrs. Caruthers, Mr. E. J. Himingham, and two second-class passengers.

Per P. and O. steamer, from Southampton, March 20.—To Shanghai: Mr. C. G. Webb. To Hong Kong: Mr. W. Milner, Mr. H. A. Easter, R.N., Lieut. J. C. Patterson, R.N., Mr. A. G. H. G. Ponsonby, R.N. To Penang: Mr. and Mrs. C. B. Plunket. To Ceylon: Mr. F. R. Bone, Mr. and Mrs. Prime, two infants and child, Mr. and Mrs. T. Ashton, infant, and two children. Mr. G. Plaice and Son, Mr. J. A. Smith, Mr. F. Harper, Capt. and Mrs. Roddy.

From Marseilles, March 28.—To Shanghai: Mr. A. Dumelin, Mr. Eric Farquhar, Mr. and Mrs. P. H. Underwood, Mr. and Mrs. E. Morris and infant, Mr. Rutler, Mr. G. A. Munro. To Hong Kong: Mr. A. Joost, Mr. H. A. Dircks and friend, Mr. A. Leysner, Mr. and Mrs. G. McKay, Rev. Mr. and Mrs. Piercy, Mr. J. Birdseye, Mr. Jaffray. To Singapore: Mr. J. A. Lorenza. To Ceylon: Mrs. J. J. Mackenzie.

Per P. and O. Steamer, from Southampton, April 20.—To Ceylon: Mr. J. H. Purdon.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

From Yokohama the latest intelligence reaches to the 18th Jan., down to which date we have received files of the *Japan Herald*. On the 4th Jan. the English mail of 10th Nov. was received, and the French mail arrived out on the 14th, conveying also telegrams from London to the 1st December.

Political events had not been numerous, though two are noteworthy and interesting. The Envoy of his Majesty the King of Belgium had been to Yedo with the view of feeling his way towards a treaty; and a leading member of the Gorogio had visited Yokohama, with several high officials. He took occasion (says the *Herald*) to congratulate the foreign Ministers on the removal of all the old restraint that had existed before the ratification of the treaties—and even admitted how very difficult had been the position of the Tycoon and his Government as standing between the foreigners and the Mikado; unable in some sort to tell either party the exact truth with regard to the other. But the most extraordinary circumstance connected with this event was its finale; and we can hardly class it among secondary affairs, indicating as it does the remarkable change in feeling in the Japanese mind towards foreigners. Matsudaira Hokino Kami, the member of the Gorogio spoken of, acknowledged that until the Ministers went to Hiogo he had never met a European. He is an elderly man, and one of the most polished even of the Japanese nobles. Before leaving for Yedo he asked Mr. Macdonald to drive him in his carriage to Kawasaki, as he would prefer that mode of transit to returning in the steamer. Mr. Macdonald having courteously assented, the steamer was despatched to Yedo, and Matsudairo, with four others, mounted the vehicle. The Legation guard under Captain Applin, and a number of his own guards, accompanied them, and the whole route along the Tokaido presented a most extraordinary scene of excitement, the surprise of all grades being unbounded. This is really one of the most remarkable *coups* we have yet known in Japanese and foreign intercourse. The pleasure exhibited by all was extreme, and at Kawasaki they did not leave without the warmest expressions of kindly regard on both sides.

Sir Harry Parkes visited Yedo for a few days, returning on the 11th January. In Yedo all is quiet, and there is no particular news respecting the movements of the Tycoon, or of those whose doings most interest foreigners. His Excellency the French Minister is a severe sufferer from acute rheumatism, and quite unable to leave his house.

The second instalment of the indemnity money had been received at the Oriental Bank.

The mail steamer which arrived on January 4th brought the new Consul, F. G. Myburgh, Esq., who immediately entered upon his duties. The *Herald* says:—"In seeing Mr. Flowers resume his office of Vice-Consul we cannot withhold the expression of the general feeling of the community that, since he has officiated

Digitized by Google

as British Consul in Yokohama, he has acted with such singleness of purpose, and shown so much anxiety to do all in his power for the advantage of Her Majesty's subjects here, as to win the confidence of his countrymen; whilst the whole community, Japanese and Europeans, has known that uprightness directed the proceedings in the British Consulate. A large meed of praise must also be accorded to Mr. Fletcher, who now delivers up the reins of the Vice-Consular office, for the intelligence, energy, and affability with which he has held them."

The Chamber of Commerce held a meeting on the 2nd January, at which it was determined to appoint a paid secretary, the salary to be $600 per annum.

A meeting had been held at the house of H. Turner, Esq., of the members of the Mounted Volunteer Corps, at which a committee was appointed and preliminary rules adopted. There were already 37 members enrolled.

The Rifle Association had met to contend for the subscription challenge cup. This was the first competition for the said prize, which is raised by 14 subscriptions of $5 each, and will become the property of the first member who wins it three times. The only rifles allowed are the Swiss and the Government patterns; the distances, 200, 500, and 700 yards; five shots at each range. The first holdership was gained by a score of 30 points, from an Enfield rifle, in the hands of a gentleman who then made his first appearance in the Y. R. A.

A performance had been given at the Olympic by the officers of H.M.S. *Princess Royal*. The "Practical Man" and "The Thumping Legacy" were the pieces selected. His Excellency the British Minister and Lady Parkes honoured the occasion with their presence. The performance was very excellent throughout, the actors without exception being far beyond the average of amateurs in ability. The proceeds were to be given to a charity.

Several gentlemen had succeeded in getting a small paddy field lent to them, for the purpose of making a skating ground this season. Their endeavour appears to have been to obtain a large space that might have been available for all, but this they could not manage.

The following is a translation of a letter sent by the high officers of the Yasheetchee of Satsuma at Kioto to the Mikado, with reference to the opening of Hiogo:—"Although we do not know exactly the motives which have brought into the harbour of Hiogo the ships of the barbarians, still we have been confidentially informed that, after a conference held between these same barbarians and Abe Boungono Kami, Matsmai Idzou no Kami, it has been agreed that Hiogo should be open, and satisfaction given to their demands within these ten days, and that on this occasion the Tycoon would come up to Kioto. Now, your Majesty is well aware that Hiogo (is) in the vicinity of your sacred residence and a very important port in the Insland Sea. We are, for this reason, far from thinking that your Majesty will for a moment entertain the idea of allowing the opening of Hiogo. Since the American came and trampled on our land, the resolution of your Majesty has been immutable. That we all well know and admire more than any other one of your subjects. We dare to say that we do not entertain serious anxieties on this subject. Still, it might happen that the statements made to your Majesty should move your heart, and in exacting from you concessions, put your empire in a danger and in an opprobrium unknown until our days, and which a thousand years would not repair. Nothing less than the submission or the rebellion of the hearts of the people is at stake and regrettable concessions would be the origin of immense calamities. We therefore humbly request your Majesty to convoke at once all the Daimios; and, after having taken their advice, to cause the majesty of your empire to shine once for all. However, such a measure would take time, and it might happen that these barbarians should fatigue your Majesty with their obstinate resolutions. Should they dare to act lightly, it would be the duty of your Majesty to decree their expulsion. In such a contingency, although our infirm Yasheetchee has but very few hands at present, according to the instructions of Chiowri Taiiou o Soumi no Kami (Chimatsi Sabouro') we offer to form the advance guard, and, by fighting to death, we would endeavour to show our gratitude for all the favours with which we have been blessed in the empire of your Majesty. May your Majesty deign to receive our request, and forgive its intrusiveness. The high officers of the Yasheetchee of Satsuma."

With regard to the opening of Osaka, the *Japan Herald* has the following:—

"Hiogo is to be opened in January, 1868. We regard this now as a fact—the rider, "earlier if possible," being of very infinitesimal value. The advantages of its being opened at this time will be viewed very differently by different people; but for all practical purposes, we think it is better as it is. The treaties being sanctioned, the trade will be done, and it will pass through the hands of the merchants of Nagasaki and Yokohama principally; if the trade increases as materially as we expect, other houses will start here, of those who intended making Hiogo or Osaka their head-quarters in the event of the opening, whilst those already established here will do all the increased business they otherwise would without increasing their expenses. It is, then, we say, better as it is. The opening of the port in 1868, at a definite period, and that not too early, puts every one on an equal footing; whilst the particular circumstances of Yokohama are immensely improved thereby. It is expected that in 1867 the American mail steamers between San Francisco and Hong Kong will call here, and when the railway across the American continent is complete, a very large proportion of the home passenger traffic from China will pass through; and, having the geographical advantage of being the first port of call from America and the last on the return voyage, we shall have all the benefit of earliest advices from Europe and America, and the latest from China; so that we shall be in the most favoured position for governing our transactions in both directions. By the time, then, that the port of Hiogo actually is thrown open to foreigners, we shall be in a settled and firm position, and have become the general *entrepot*. It is undoubtedly a great cause of congratulation to all merchants established here, that events took the course they did in the Inland Sea. The opening of Hiogo and Osaka without the ratification of the treaties would have been of very little use. Those who chose to proceed thither would carry their lives in their hands to an infinitely greater extent than was ever the case in Yokohama. But the ratification gives most of the advantages of the opening of the port, without any of the concomitant evils."

[Telegraphic advices from Japan are only down to the date brought by this mail, and convey no later intelligence than that above recorded.]

NAGASAKI.

A correspondent gives the following description of the Christmas festivities at this port:—In the morning a paper-hunt was got up much to the astonishment of the natives, who could not imagine the reason which induced the staid and sober foreign merchants to dress themselves in red coats, and scour the country after pieces of paper. All passed off well, and without any accident worth mentioning. Several dinner parties were of course given in the evening, but the public dinner at the "Bellevue Hotel" was said to have been the most triumphant success. The Russian band was in attendance, and the guests kept up the fun until a very late hour. On Friday, the 27th December, Captain Leckie and the officers of H.M.S. *Leopard* gave a ball on board. Notwithstanding torrents of rain which fell during the day, the ship had, with infinite pains, been kept perfectly dry. The quarter deck was transformed into a ball-room, and was most tastefully decorated with flags and evergreens. Messrs. Glover and Co. celebrated New Year's night by a ball, and again on the 6th January (the Russian Christmas Day) one of their godowns was the scene of a brilliant ball given in compliment to the Russian officers. H.I.R.M.'s ship *Variag* left for Hakodadi on the 10th January.

Freights continue dull. For Hong Kong, $2 to $3; for Shanghai, $3; for London, £2 10s. to £3; for New York, £2 18s. to £3.

CHINA.

HANKOW.

The following, from the correspondent of the *Record*, explains the telegrams published in advance of this mail. Later news is telegraphed, which will be found in another column:—

Alarming intelligence has been brought from Hankow by the steamer *Fire Queen*, which left on the 21st January. At that date a large rebel force was within thirty miles of the city, and one of the leading Imperialist generals had turned over to the insurgents' side. The Taoutai of Hankow was in great trepidation, and had applied for assistance to all the foreign Consuls. An urgent despatch conveyed by the *Fire Queen* to Captain Tucker, R.N., of Her Majesty's gunboat *Algerine*, at Kiukiang, calling upon him to proceed to Hankow, was at once complied with, that vessel leaving under steam and sail. The

Digitized by Google

presence of the French gunboat *Fardif* would doubtless provide for the safety of the foreign residents until the *Algerine* arrived. Refugees were flocking into the foreign settlement from all sides, and were noticed on the river banks for many miles below Hankow. The *Hankow Times* has an article urging the establishment of a volunteer force.

SHANGHAI.

The P. and O. mail of 27th November (overdue) arrived out on the 24th January. The dates are now down to the morning of the 26th.

The following items are from the *North China Herald*:—

"We are happy to be able to announce the arrival of the French Opera Company, which has been so long expected. The company landed on the 16th Jan. from the French barque *Le Leon*, and opened their season on Monday last with Donizetti's opera "La Favorite." Favourable criticisms on the merits of some of the principal singers have already appeared in the local press. At 12 o'clock midnight of the 12th, just as the last visitors were leaving the Lyceum Theatre, after a highly successful performance by the Shanghai Rangers, many were startled by the report of a cannon followed by several rockets, and the sudden illumination of the sky. The commotion was caused by the Russian man-of-war, the officers and men of which thus celebrated the opening of the new year, January 1st, O.S. Immediately after the gun was discharged the *America* was wrapped in blue fire, which blazed on her yards, rigging, and paddle-boxes. The sight was an excessively pretty one, and amply rewarded those who ran through the snow from the theatre door to discover the cause of the excitement.

"A general meeting of the Shanghai Volunteers was held on the 11th Jan. to discuss the question of whether the corps should be disbanded, as well as other topics of considerable interest. The position of the Infantry battalion was forcibly depicted by Sir Edmund Hornby, and his appeal to the members and to the community should have a good effect. It was universally agreed that the corps should be sustained, and the following gentlemen were elected as officers for the current year:—

Sir Edmund Hornby	Commandant
J. Markham, Esq.	Captain, S.M.R.
J. Smith „	Lieutenant „
— George „	Cornet „
P. Maclean „	Captain, S.V.C.
J. J. Cann „	Lieutenant „
E. St. Croix „	Ensign „
C. Alabaster „	Secretary
— Maccall „	Treasurer
Rev. C. H. Butcher	Chaplain
Dr. Parker	Surgeon

"It was proposed and carried that the strength of the Infantry should for the present be lowered to one company. As to Mr. Webb's claims, it was proposed and carried that a letter should be written to him, stating the desire of the corps to discharge the debt, but stating that for the present there are no means at its disposal; at the same time offering to hand over the rifle butts and main guard, and pay rent for the use of them.

"The *Rajah of Cochin*, which cleared on the 8th January for London, was detained under somewhat strange circumstances. Some weeks ago the captain of H.I.R.M.S. *America* requested the master of the *Rajah of Cochin* to haul down his distinguishing flag, which bore a remarkable resemblance to the Russian ensign. This the master refused to do until he received an order from Captain Boyes, of H.M.S. *Barossa*, when he lowered it without further difficulty. However, when proceeding down the river, he seized the moment when he was passing the Russian man-of-war to fire two guns and hoist the obnoxious flag. The joke, however, cost him somewhat dear, for a boat put off from the *Barossa* and brought the *Rajah of Cochin* to off the first point, where she lay until the 14th.

"The accounts which have been received during the past fortnight respecting the movements of the rebels are to the effect that the Nienfei are now in the vicinity of the Grand Canal, about 300 li north of the Yangtsze River, and have been pushing their way steadily southwards, it being affirmed that the Imperialist forces have met with severe reverses.

"Business during the past fortnight has been generally limited both in imports and exports, the most notable feature being a resumption to a moderate extent of shipments of cotton to Liverpool, consequent upon the rise in the home market. In manufactures, though a large speculative demand has existed both on the spot and to arrive among foreigners, inquiry has not been active on the part of the natives, consequent upon the approach of the holidays. We have to note a rise of 1.5 to 2.0 tls. in 8 lb. 4 grey shirtings. In woollens little inquiry, but prices maintained.

"A small steamer, measuring 60 feet in length and 14 feet in breadth, has been constructed by the Chinese Government, without European assistance, and has made a successful trial trip on the river.

"Stephens, Garde and Watt, the three prisoners charged with the murder of Macdonald at Hankow, on the 1st October, were tried at the Supreme Court before Sir Edmund Hornby and a jury. The evidence against Watt was, at the opening of the case, stated by the Counsel for the Crown to be defective, and he was therefore released and appeared as a witness. The whole of the evidence, which was mainly circumstantial, was strongly against the prisoners, but there was a link wanting to make it sufficiently clear to give a conviction. The jury found the prisoners "Not Guilty" as charged, but expressed their abhorrence and disgust at the conduct of the prisoners and of several of the witnesses. They also recorded their opinion that some reform was needed in the system of licensing grog shops."

A correspondent of the *North China Herald* writes from Soochow:—

"Recent advices inform us that Lieutenant-Acting Futai whose resignation we announced in our last issue, has been directed to continue the discharge of his duties, and make such domestic arrangements short of leaving his post as the emergencies of his situation may require. Robberies have lately become of frequent occurrence in the provincial capital. A few nights ago about 100 thieves made an entrance into a large Yamên through a hole dug through a wall at the back, and completely gutted the premises. They got in so quietly that the inmates, who were all fast asleep, were bound and gagged before any alarm could be given. It was discovered that the robbers were soldiers belonging to the camp of Li, Tung-ling of Kiang-su, and that their leader was a mandarin with a glass button and black feather, one of the officers attached to the camp. This man had formerly been a rebel chief, and enjoyed the implicit confidence of the Chung Wang. The civil authorities were very backward in interfering when they discovered that the robbers were attached to the command of so high an official as Liu, but he quickly settled the matter by decapitating the mandarin, and, we believe, disbanding the soldiers."

Judgment was given by the U.S. Consul in the case of Thos. Hunt and Co. *v.* J. B. Parks, arising out of a claim for certain machinery supplied by the plaintiffs for the steamer *Hercules*. The decision was for the plaintiffs, with costs.

The German Club Concordia was formally inaugurated on Wednesday evening, 10th January, in the presence of about seventy members and several guests. The chair was occupied by Mr. Tettenborn, President.

The Chairman in opening the proceedings, said:—Gentlemen, I have this evening the satisfaction of welcoming you within the walls of our new club. Look round you in every corner of the building, and I trust that you will find that the work which we have done is a credit to us. Your task it will now be to give vitality, and I trust a long continued vitality, to this institution. My sincere desire is that these walls may for years to come be witnesses of rational enjoyment and cheerfulness, and that from to-night the whole building may be transformed into a temple of German faithfulness, German manliness, and German hospitality. (Loud cheers.) The minutes of the last preliminary meeting were then read and approved, and the statutes were passed. The house rules were also submitted, and after some discussion passed in the form in which they had been laid before the meeting. It was then proposed, seconded, and carried unanimously:—"That the permanent committee, consisting of Messrs. Tettenborn, Ohl, Hubener, Fierz and Siegfried, enter upon the discharge of their duties, and that the thanks of the meeting be given to the provisional committee who now retire." A large attendance of gentlemen of all nations kept up the convivialities of the ceremony during the evening.

In addition to the repeated complaints of passengers against the P. and O. Company, the one of non-delivery of parcels is now revived with considerable emphasis. The articles sent by this route pay a high freight for quick delivery, and it is a hard case to have them left behind *en route*.

At a meeting of subscribers to the British Episcopal Church, the plans prepared by Mr. Gilbert Scott, and enlarged by Mr. Kidner, were unanimously approved. The following statement was made by Mr. Cuthbertson, the Treasurer:—

Digitized by Google

"The old church of Shanghai, in which Mr. Hobson preached and many of us worshipped, was taken down in the year 1862, and it was not until June, 1863, that the trustees were instructed to apply to Mr. Gilbert Scott for a new design, which, it was hoped, would be a model of modern ecclesiastical architecture. Whether we might not have done better by consulting a gentleman of less reputation but with more time at his command than Mr. Scott evidently has, it is needless now to inquire; it is sufficient to say that those instructions were at once carried out. Mr. Scott was written to, the main conditions laid down being that he should prepare plans of a church to accommodate 800 at a cost of £20,000, and let us have them at as early a date as possible. Unfortunately, reference had to be made to Shanghai for information as to the materials that could be obtained, the cost of labour, and sundry other matters; and it was not until the 1st of November, 1864, that the plans reached us. Instead of a church with 800 sittings, we found that Mr. Scott had only provided for 460, and the lowest estimate that could be obtained was, exclusive of the spire, 75,000 tls. Seeing the absolute necessity of some considerable alteration, Mr. Kidner was employed by the trustees to enlarge the general plan so as to give the requisite accommodation; and his drawings, with the necessary explanations, were laid before a meeting held on 4th February, 1865, the minutes of which are now before us. At that meeting the amended plans were agreed to, and the trustees authorised to begin operations when a further sum of 2,000 taels had been subscribed. Notwithstanding this resolution the trustees felt that in a matter of so much importance unanimity was not only desirable but indispensable, and with a view to remove objections which had been strongly urged, they decided to refer the plans to Mr. Scott for his approval. Mr. Scott has expressed himself fully satisfied with all Mr. Kidner has done, and consequently we are now justified in saying that the design of our new church is in point of fact as thoroughly a work of Mr. Scott's as if the alterations had been entirely his own. We propose to bring the foundation of the spire only to the level of the ground line, leaving its erection in accordance with Mr. Scott's design to the residents of future years, unless the amount of subscriptions received should greatly exceed our expectations. For a vaulted brick roof, involving large expense and considerable difficulty of construction, we have substituted one of timber, keeping however to the original lines, and for Singapore wood we propose using ordinary piles and American timber for the roof and fittings, while the arches, as shown in the drawings, can be of brick throughout instead of granite. These modifications, not affecting the comfort or accommodation of the church, and perhaps rather improving the general appearance, have enabled us to bring down the estimates to 55,000 tls."

HONG KONG.

The dates by the present mail are up to the 1st Feb., or three days later than received per French mail, and published in our issue of the 7th inst. Business was quiet, owing to the Chinese New Year holidays and the approaching races.

The piratical attacks noticed in the telegrams published in the daily papers (in advance of to-day's mail) were recorded in our issue of the 7th inst.

(FROM A CORRESPONDENT.)

JANUARY 30, 1866.

The most notable event of the fortnight here has been the complete change effected in the journalistic arrangements of the colony, by which a marked improvement in the local press has been produced. In the first place, the *Daily Press*, which has for years been noted for its scurrility and extravagance under the editorship and proprietary of Mr. Y. J. Murrow, whose object throughout his career seems to have been that of outdoing even the wildest eccentricities of the *New York Herald*, has passed into the hands of a gentleman lately connected with one of the London penny dailies, and has at once altered in the tone of its articles, whilst the general conduct of the paper exhibits also a marked degree of ability. On the other hand, the weekly *China Mail* and the *Evening Mail*, the late editor and proprietor of which, Mr. Kemp, died a month or two ago, have passed under the management of Mr. N. B. Dennys, who has left Her Majesty's Consular Service to enter upon an editorial career, and who is considered likely to succeed in infusing new life into the long-established concern of which he has taken charge. The *China Mail* has for many years borne the reputation of being the best conducted paper in this part of the world, but owing to the illness and decease of its late editor it has become sadly in want of new and capable management. A want that has long existed in the press of Hong Kong has been an acquaintance with the Chinese language and a proper insight into the habits and institutions of the people. This will now doubtless be obviated by the circumstance that Mr. Dennys has spent some years in the study of Chinese, whilst his recent intercourse with the official classes will be of great service to him in estimating the nature of current public events. It is not alone the press of Hong Kong that has laboured under the reproach of Egyptian darkness in respect to all matters concerning the Chinese, who stand in the ratio of 120 to 1 of the population of the island. So far as any adaptation in the system of Government to the special requirements of such a population is concerned, one might conceive that the theory on which it is based had been formed by persons ignorant of the existence of any but Europeans in Hong Kong. Although we are within ten minutes, sail of the Chinese coast and six hours' steam (costing ten cents for the trip) of the city of Canton, not a single restriction is placed upon the ingress of the lowest classes of natives, notwithstanding the acknowledged fact that the colony affords an asylum to the most desperate robbers and pirates of the coast; and the consequence is that every afternoon the two opposition steamers from Canton disgorge each their hundreds of villanous-looking native passengers, arriving here without visible occupation or means of support, whilst the same steamers similarly carry away in the morning crowds of returning adventurers, on their way back to Canton, enriched with the fruits of the robberies perpetrated nightly, or of the petty thefts occurring in the principal thoroughfares almost every hour of the day. The police force which is supposed to cope with this criminal multitude consists, as to its constables, of slouching Bombay natives, scarcely one of whom understands more than a dozen words of English, whilst none understand Chinese; and, as respects the sergeants and inspectors, chiefly of discharged sailors and other low-class Europeans, whose ridiculously low pay of $12 to $15 per month is constantly adduced in extenuation of their negligence and accessibility to bribes. The evil in this respect has been complained of for years, but no steps seem to have been taken to seek a remedy; but a mortifying occurrence which has taken place within the last few days will perhaps hasten a much-needed change, more especially if Sir Richard MacDonnell proves on arrival as painstaking and earnest an administrator as described to be. The Chinese shopkeepers and other respectable native residents have presented a petition to the Colonial authorities setting forth that, in view of the outrages and depredations to be expected at the season of Chinese New Year, now close at hand, and of the well-known inefficiency of the Colonial police, they are anxious to organise a temporary force of armed watchmen at their own expense, and requesting permission to that effect. What answer has been returned is not yet known, but the Government will probably refuse its consent. The efficiency of its own arrangements may be gauged by the fact that two European vessels have within the last ten days been attacked and plundered by pirates within a mile or two of the island, whilst a third was actually boarded the other night when at anchor in the harbour, and only saved from pillage by the courage and address of the mate.

The Chinese authorities of the mainland have not yet succeeded in tracing any of the ringleaders in the late lamentable affair of the *Pride of the Ganges*. A mandarin was appointed to proceed to Hainan, where the coolies landed, and endeavour to secure the mutineers, but the naval authorities here refused to detach a gunboat for the purpose of conveying him to the spot, whilst a small steamer belonging to the Canton Customs which was thereupon despatched with him was obliged to put back in distress. Orders have, however, gone down overland to the local officials, requiring them to use every effort for the capture of the mutineers. It is ascertained that only some twenty to thirty of the three hundred coolies on board took any active part in the rising, the remainder either passively looking on or assisting under compulsion and threats; and there are strong reasons for supposing that the ringleaders went on board the ship in the guise of emigrants with the deliberate purpose of effecting a rising as soon as they should get to sea, with the belief, no doubt, that a large sum of money must be carried on board. The lamentable lack of precaution against possible dangers of this kind which the captain, though duly warned before sailing, seems to have manifested, made the mutiny an easy task, and led to his unhappy end. A court of inquiry on this subject has concluded its sittings, but its finding has not yet been made pub-

Digitized by Google

lic ; and the same court has also been engaged in investigating the circumstances attending the despatch of a shipload of coolies to Dutch Guiana early last year, among whom an appalling mortality took place. The agent for this enterprise is a German ex-missionary, the Rev. W. Lobscheid, who has abandoned the cause of proselytism for this and other dubious undertakings, among which is the editing of a Chinese newspaper partaking largely of the tone of the journal lately conducted by Mr. Murrow, who, indeed, was also the founder of the Chinese paper. It appears that the large mortality on board the vessel referred to took place among a batch of coolies rejected from the barracoons at Macao as unfit for Havanna or the Chinchas, and who were thereupon brought to Hong Kong by the crimps who had in the first place sought their market at Macao. This fact indicates a considerable laxity in the conduct of the emigration inspection here. The employment of crimps, indeed, under the euphonious designation of "brokers," cannot be sufficiently reprobated, and was one of the proceedings most energetically forbidden by Mr. Parkes, when remodelling the system of emigration in force at Canton.

It is rumoured that the foreign Ministers at Peking have drawn up, conjointly with the Chinese Government, a new code of regulations for coolie emigration, to come into effect during the ensuing year. So long, however, as kidnapping can flourish unchecked at Macao, restrictions at the Chinese ports will be of little use.

The remnant of the rebels who, owing to the miserable incapacity of the Imperial commanders, made their way back into this province two or three months ago, after having once been driven out of it, are still in possession of the city of Kia-ying-chow, about 80 miles inland from Swatow, and are reported to have equipped a fleet of fighting boats as if with the design of descending the river Han towards Chaou-chow-Foo, the city whose inhabitants, the most turbulent in China, have so long successfully resisted the entry of H.M.'s Consul to the place. The Chinese Government itself would, I fancy, be rather pleased than otherwise if these unruly subjects should get a toning down at the hands of the rebels.

The first general meeting of the shareholders in the Hong Kong and Shanghai Banking Company is to take place early in February, when a dividend of about six per cent. for the period (nine months) during which the bank has been working will probably be declared.

STRAITS OF MALACCA.

SINGAPORE.

The French mail of Dec. 17 has arrived out, and the P. and O. mail of Dec. 27 arrived on Jan. 30. The following summary of news is from the *Straits Times* of Feb. 8 :—

In our issue of the 18th it was stated that all the steamers of the Bombay and China Merchant Steam Navigation Company had been offered for sale at Bombay, and would ply no longer between that port, the Straits, and China ; we now learn that, by the *Behar*, which arrived yesterday, advices have been received here to the effect that the company had liquidated all its claims, and that the steamer *John Bright* would leave Bombay for Singapore and China on the 25th instant.

In our issue of 3rd January we referred to an article in the *Java Gazette* of 15th December (our translation of which, however, does not convey quite a correct impression), of the transfer of Mr. H. O. Robinson's mail contract, for the Eastern Archipelago, to the Netherlands India Steam Navigation Company. We stated that the contract had been declared null and void, but those are merely the legal terms of stating that the contract no longer stood in Mr. Robinson's name, he having transferred it to the Netherlands India Steam Navigation Company, of which company he is the largest shareholder, and the managing director in London. Mr. Fraser, a co-director in London, is the chief agent and representative of the company in Netherlands India.

Births, Marriages, and Deaths.

(Announcements for Subscribers are made free of charge.)

BIRTHS.

DEANE—On the 23rd January, at Singapore, the wife of Captain T. S. Deane, of a daughter.

FITZROY—On the 22nd January, at Shanghai, the wife of George H. Fitzroy of a daughter.

POHL—On the 1st Mar., at Hamburg, the wife of Gustav Pohl, Esq. (Messrs. Stevens and Pohl), of a daughter.

RYRIE—On the 31st January, at Hong Kong, the wife of P. Ryrie, Esq., of a daughter.

STACE—On the 6th Mar., at his residence, Portswood Lawn, Southampton, the wife of E. K. Stace, Esq., of a son.

SEVERS—On the 6th Mar., at 24, Kensington-gardens-square, the wife of Henry H. Severs, Esq., of a daughter.

SMALE—On the 12th March, at 18, Chalcot-terrace, Regent's Park-road, the wife of J. Jackson Smale, Esq. (late of Hong Kong), of Lincoln's-inn, barrister-at-law, of a son.

MARRIAGE.

MACKAY—FRASER.—On the 1st March, at Abersky, near Inverness, by the Rev. Dr. McLauchlan, Edinburgh, George Mackay, Esq., Shanghai, to Fanny Leech, only surviving daughter of Hugh Fraser, Esq.

DEATHS.

CAREY—On the 23rd January, at Shanghai, after 15 weeks of intense suffering, Marian, the beloved wife of Henry Wm. Carey, of Hankow, in her 29th year.

DENNIS—On the 8th Mar., at Norbury House, Reigate-hill, the residence of her sister, Mrs. Tucker, Anne, third daughter of the late John Dennis, Esq., of Rose-hill, Dorking.

HAY—On the 9th Feb., at his residence, Ford Hall, near Sunderland, Durham, William Hay, Esq., aged 52.

HOW—On the 4th March, at Gordon House, Turnham-green, Thomas How, Esq., in the seventy-ninth year of his age.

KOSABURO—On the 26th Feb., Yamazaki Kosaburo, a native of Japan of the Retinue of Prince Negato, aged 22.

MOTTLEY—On the 12th March, at Hastings, Herbert Mottley, aged 23, second son of the late Dr. Mottley, of Shanghai, China.

RAWSTHORNE—On the 5th Mar., on board the ship John Lidgett, off Gravesend, on her homeward voyage from China, Edward, fifth son of the late Thomas Rawsthorne, Esq., formerly of Heysham Hall, Lancashire, aged 28.

ROBERTS—On the 31st December, at Chefoo, Thomas Roberts, Tidewaiter H.I.M.'s Customs, aged 44.

TORREY—On the 30th Dec., at Manila, Rollins Torrey, Esq., of Boston, U.S.A., of the firm of Russell and Sturgis.

TOGGENBURGHER—On the 23rd January, at the Mission House, West Point, Hong Kong, the Rev. John Ulrich Toggenburgher, of the Basel Evangelical Mission.

WATSON—On the 31st January, at Hong Kong, Mrs. Watson, the wife of the proprietor of the Stagg Inn, Queen's-road Central, who fell from the top verandah of the building, and was instantly killed.

EXCHANGES ON LONDON.

[For dates, see first page.]

		Bank.	Private.
At Yokohama	6 months sight.	4s. 6¼d.	4s. 7d.
At Shanghai (per Tael.)	6 ditto	6s. 3d.	6s. 3½d. to 6s. 3d
At Canton, At Hong Kong, At Macao	6 ditto	4s. 7d.	4s. 7½d. to 4s. 8d.
At Singapore	6 ditto	4s. 8d.	4s. 8d. to 4s. 9d
At Manila	6 ditto	4s. 3d.	4s 3d. to 4s. 4d

At Shanghai, Bills on India, Rs. 297 to 298 per 100 taels. At Hong Kong, Rs. 218 to Rs. 220 per $100. Bar Silver at Shanghai, 111 taels; at Hong Kong, 11 per cent. prem. Mexican dollars at Shanghai, taels 73·5 per 100 and Exchange on Hong Kong, 27 discount. Hong Kong and Shanghai Bank shares, 11 per cent. prem.; Gas Company in demand by Europeans and Chinese at 30 per cent. prem.; Hong Kong and Whampoa Docks, 40 prem.; Canton and Macao Steam Ship Company, 15 per cent. dis.

COMMERCIAL REPORT.

CHINA EXPORTS.

TEA.—CANTON.—A very limited business has been done during the past fortnight, the demand for Canton Gunpowders having suddenly ceased, and the teamen holding other kinds with extreme firmness, with a great scarcity of all desirable tea. Country Congous: No transactions are reported, and the offers made were withdrawn immediately after the departure of the last mail, and, unless holders lower their ideas considerably, there is but little prospect of the stock being sold this season. Country Greens: Only one chop of these descriptions has arrived, for which 54 tls. proportion is asked, and the only offer reported is 45 tls., which has been refused. The stock on the market consists of 6 chops country Congou, 550 half-chests country Greens, and a quantity of Canton teas in a variety of stages of preparation.

FOOCHOW.—The few parcels of Congous coming forward have been taken at full prices, and a large proportion of the small stock on hand consists of mixed lots of refined Foochow and Amoy Teas. During the fortnight the sales have been 4,000 chests at the following prices:—Dust and broken leaf kinds, 7½ to 13 tls.; Ordinary Common, 14 to 17 tls.; Good Common, 17 to 20 tls.; Fair Flavory, 20 to 23½ tls. There were no sales of Kysow kinds or of Souchong. About 2,100 half-chests of Oolong were disposed of, common to fair cargo at 8 to 10 tls., and fine at 23 to 28½ tls. About 140 chests of Flowery Pekoe were sold at common to medium 25 tls. No sales for the finest kinds; 720 boxes of scented Teas were disposed of at 21 tls.

SHANGHAI.—Black Teas: Transactions have been confined to the purchase of three small chops of Oonams and Ningchows and four local packed Congous, prices for which may be quoted fully equal to previous rates. About 1,500 chests have just arrived from the river ports, and there are one or two parcels of leaf now being made up and packed on spot. Settlements have been 2,100 chests Oonam at 21½ to 23½ tls., Ningchow at 23 to 27¾ tls., and Shanghai packed 18¼ to 20¾ tls. Re-shipments have been 1,100 chests, and the stock consists of 1,500 chests as above. Total shipments from 1st June (including Hankow re-shipments) 264,800 chests, against 376,200 chests at same date last year. Green Teas: There has been rather less inquiry for these descriptions, the mail news both from England and America being not so encouraging as of late; prices, however, show no material change, holders continuing firm, as the stock both at this and Kiukiang is now much reduced. Further supplies from the country, it is expected, will not exceed 30,000 packages. Settlements have been 12,600 half-chests Fychow and Moyune at 34¾ to 52 taels, and 1,300 half-chests Pingsuey at 41 taels. Reshipments amount to 5,600 half-chests, and the stock is estimated at 14,000 half-chests Fychow and Moyune, and 2,500 half-chests local packed Fychows. Total shipments from 1st June, 235,600 half-chests, against 162,900 half-chests at same date last year.

YOKOHAMA.—A large amount of business has been transacted in the Tea market, and the entire settlements have been for America, consisting of Good Medium and Fine kinds; in other descriptions we do not hear of any purchases having been made. Prices have again advanced and show a further rise of about $1 to $2 for Good Medium to Fine kinds, other

Digitized by Google

classes are unaltered. Of the total export for the season (about 5,375,000) the quantity exported to the United States direct was 4,485,000, the remainder to England.

RAW SILK.—The quantity of silk going to Europe by this opportunity is, 70 bales for Marseilles, and 640 for Southampton. The M. I. steamer Donnai took 365 bales for Marseilles and 330 for London.

CANTON.—A fair amount of business has been done considering the lateness in the season, and with one exception of 45 bales Tsatlee all purchases have been made for India. Stocks both here and in the country are getting very small, and for which even higher than present quotations are asked. The settlements of the fortnight have been 115 piculs of silk, 50 piculs of pierced cocoons and 200 bales of silk waste. Loongkong, No. 1, $630 to 640 per picul. No. 2, $75 per picul.

SHANGHAI.—Since the last report a limited business has been done in China Silk, the smallness of stocks, and the increasing value of the finer classes, preventing purchases, seeing that at such high cost no favourable result can be expected. Settlements since the departure of the last mail amount to about 600 bales. Prices have advanced about 5 to 10 tls. on Tsatlees and in one instance an advance of 40 tls. per picul has been paid on chop Haineens, though the ordinary classes are not quoted more than 10 tls. higher. The following are the latest quotations:—Tsatlees: Chops No. 3, 620 tls. per picul.

YOKOHAMA.—Soon after the arrival of the mail, business commenced amongst a few buyers, and from the desire evinced to secure fine parcels of Silk, there has been more than the usual average of rejections: these qualities are very scarce, and as soon as they arrive, find buyers very soon at $920 to 940 per picul. The total business for the fortnight may be estimated at from 550 to 600 bales, bringing our export up to say 8,000 bales, against 9,300 bales same time last year. Arrivals have about kept pace with settlements, and there are now from 1,000 to 1,500 Japanese bales on offer, all sorts included. Rather more Oshiu Silk has come down lately, for the fine descriptions of which very high rates are asked. It is not too much to say, that the greater portion of the whole stock is composed of inferior classes of Silk.

DRUGS, &c.—MACAO.—Cassia Lignea: No supplies have come to hand during the past fortnight, and the market is quite bare; we quote nominally $18 50. Cassia Buds: The demand for this article seems to have fallen off entirely, and although dealers have reduced the price to $43, no sales have been effected; as holders seem anxious to realise, a further decline is probable. Cassia Oil: The stock has been increased by a fresh supply to 45 piculs and consequently prices are somewhat easier, but as there is no inquiry whatever for this article, owing to the unfavourable news from the home markets as regards the same, in all probability the price will most likely still decline. At present dealers ask $185 per picul. Star Anniseed: Large arrivals have occasioned prices to decline $1 per picul. The sales amount to 800 piculs at prices varying from $21 to 21.50, according to quality. As the stock is rather heavy and estimated at 1,500 piculs, still lower rates are expected to rule for the future. Star Anniseed Oil: For a parcel of 5 piculs lately arrived, dealers asked the exorbitant price of $205, but have since reduced it to $196, however, without finding a buyer. China Galls: None have to come to market as yet, and we continue to quote nominal $14 per picul. China Root: Our market has been supplied with 500 piculs, and found buyers at the high rate of $3.50 per picul. Galangal: 500 piculs changed hands at $1.75 per picul, leaving 1,300 piculs on the market, offered at the same price. Vermilion: $34 per box of 900 packages, and $38 per box of 1,000 packages.

CHINA IMPORTS.

HONG KONG.

COTTON YARN.—Sales comprise 38 bales of No. 16 to 24, and 10 bales of No. 40. Grey Shirtings: Sales include 3,700 pieces of partially damaged goods sold at public auction. American Drills, &c.: None here. Quotations nominal. White Spotted and Dyed Shirtings: No sales to report. Damasks: No clearances. Chintzes: A slight demand for assorted chintzes.

LONG ELLS show a further decline in price. Sales include about 1,000 pieces "to arrive." Camlets: The slight demand which existed for shipment to Japan has subsided, and camlets are again neglected. Lastings and Blankets: No sales.

METALS.—Iron: A good demand continues for Nail Rod Iron. Of Round and Hoop Iron and wire there are no sales to report. Prices are unchanged. Lead: Has advanced steadily, in consequence of a strong demand, and the very limited shipments on the way from Europe. In Canton 500 piculs have found buyers at an advance of 10 cents on last quotations. Tin: Sales include 174 slabs Malacca Tin. Tin Plates: Show an improvement in prices, while clearances are considerably over last fortnight's. Quicksilver: 100 flasks have found buyers in Canton, besides the sales reported in the margin.

COALS.—HONG KONG.—During the fortnight about 7,000 tons of Welsh, and 4,000 tons of English of the September shipments have arrived, which has had a somewhat depressing effect on the market. We quote English and Welsh $13 to $13½ nominal. Australian inquired for at $12 SHANGHAI.—Receipts have been of English, 1691 tons; Welsh, 515 tons; American, 740 tons; Australian 762 tons; Formosa, 600 tons; Japan, 200 tons; in all, 4508 tons. Prices of English and Welsh Coals have been well maintained, and sales of all afloat have been made at tls. 10.5.0 for the former, and 11.2.5 tls. to 11.5.0 for the latter. American coals show a considerable decline, the demand for that description being very limited now, and the Resolute's cargo of 740 tons was sold at 11 tls. per ton. Sydney coals continue in favour, and one cargo has been sold at tls. 9.5 Japan and Formosa coals are in fair request at 7 tls. for the former, and 6 to 7 tls. per ton for the latter. We quote: American Anthracites, tls. 11 (66s. 11d.); English, tls. 10.5 (63s. 10d.); Welsh, tls. 11.2.5 to 11.5.0 (68s. 5d. to 70s.); Sydney, tls. 9 to 9.5 (54s. 9d. to 57s. 9d.); Newcastle (N.S.W.), tls. 9 (54s. 9d.) per ton of 2,240 lbs. from ship's side.

COTTON.—HONG KONG.—During the last fortnight the activity of this market has been increased by higher quotations from home, but the prices named in the last report are still ruling, as the stocks are large. A few parcels of good Bengal and China were sold at $22.75 to 24.50 and $26 to 29. The approach of the China new year has tended as usual to diminish sales. The high quotations from England have induced some shippers to make consignments to London. The latest quotations are—Bengal, $22 to 24, and China, $26 to 28. The stocks are estimated at about 30,000 bales Bengal and 15,000 bags China.

CANTON.—The market advanced one tael early in the fortnight, when a moderate business was done, but as buyers held off, the advance was lost, and the quotations are the same as those given last mail. The sales reported are—300 bags Shanghai at 18 to 19½ tls., 300 bags Ningpo at 20 to 21½ tls., 1600 bags Shantung and Tientsin at 18 to 20 tls., and 1500 bales Bengal at 15 to 17½ tls. The stock consists of 1500 bags Native staple and 800 bales Bengal.

SHANGHAI.—The late advice of a further rise in the home market has had the effect of inducing some moderate shipments to be made to Liverpool. The market is firm at 10 to 20 tls. per picul.

SHIPPING INTELLIGENCE.

ARRIVALS.

At YOKOHAMA.—From London: Jan. 4, Scinda; 5, Maravi; 14, Chanticleer.

At SHANGHAI.—From London: Jan. 7, James Shepherd. From Sunderland: Seawfell: 16, Alma. From Newcastle: 14, Edgar Ross. From Cardiff: 16, Geo. Canning. From New York: 8, Resolute.

At HONG KONG.—From London: Jan. 27, Fiery Cross, Sovereign of India, Dilpussund. From Liverpool: 17, Her Majesty; 29, Stuart Wortley. From Cardiff: 24, John Rennie; 29, Alane, David, Europa; 30, Maury, St. Croix. From Sunderland: 29, Lennox Castle. From Swansea: 29, Fort Regent, John Milton. From Hamburg: 21, Cary and Jane.

At MANILA.—None.

At SINGAPORE.—From Sunderland: Jan. 31, Jurgen Bruhn. From Swansea: 24, Charlotte. From Rotterdam: 22, Mary Goddard. From Hamburg: Feb. 6, Fromm. From Lisbon: 2, Venus.

At PENANG,—From London: Feb. 3, Bride. From Lisbon: Jan. 18, Carmentin.

DEPARTURES.

From YOKOHAMA.—For London: Jan. 16, Cleveland. For New York: Dec. 30, Flatworth; Jan. 13, Valetta; 16, Monkchester.

From SHANGHAI.—For London: Jan. 10, Rajah [of Cochin; 14, Petchelee; 21, Peter Denny. For New York: 21, Anglo Saxon (via Foochow); 22, Horatio; 23, Grasmere.

From HONG KONG and CANTON.—For London: 18, Agincourt; 24, Victoria (via Macao). For Hamburg: 12, Uranus. For Havre: 19, Taffarette. For Bordeaux: 20, Reconnaisance. For New York: 28, Hugo and Otto.

From MACAO.—For London: Jan. 22, Mountain Ash.

From MANILA.—For Cork: Jan. 19, Trebizond. For Boston: 16, Goethe.

From SINGAPORE.—For London: Jan 21, County of Ayr; 27, William Simpson. For Liverpool: Feb. 6, Roslin Castle. For Falmouth: Jan. 22, Aguste and Miline; 31, Fred. Warren; Feb. 1, Cheefoo. For Bordeaux: Mobely. For New York: 3, Ortelius; 6, Friz and Anton.

From PENANG.—None.

LOADING.

At NAGASAKI.—For London: Chanticleer.

At YOKOHAMA.—For New York: Louisa Braginton.

At SHANGHAI.—For Liverpool: Aerolite, Empress. For New York: Hotspur, Catalpa.

At FOOCHOW.—For London: Adelina. For New York: Buena Vista.

At AMOY.—For New York: Marco Polo, Amaranth.

At HONG KONG and CANTON.—For London: Queen of the Age. For New York: Peep o'Day, Dan, Eastward Ho.

At MANILA.—For Liverpool: Feliz. For Falmouth: Cinco Hermanos, Ferozepore. For Hamburg (*via* Iloilo): Voladora. For New York: Santee, Endeavour. For Boston: 20, Mindora, Dorchester, Bengal, Sacramento.

At SINGAPORE.—For London: Nancy Bryson, Como Golconda. For New York: Appellina. For Boston: Borneo.

At PENANG.—For London: Kinnaird. For Boston: Agnes.

VESSELS PASSED STRAITS OF SUNDA.

From ENGLAND and CONTINENT to CHINA, &c.—Jan. 11, John Watt, Cardiff to Singapore.

From CHINA, &c., to ENGLAND and CONTINENT.—Jan. 9, Cupella, Batavia to Europe; 10, Affghan ditto; 13. Moulin, Menado to London; 14, Latona, Singapore to London; Hermeline, Singapore to Falmouth; Assyrian, Foochow to London; 15, Monsoon, Manila to London; 16, Albuera, Foochow to London; James Russell, Macao to London; 17, Cambalu, Foochow to London; St. Luis, Saigon to France; Nordcap, Zebu to Cork; 21, Los Nidales, Zebu to Queenstown.

From CHINA, &c., to UNITED STATES.—Jan. 13, Memento, Shanghai to New York; 16, Chinesenen, Singapore to New York; 17, Gem of the Ocean, Canton to New York; 19, Formosa, Amoy to New York; 21, Antelope, Hong Kong to New York.

FREIGHTS AND CHARTERS.

YOKOHAMA.—To London: Cotton and Tea, £2 to £2 10s. per ton.

SHANGHAI.—To London and Liverpool: The vessels on the berth are loading at £2 to £2 5s. per ton of 50 cubic feet; there is an improved demand for tonnage, and freights have a tendency to rise.

HONG KONG and CANTON.—Home freights remain unaltered: from the Burmah Ports, £3; open charters are still obtainable. For London, the Victoria and Queen of the Age have a full cargo engaged, the latter at £2 10s. per ton, at which rate the Emilie has taken the berth to load a general cargo. According to the circular of Geo. Holmes, the estimated number and tonnage of disengaged vessels in Hong Kong is 41, representing 21,755 tons.

Digitized by Google

MANILA.—The Cinco Hermanos has been taken up for Falmouth, to discharge in the United Kingdom, at £2 17s. 6d. per ton for unclayed sugar. The Feliz loads for Liverpool with about 500 tons unclayed sugar, at £2 15s. Tonnage is in limited supply, and rates will probably advance further as produce becomes more abundant.

SINGAPORE.—To London: £2 per ton dead weight, £2 10s. light freight. To New York: £2 5s. dead weight, and £3 light freight.

PENANG.—There have been no available vessels arriving; a chartered vessel for London, the *Kinnaird* at £2. 2s 6d. to £2 12s. 6d. has arrived and about completed her dead weight, still seeking light freight, of which it is almost impossible to get any quantity. Should the demand for tonnage to the rice ports continue, rather higher rates may be expected.

ARRIVALS REPORTED BY TELEGRAPH.

At SHANGHAI.—Jan. 31, Serica, from London; no date, Sir W. F. Williams, Maiden Queen, Lansdowne, and Antipodes, from London.

At HONG KONG.—Feb. 1.—Taitsing, from London.

COMMERCIAL POSTSCRIPT.

THE P. and O. Company's tender for the Mauritius mail service has been declined. It is believed that the Postmaster-General has accepted the tender of the Union Company to run a line between Galle and Mauritius, which will lengthen the time of transit about ten days. The only direct mail is therefore that carried by the French Company.

The report of the Agra and Masterman's Bank (Limited) has been issued preparatory to the meeting. The audited accounts for the year ended 31st December last show that after making ample provision for bad and doubtful debts, the available surplus is £250,254. Out of this sum the directors have paid two half-yearly dividends, at the rate of 10 per cent. per annum, adding on each occasion a bonus of 15s. per share, thus making the total distribution for the year 16 per cent., free of income-tax, on the increased capital of one million and a-half sterling. The balance, £10,254, is carried forward to profit and loss account for the current year. The directors have to announce that during last session an Act of Parliament was obtained for enabling the bank to divide the original shares of £100 each into two shares of £50 each. The subdivision has been carried out, and the capital of the bank now consists of 60,000 shares of £50 each, of which £25 per share have been paid up. A branch of the bank has been opened in Paris, under the management of an influential local board, and they are glad to state that the results from the commencement have been satisfactory.

ARRIVALS NOT INCLUDED IN THE TABLES.—March 14, at Falmouth' from Maulmain, Storm King; 15, from Batavia, Zodiac; Feb. 23, at Havana, from Macao, Arizona; 27, at New York, from Amoy, Esmeralda; March 15, at London, from Canton, Annie Archbell; at Deal, from Shanghai, Whitehall; Feb. 28, at New York, from Amoy, Wild Gazelle; March 16, at Falmouth, from Batavia, Lady Alice; off the Start, from China, Chrysolite; at Deal, from Foo-chow-foo, Merse; 15, Lord Macaulay; from China and New York, Glenaros; off Queenstown, from Ceylon, Victoria Cross; at Falmouth, from Singapore, Maggie.

DEPARTURES.—March 13, from Cardiff for Hong Kong, William Mitchell; from Liverpool for Singapore, Chili.

LAID ON.—At Liverpool: For Bangkok, Emmannuel. For Singapore, Hermann Doctor. For Galle, Anna Maria. At London: For Hong Kong and Canton, Invincible.

CASUALTIES.

The Douglas (s.), Baker, from Aberdeen for Hong Kong, put into Gibraltar, March, with her shaft broken. The P. and O. Company's steamer from Southampton on the 20th inst. will take her a new one.

The Landbouw, Sissingh, from Pasaroeang to Amsterdam, which put into Mauritius 26th January leaky, had also broken her pump and sustained other damage; the whole cargo would probably not require to be discharged, but 1042 bags of coffee were found to be damaged, and 550 of them have since been sold.

The Anna Bok, from Pasaroeang to Amsterdam, which put into Mauritius 27th January leaky, and with other damage, was discharging, having pumped up sugar and coffee.

SPOKEN.

HORSA, Shanghai to Liverpool, March 2, 49 N., 40 W.
ISABELLA, for Colombo, Jan. 17, 22 (?) S., 35 W.
PRIDE OF ENGLAND, Hong Kong to London, Jan. 16 27 S., 8 E.
WHITEHALL, Shanghai to London, March 1, 51 N., 37 (?) W.
KOSMOPOLIET, Batavia to Dordrecht, Jan. 14, off Cape of Good Hope.
LOCHLEVEN CASTLE, Singapore to Liverpool, Dec. 6, 6 S., 105 E.
FORERUNNER, Singapore to Falmouth, Dec. 6, 6 S., 105 E.
EDITH, Nagasaki to New York, Dec. 18, 19 S. 73 E.
WYNAUD, Colombo to London, Jan. 21, 16 S., 5 W.
ST. ABUIN (?), (Fr. ship), Havre to Singapore. Feb. 8, 4 N., 26 W.
NELSON, Manila to London, March 3, 50 N., 38 W.
TASSO, Foochow to London, Dec. 27, 30 S., 39 E.

THE P. & O. COMPANY'S FLEET.

The *Mongolia*, 2,798 tons and 500-horse power, will leave Southampton for Calcutta to take up the Suez line on the 21st instant. Captain Babot will take the command to Calcutta, but Captain Stewart, R.N.R., will proceed overland to take permanent command.

The *Surat* (no commander yet appointed), screw steamer 2,596 tons, 500-horse power, is to be launched by Messrs. Day and Co., builders of ships and engines, of Northam, Southampton, on the 17th instant. She is intended for the general Indian Mail service either on this side or the other, but will probably make two or three voyages on the home side at first.

The *Geelong*, noticed in a previous issue, will leave Dumbarton soon for Southampton and India. The *Avoca* will be launched this week and be sent round to Southampton.

STOCKS OF TEA.

(To the Editor of *The London and China Telegraph.*)

SIR,—The estimated stock of tea in bond, on the 31st December last, was variously stated in the brokers' circulars at from 80 to 86 millions of pounds. The Government return the actual stock on that date at (*Economist*, March 3, page 254) 95,542,271 lbs. I think you should bring this discrepancy to the notice of your subscribers in China, that they may bear it in mind when offering for the new teas. They generally take their statistics from brokers' circulars.—I am, Sir, your obedient servant,

London, March 15, 1866. IMPORTER.

THE "FIERY CROSS" AND "SERICA."

(To the Editor of *The London and China Telegraph.*)

SIR,—In your issue of 7th inst. I find it reported that on November 5th the *Fiery Cross* "passed" the *Serica*. The latter vessel, however, reached Shanghai on January 31st, being 110 days from the Downs. The *Taitsing*, belonging to the same owner, arrived at Hong Kong on February 1st, being 96 days, having left the Downs October 28th. The *Fiery Cross*, according to the dates given by you, was 106 days from the Downs to Hong Kong. I enclose my card.—Yours faithfully,

Reading, March 9, 1866. S.

LAUNCH OF THE "COUNTESS OF KINTORE."—From the building-yard of Mr. William Duthie, junr., at Aberdeen, a fine clipper ship of the following dimensions was launched:—Length, 182 feet 6 inches; breadth, 31 feet 5 inches; depth, 19 feet 4 inches. She measures 736 70-100 tons N.N. measure, and 852 25-94 tons O. measure. She is classed nine years A 1 at Lloyd's. After being named the *Countess of Kintore* by Miss Duthie, daughter of the builder, she glided very beautifully into her future element. This vessel is the property of John Cook, Esq. She will be principally engaged in the colonial and China trades, and is to be commanded by Captain Catto, late of the ship *Beautiful Star*, of Aberdeen.

MISSIONARIES AT PEKING.

According to the last accounts from the Rev. Joseph Edkins, it appears that the premises lately held by him from the British Legation have had to be surrendered for the accommodation of Sir R. Alcock. A native temple has, however, been purchased, and the good cause progresses. Mr. Edkins thus reports to the London Missionary Society the possession:—

"On the 11th Sept. the hospital was opened for patients. We took the opportunity of commencing the public preaching of the word of life. The chapel is a large hall, where till now sat, dimly seen by the light entering through darkened doors, the principal idols of the temple. The building is lofty and substantial, and faces the street. Benches are placed to accommodate 200, and there is standing room for 200 more. The subject of the addresses given to the crowd at the opening service was the object of the hospital. The merciful character of the Saviour as the healer of the bodies and souls of men was exhibited, and an invitation was given to the sick to come for healing, and to all to hear the message of salvation proclaimed through Jesus Christ. Prayer was offered for the first time to the true God in this idol hall, where for many long years the worship of the god of fire has been conducted.

"Seventy or eighty patients attended the hospital daily. Mr. Dudgeon (who succeeded Dr. Lockhart) is much interested in the number and variety of new cases. Both in the medical and evangelistic department our work has received a new impulse in advance. Up to the present time there has been a lack of opportunity in this, the eastern part of the city, for the five baptised men whom I have in training to become preachers, for the exercise of their gifts. But there is no longer this want. They take turns in addressing the numerous audiences who assemble.

"Each Sunday thirty, forty, or fifty women find their way there, belonging, in many cases, to very respectable families, Chinese and Manchu. At this time of year, when the chinaaster is in blossom, the school-room presents a very gay appearance. Besides pots of these flowers, which the schoolmaster takes care to have placed there, almost every woman has one or more inserted in the large knot into which they bind their hair on the crown of the head. Mrs. Edkins has recently established a girls' school in the same street; and the girls, 9 in number, appear at the Sabbath service with their teacher, an elderly Christian, a bachelor of arts, who was baptized last year, and who also assists in the instruction of the women's congregation. Unhappily, the lack of education prevents women from becoming readily acquainted with the doctrines of Christianity. Their faculties have not been quickened by scholastic training, and hence the acquirement of the knowledge necessary to their becoming Christians is a laborious task. But we are much gratified by the frequency of the attendance of many of them, and the interest with which they listen.

"A third priest has made his appearance, also a Buddhist. He has been an interested hearer in the hospital chapel for several days. He has decided to offer his temple, with its revenue of £10 a year, to the Mission. He wishes to put off the priest's garb, and, assuming the usual Chinese costume, become a Christian. The temple is extensive, and is distant eighty miles from Peking, close by the West Imperial Cemetery."

Digitized by Google

HANKOW.

The Rev. Dr. Mullens thus reports to Dr. Tidman, the President of the London Missionary Society:—

"I left Shanghai with Mr. Muirhead on Saturday, November 4th, three days after my arrival from Peking, and, after a most pleasant trip up the great River Yang-tse, reached Hankow on the morning of the following Tuesday. We left Hankow the next Friday evening, and, as the English mail was shortly expected with Mrs. John, on her return from England, Mr. John accompanied us. We travelled both ways by the same steamer, the *Po-yang*, belonging to Messrs Oliphant and Company, and had a free passage both ways. Mr. John had the same down; and a few weeks ago Dr. Legge in his visit received the same favour. Mr. John tells me that, on repeated occasions during the last three years, Messrs. Oliphant have given the same privilege to himself and others, and have thereby saved the Society a large sum of money. You will see this in a moment when I tell you that the lowest charge is 100 taels (£33) for a return trip for each person; so that we four have been saved, within a few weeks, 350 taels, or nearly £120.

"In going up the Yang-tse I felt somewhat disappointed at the scantiness of the population, and the smallness and poverty of the towns upon its banks. This impression was somewhat removed on my return, when I saw them for the second time. I then noticed that there were large cities, like Nanking and Wu-hu, not treaty ports, with a considerable population and growing trade, and that Kiu-kiang, one of those ports, is also once more prospering. Still it is true that all the country on the south of the river for many miles inland was fearfully desolated by the rebels; towns and cities burned by the dozen, and the people killed by slaughter, pestilence, and starvation by *millions!* Nanking and Chin-kiang bear the marks of that desolation now; both cities have been completely ruined, and so has been Soochow, nearer to Shanghai, across the country. I could not help fearing, therefore, as we drew nearer our destination, that my once lofty views of Hankow and its neighbour cities would receive a rude shock, and that, after all, I should be disappointed. But it was not so. On the morning of our arrival we all went over to Wu-chang, and, as I stood on the top of the hill in the centre of that city, and beheld the three walled cities and the river beneath me, I could not help feeling that neither in India nor in China had I ever before looked on such a noble sphere for missionary labour. Wu-chang is the governing city, and has a large population, including many families of most respectable standing and influence. Hankow is the great mart for trade; the most busy, crowded, active, wealthy place I have seen. Its chief streets and bazaars are full of handsome shops, with abundance of valuable goods, and its smaller streets are close-packed, and also full of people. Recently a city wall has been erected all along the west side, away from the river, between Hanyang and Hankow, just above the banks of the small tributary river, the Han. There we could see the length of Hankow, and the closeness with which its houses are packed together. Its present population must be 700,000 to 800,000.

"The Mission is placed at the north end of the native town, just off the English settlement. The Mission Chapel is in the centre of the city, just off one of the great streets; it is an excellent building, the very thing for a bazaar chapel, and has a catechist's house and boys' school-room behind it. I had the pleasure of hearing both Mr. Muirhead and Mr. John (the resident missionary) preach to a crowded congregation. In Wu-chang again, not far from the north gate, is another chapel, also well built, with rooms for a missionary's visit, a catechist's house, and school."

TIEN-TSIN.

During a journey into the interior the Rev. W. N. Hall, and the Rev. Jonathan Lees and Mrs. Lees report as follows:—

"At a village through which we passed we had a most interesting scene, illustrating plainly how much more accessible are the rural population than the inhabitants of cities like Tien-tsin. It is one of the hundred incidents which have occurred recently, and which are rapidly modifying our views of the best way of prosecuting mission work. Stopping for a moment beneath some shady trees, we had in five minutes a group around us such as we have never yet seen at our own station. There the women are inaccessible: here they crowded round, and were as ready to chat as the men; mothers with their little ones, young girls, and bright-looking lads. It brought back many a happy hour of the past. 'Why,' we said, 'we could get a Sunday school directly here; and these mothers, how easy to win their hearts.' I took one bonnie bairnie, some twelve months old, into my arms. What if it did boast no clothing except a small cloth pad upon its stomach? It was creditably clean, and crowed merrily as one tossed it in the air. It was pleasant to find the women catching up and repeating our words. I told them of Jesus, and of His love for little children, and sufferings for all. We were sorry to leave them. There are hundreds of just such villages, and these are the people whom many at home, judging merely from the exceptional incidents of the war, look upon as semi-savages.

"Sunday, May 21st.—Fearing the heat, we resolved to go out early, and were thus able to do something in preaching, as well as to get a fair idea of the locality. Within a few yards of the inn was one of those strange pictures one has associated from childhood with heathen lands. It was the first time I had seen this. A sort of booth had been erected of masts and poles, and beneath it was a substantial wooden box, which I had at first some little difficulty in understanding. The box was some seven feet high, the bottom part (built of brick) four feet wide each way, and the upper part three feet. The two broad ribs of wood which supported the two corners had mottoes, as had the piece which connected them at the top. The roof was covered in with matting. In the centre of the front was another rib of wood, and just behind a little slide door, like that used in the ticket-office of a railway station. Two other such doors were at either end; one on the left hand at the bottom, and one midway on the right side. But the most extraordinary thing about it was that the whole frame was studded with huge iron nails, each some six inches long. The points of these nails were all directed inward, so that the inside was one bristling surface of spikes. The heads of the nails were of different sizes. My surprise was not lessened on finding a man inside, nor by learning that he had already been boxed up thus for two months. I went to the side-door, and got a chat with him. He could not lie down. He had a narrow form to sit upon, and in front was a small piece of wood on which he might rest his arms. He is supposed neither to eat, drink, nor sleep, and is under a vow not to leave this voluntary prison until sufficient money has been raised to build a new temple. The nails are given to donors, the larger-headed ones falling to the largest giver. They are valued at sums varying from £5 to £15. Under each is a slip of paper stating its value, and attached to the box is a board having a placard informing the people of the object of this meritorious work, and exhorting them to help. When any one promises to take a nail, his name, with the amount given, is written and posted up on this board, and when he brings the money he takes away the precious nail as a memento.

"The priest said the nails were 500 in number, and worth 1,500 taels (or over £500). As yet only three had been purchased, so that the poor fellow may perhaps die here; and I dare say it would suit his brother priests that he should. Unwashed and unshaven, he looked very wretched. At some four yards' distance from the box was a large bell suspended, and a piece of wood hanging from the roof of the shed served for a clapper, which was pulled by the man from within the box by a cord, and kept going night and day. In front of the box stood a small earthern altar, and on it an image of the god, with the incense pot and all its accompaniments before it. An old priest stood in front, muttering perpetually the sacred name of Buddha, 'Omi-ta-fa,' 'Omi-ta-fa,' and striving to excite the sympathy of passers-by. A large crowd gathered while I was asking these questions, and, thoroughly roused, it was easy to speak. The confusion of the old priest was something comical. At first he tried to make it out that the heaven and hell I spoke of were just those which Buddhism describes; but when he found that fail, he relapsed into moody silence, or contented himself by a growled assent to certain remarks. He looked as though he could eat me for exposing his rascally deceptions. But the people have not the respect for these things they once had. Many know how hollow are the pretensions of the priesthood, and laugh at their falsehood, even while still bowing to the olden shrines."

CHINA STEAMSHIP AND LABUAN COAL COMPANY (LIMITED).

The first annual meeting of shareholders was held on Monday, the 5th March, at the London Tavern. The following directors were present:—JOHN HICKIE, Esq., (in the chair), Sir J. D. H. Elphinstone, Bart., Harry Borradaile, Esq., The Hon. F. C. Drummond, Wm. Miller, Esq., M.P., and Major Sinclair.

The CHAIRMAN said it was proposed to adjourn the meeting to the 30th of April, because they had been unable to get the requisite accounts from India and China, and the financial statement would, therefore, be made at the adjourned meeting. As to the past and present condition of the company, the most important item was the coal mining in Labuan, whose mines contained large quantities of steam coal. From the outset the directors, knowing this, were convinced that the prejudice, arising partly from ignorance and partly from interested motives, against Labuan coal would die away, and that the coals would ultimately be estimated at their real value. Since the formation of the company one or two discoveries had been made which had increased the value of the property. The small coals could be manufactured into patent fuel, which was in great demand in the East, and which, unlike coal, did not deteriorate from exposure to weather, and it had been found upon careful analysis that the coals contained a large quantity of petroleum, which led them to expect great success in the manufacture of oil. Negotiations had been entered into with the Government with the view of securing extended privileges in Labuan, and a lease was about to be executed, giving the company an entire control of the valuable timber with which the island abounded. The great hindrance to the prosperity of the Labuan mines was the difficulty in obtaining labour from China, Singapore, and other places, and in managing the coolies when they did come. Hitherto there had been no inducements offered to labourers to bring their wives and families, but the agreement with the Government, which gave the company several thousands of acres of land in connection with a line of contemplated railway, would enable provision to be made for the ample accommodation of the labourers and their families. Independently of what might be obtained from the coals, the company possessed some exceedingly valuable springs of petroleum. But there was sufficient in the steam coal alone to yield the shareholders the prospect of a handsome dividend When it was known that every ounce of coal could be utilised, and that with plenty of labour coals could be produced at about 9s. or 10s. per ton, and that coals of no better quality had been selling in China at 45s., 50s., and even 60s. per ton, it was evident that if the coals could be sent to China at moderate freights nothing could prevent a large profit. It was stated in the prospectus that a railway was about to be constructed in Labuan for the convenience of shipping coals from the mines, instead of the present port, where during the monsoons no shipments could be effected. The line had not been constructed, because it was thought better to wait until the island had been surveyed, and until it could be shown that sufficient quantities of coals were being raised to justify the outlay. By the last mail the surveyor's report arrived, stating that the survey of the line was all but completed, and that his most sanguine expectations had been realised as to the facility with which the line could be constructed. The mines had been almost wholly developed by Mr. Sinclair, who would address the meeting, and it was calculated to inspire every confidence to know that that gentleman, who from personal experience knew the resources and capabilities of the island, had agreed to go out again for a period of from three to five years, and to take his family with him. At present the company's fleet was not the best adapted to the India and China trade; but if three or four steamers were built, capable of carrying good cargoes, and not possessing too many superfluous decorations, and if a trade were commenced, either from Hong Kong to Bombay, or from Suez to Hong Kong, there was no company, however highly subsidised it might be, that could compete with them. (Hear, hear.)

Mr. SINCLAIR said that having served under the late company for three years in Labuan, and from the investigations he had made, he had not the

Digitized by Google

slightest doubt that the entire island contained coal. One shaft had been sunk to a depth of 45 fathoms, and seams had been met with of the following thicknesses:—1 foot 1 in., 4 feet 6 in., 2 feet 9 in., 3 feet 9 in., and 12 feet. The surface all over the island gave indications of coal beneath, and in the jungle outcrops were frequently found. The coal was generally clean; the difficulty in working was not great; the proportion of water met with was very small; and the island indeed possessed the most favourable conditions the coal miner might desire. One drawback was that the shafts were soft, and consequently not easily to be supported, but (as the chairman had stated) the great difficulty was to obtain labour. While he was there he had several importations of Chinese, and coolies from Bombay, and he also employed the Malays on the island. The latter, although not hard-working men, were much better coal cutters than the others. The Chinese were paid large advances before they left home, and they worked with a bad feeling when they found this had to be repaid out of their wages. Some difficulty was also experienced in getting them to go down into the pits. The labourers from Bombay were beautifully formed, strong men, but they were like children to manage. The cost of the actual sinking was very slight. In reply to questions from various parts of the room, Mr. Sinclair further stated that the angle at which the coal was worked was about 1 in 33; that no explosive gases had been met with in the working; that two mines were being worked; that the objection to using coal-cutting machines was that they must employ skilled Europeans, who were always difficult to manage over the line; and that during the last year of his residence in Labuan coals were being raised at the rate of 20,000 tons a year, two-thirds being good steam coals.

The CHAIRMAN mentioned, as an illustration of the rapid manner in which the Labuan coals had risen in public estimation, that two years ago the coals which had since sold at 43s. per ton, only sold at 20s. at Singapore.

Mr. PRICE (the manager) said:—I dare say there may be some persons present who are not conversant with the origin of this amalgamated company—I mean as to the manner in which the China and Japan Steam Company came to be amalgamated with the Labuan Coal Company. On the ratification of the Elgin treaty in 1861 the China and Japan Steam Packet Company was started. When that treaty was concluded a great many Chinese ports, of which we before did not know anything, were thrown open to commerce. The steam vessels of the company were therefore constructed for the exigencies of the expected trade of these ports. Any one, however, who is conversant with Chinese trade knows of what a fluctuating character the trade there has been for some years. It is owing to this that many ports which three years ago were in the enjoyment of large trade are now almost entirely deserted, and that other ports are now those which are most frequented. This, I would observe, is the reason why one or two of our vessels have become unavailable. They were adapted, by their construction, to certain ports, whereas trade has been transferred to other ports up river, for the navigation of which they are not fitted. The directors of the China and Japan Steam Company on looking to their acccunts found, as every steamship owner in the East must do, that the most serious item was coal. It was then they met and conversed with the directors of the Labuan Coal Company, whom they found in a position the converse of their own. They had the coals, but they wanted the shipping facilities to transfer them from Labuan to a favourable market. The result was the formation of this company, and a more legitimate enterprise was never brought out in the City of London. It has occurred to your directors that, in order to utilize the Labuan mines, it is desirable to concentrate the operations of the steamers so as to bring Labuan into the centre of the lines. Therefore it was stated the directors contemplated running a line of steamers between India and China. I took a great deal of trouble while in the East in making inquiries with respect to these trades, and I have put before the directors some most valuable information. I have likewise brought them offers from an organisation of individuals representing most powerful commercial interests there. I believe these can be brought to bear, and that they will be ultimately amalgamated with this company. Your directors are quite alive to these advantages, and before many weeks—probably before two months elapse—these negotiations will, I hope, be satisfactorily concluded. When we are in a position to run our steamers from Bombay on the one hand, and from Hong Kong on the other, Labuan will become the centre of our operations. If you reflect on the position with which I started, you will see the advantage which we shall derive from this. At the present moment, Welch coals are selling at Singapore at 15 dollars a ton; but suppose it less. The average price for the last four years has varied from 47s. 6d. per ton to 52s. 6d. per ton; or take them at 50s. a ton, which is the mean between 47s. 6d. and 52s. 6d. Now, this company can coal its steamers in Singapore at less than 25s. per ton. If, then, you come to take the mean, you have at once a profit of 25s. per ton; and thus, in running your steamers you have an advantage to that extent over every other company or individual who has steamers running up the Chinese seas. That is an advantage which is better than any postal subsidy you could get. A subsidy, in fact, trammels you, and you are the servants of the Government. Let any gentleman refer to the price current and he will see that what I state is perfectly correct. Now, a vessel of adequate power would consume on the voyage between Bombay and Hong Kong 400 tons of coal, and on the return 400 tons, in all 800 tons (or call it in the total 750 tons), so that there you have on the double voyage an absolute profit of upwards of £900, on a voyage of two-and-a-half months, which nobody can take from you. This is surely satisfactory. One of the oldest captains in the service of the P. and O. company, in speaking to me on the matter, to use his own words, said, "I can conceive no position for coal mines in the East more happily situated than the mines of Labuan. The question is, have you the coals?" I think, from what you have heard from Mr. Sinclair, you may safely conclude you have. The history of the coal fields of Labuan is very well ascertained, and indeed it is thought by some politicians, though I don't agree with them, that there is a dereliction of duty on the part of the Government in letting us have the monopoly of the Labuan collieries, whereas they ought to work them themselves for the use of the Admiralty on so important a station. You have, too, on the coast of Borneo exclusive mining rights over a distance of 150 miles on the sea coast. These are secured to you under treaty ratified by the Government of this country, and therefore not very likely to be taken from you. These rights are worth a good round sum of money, and we have, I can tell you, been offered a large sum of money for them, but we have no intention of parting with them, although we do not yet purpose to work them, and our reason for it is just the same as that which influences a solicitor who, having an important case in court, retains a leading counsel, knowing that although he cannot secure his attendance, he, at all events, prevents him appearing on the opposite side. It is just the same with your directors in regard to using the mining rights in Borneo. They are not prepared to work them now, but they wish to take care no one else shall. We are on good terms with the Sultan of Borneo, and we desire to remain so. When I returned from the East the directors did me the honour to ask me to assume the management of the company, for which honour I have to thank them. I know, however, that in accepting the appointment I take upon myself a post of great responsibility, and one not unattended by considerable anxiety.

Sir J. ELPHINSTONE, the deputy chairman, dwelt at some length upon the hopes of prosperity in the future, and he incidentally mentioned that the island was seven miles long and five miles broad. The Victoria Harbour, with which the new line was to communicate, he described as the most remarkable in the East, and so commodious that the *Cornwallis* (74 guns), drawing 24 feet of water, was able to lie close in and communicate with the shore by the ordinary gangway. In trying to get assistance from the Government they had unfortunately to deal with the three antagonistic departments—the Colonial-office, the Admiralty, and the Foreign-office, the result being that until recently no assistance whatever could be procured. Experiments had lately been made in this country on the coal, which was found to contain a large quantity of both lubricating and burning oil, which would be very profitable when brought into proper working.

Mr. N. CROUCH said he felt disappointed as a shareholder in having to wait twelve months for a statement of accounts, and looked upon the chairman's speech as being made up of so many "ifs" that it came really to nothing. He wished to know what had been realized according to the prospectus, and what the ships were doing at the present time?

Mr. MILLER, M.P., in answer to Mr. Crouch's questions, urged that the lack of success was not attributable to the board, and that the difficulties in the way ought to have secured to the directors the sympathies of the shareholders instead of blame.

Other shareholders briefly addressed the meeting, the majority, while acknowledging past non-success, expressing a hope and belief that under Mr. Sinclair's management prosperity would attend the working of the mines.

A vote of thanks having been given to the chairman, the meeting was adjourned to the 30th of April, to receive the directors' report and the balance-sheet. During the proceedings 10 specimens of wood, growing in Labuan, and samples of oil extracted from the coals, were laid upon the table for inspection.

THE ARMY ESTIMATES.

These Estimates for the service of the year 1866-67 show a total in amount of £14,095,000, which is a net decrease of £253,447. Before extracting the items that have special reference to Ceylon and the Far East, we will mention that the Secretary of State for War receives £5,000 per annum, and the Parliamentary, Permanent, and Assistant Under-Secretaries £1,500 each, and, in addition, there is a Military Assistant with £600 per annum. The Permanent Under-Secretary and Military Assistant get also the full pay, unattached pay, or half-pay of their respective military ranks. The Field Marshal Commanding-in-Chief has £4,432; the Military Secretary, £2,243; the Adjutant-General, £1,877; and the Quartermaster-General the same—all these sums include allowance for forage.

The establishment of the Ceylon Rifle Regiment is set down at 51 officers, 123 non-commissioned officers, and 1,200 rank and file, the pay, allowances, and charges for whom make an amount of £37,175, which is £599 more than last year. The various items of this charge are as follows:—Pay, £32,899; additional for Brevet rank and length of service, £538; good conduct pay, £2,900; command pay, £54; non-effective allowance to Field Officers, contingent allowance to Captains, and special allowances to Quartermasters, £638; allowances to officers Instructors of Musketry, and to officers and non-commissioned officers Instructors in Gunnery, £45; Agency, including allowance to the Agents for postage and stationery, £31; Regimental postage, stationery, &c., £70. The pay of each rank *per diem* is as follows:—Lieutenant-Colonel, 17s.; Majors, 16s.; Captains, 11s. 7d.; Lieutenants, 6s. 6d.; Ensigns, 5s. 3d.; Paymaster, 17s. 6d.; Adjutant, 12s. 6d.; Quartermaster, 9s.; Surgeon, 15s.; Assistant-Surgeons, 10s.; Sergeant-Major, 3s. 8d.; Sergeant-Major (Native Company), 1s. 11d.; Quartermaster-Sergeant, 2s. 9d.; Subadars, 3s.; Jemadars, 2s. 1d.; Paymaster's Clerk, 2s.; Sergeant Tailor, 1s. 5d.; Armourer Sergeant, 5s.; Hospital Sergeant, 1s. 5d.; Orderly-room Clerk, 1s. 11d.; Company Sergeants, 1s. 8d.; Sergeant Instructor of Musketry, 3s.; Sergeants, 1s. 5d.; Bugle Major, 2s.; Buglers, 11½d.; Bandmaster, 3s. 2d.; Corporals, 1s. 0½d.; Privates, 11d.; Boys, 5½d.

Under the head of Consolidated Allowances, a sum of £30,000 appears as to be paid to the Officers at Ceylon, and the same to the Officers in China—being £750 more than last year for Ceylon, and £10,000 less for China. An incidental entry in the vote for the "Clothing Establishments, &c.," informs us that the Foreign-office contributes £95 for the clothing of the Legation Guard in China.

The vote for Fortifications and Military Store Buildings records that the estimate for erecting a Trial Hut at Kowloon is £7,435, the amount already voted for it being £6,600; the gross sum already expended up to the 31st December, 1865, was £2,446, and the vote required for the present year is £3,000. By a note we learn that the increase over the original estimate is due to the cost of extensive excavations being now included therein, which it had hitherto been believed would have been made at the expense of the Colonial Government.

One addition to the "Rewards for Distinguished Services" is a grant of £40 per annum to Captain John Sweeny, who "served throughout the

Digitized by Google

China Expedition of 1840-43 (Medal), including the capture of Chusan; attack on Chuenpee; destruction of the Bocca Tigris Forts; storm and capture of the heights above Canton, of Amoy, Chusan, Chinhae, Ningpo, and repulse of the night attack; capture of the enemy's entrenched camp on the heights of Segoan, of Chapoo, Woosung, Shanghai, and Chinkiangfoo, and the landing before Nanking. Also at the siege and fall of Sebastopol in 1855 (Medal and Clasp, and Turkish Medal)."

The "Detail of the Charge for the General Staff, Clerks, and Others," sets against Ceylon £1,558, the items being—1 Major-General, £692; 1 Deputy-Adjutant-General, £347; 1 Deputy-Assistant Quartermaster-General, £173; 1 Assistant Military Secretary, £173; 1 Aide-de-Camp, £173. Under this head China figures for £1,654, composed thus—1 Major-General, £692; 1 Deputy-Assistant Adjutant-General, £173; 1 Deputy-Assistant Quartermaster-General, £173; 1 Assistant Military Secretary, £173; 2 Commandants, £183; 1 Aide-de-Camp, £173; 1 Town and Fort Adjutant, £87. Then, in addition, China has 10 subordinates costing £397, and a charge of £205 for postage, office expenses, &c.

The Detail of the Regimental Establishments fixes the strength of the 2nd Battalion of the 11th Regiment at 44 officers, 82 non-commissioned officers, and 840 rank and file; the 2nd Battalion of the 20th numbers 45 officers, 84 non-commissioned officers, and 800 rank and file; and the 2nd battalion of the 25th 45 officers, 84 non-commissioned officers, and 950 rank and file. The Gun Lascars at Hong Kong are 88, consisting of 1 Havildar-Major, at the rate of 2s. 3d. per diem.; 2 havildars at 1s. 4d.; 1 bugler at 11d.; 4 naicks at 1s.; and 80 privates at 11d.; additional pay, £10; contingent allowance to Officer of Artillery in charge of company, £36—Total, £1,564.

The Commissariat Department charges China for the year with—1 Deputy-Commissary-General, £730; 3 Assistant-Commissaries-General, £870; 4 Deputy-Assistant Commissaries-General, £821; 13 subordinates, £602; postage and travelling expenses, £173; 13 clerks and 11 tradesmen and labourers, £235; civil labourers, 26, £634, including extra labour.

The Detail of the charge for Provisions, Forage, and Transport, and the amount of deductions on account of rations from the pay of officers and men, debits China with a net cost, after deducting stoppages, of £17,300—which is less than last year by £8,709; forage stands for £930—£260 less than last year. The charge for Commissariat Transport is £2,910, of which the "hired transport" swallows £2,360, the Transport Establishment consisting of 28 boatmen, who are paid by £550. From this Commissariat Transport £70 is to be deducted for Vote 14, leaving a net amount of £2,840.

In the charge of Barrack Department, clerks' contingencies, wages, &c., China reckons for—1 Barrack-clerk, £250; 1 barrack-sergeant, £91; contingencies, £11; 7 labourers, with wages of £171; and 6 caretakers, with £92; and extra and miscellaneous labour is set down in addition at £400.

The Chaplains' Department is light as regards Ceylon, where there is but a single item under the head, for one officiating clergyman at £50. China is more liberally treated. There we have one Chaplain of the Fourth Class at £228; 1 chapel-clerk or orderly at £9; travelling, postage, and contingent expenses, £6; three officiating clergymen also receive £298.

The Medical Department charges Ceylon with a total Staff Pay of £2,911, with an extra of £55 for 3 compounders of medicine. The staff consists of 1 Deputy-Inspector-General £602; 2 Staff Surgeons-Major or Staff Surgeons, £548; 8 Staff Assistant Surgeons, £1,597; and 1 dispenser, £164. China has a Total Staff Pay against it of £1,926, with an extra of 3 subordinates of £143; contingent expenses, £10; and 3 compounders of medicines at £55. The Staff Pay consists of one Deputy Inspector-General at £703; 1 staff surgeon or surgeon-major at £329; 4 staff assistant surgeons at £730; and 1 dispenser at £164.

The Purveyors' Department furnishes a Deputy Purveyor for Ceylon at £210; and 1 subordinate at £12; at a cost for travelling and for office expenses of £3. The gross cost of the Diets is £3,301, from which deduct stoppages £956, and the net is £2,345. Wages, inclusive of extra labour, are set down at £180; washing and repairing bedding, £160; and miscellaneous expenses, £28. The total Staff Pay for China is £730, answering to the services of 1 Purveyor at £274; 2 deputy purveyors at £210; and 2 purveyors' clerks at £216. Then, in addition, there is 1 subordinate at £15; travelling and office expenses £21. The gross cost of Diets is estimated at £7,172, from which stoppages to the amount of £2,338 are to be deducted, leaving net £4,834. The wages, inclusive of extra labour, is entered at £365; washing and repairing bedding, £101; rents, £1,320; fuel and light, £709; miscellaneous, £75.

The Military Store Department appears against Ceylon for a total Staff Pay of £1,378, disbursed to 1 Assistant Superintendent of stores at £351, and to 4 deputy-assistant superintendents of stores, £1,027. In addition 3 temporary clerks or subordinates receive £118; postage, office, and travelling expenses figure for £30. There is a total of wages of £1,185, divided among 4 foremen, master artificers, &c., £189; 4 artificers, £116; 17 labourers, boys, and extra labourers, £240; and temporary and miscellaneous labour, £640. The total Staff Pay for China under this vote is £1,861, viz.:—1 Deputy Superintendent of Stores, £156; 1 Assistant Superintendent of Stores, £301; 6 Deputy Assistant Superintendents of Stores, £1,104. Then we have a charge for 5 temporary clerks or subordinates, £392; servants' allowances, £82. There is also a total of £3,658 wages, paid to 13 foremen, master artificers, &c., £1,172; 21 artificers, £743; 89 labourers, boys, and extra labourers, £1,243; and temporary and miscellaneous labour, £500.

The Royal Engineer Department, which is the Vote 11 referred to before, employs in Ceylon 5 temporary clerks at £239, which is the total Staff Pay, the only other item being £105 for travelling and contingent expenses. China is answerable for a total Staff Pay of £1,052, divided among 2 clerks of works, 2nd class, at £190; 1 clerk of 3rd class, £170; 1 clerk of 3rd class, or military clerk, £170; and 2 temporary clerks, £222. Then there are extras, of 3 storekeepers, &c., and care-takers of War Department Property, £65; and travelling and contingent expenses, £22.

[An abstract of the Navy Estimates for 1866-67, dissected on a similar plan, as regards the items referring to the Far East, will appear in our next number.]

CIVIL SERVICE ESTIMATES.

The Estimates for the Civil Service for the year ending the 31st March, 1867, have been laid before Parliament. The expenditure in connection with China and the Far East consists of the following items. The entire vote for "Services in China, Japan, and Siam," is £126,978, which is £24,006 more than last year; but one-third of the net charge on account of the Diplomatic and Consular Service in China is repaid to the Exchequer from Indian Revenues.

CHINA.

PEKING.—Envoy and Chief Superintendent of Trade, £6,000. Last year the sum was £8,000, but the Envoy was Minister Plenipotentiary. Secretary of Legation, and Chinese Secretary, £1,200; Second Secretary, £500; do. £400; Assistant and Accountant, £500; Surgeon, £200; Assistant Chinese Secretary, £600; 10 Student Interpreters, £2,200; Chinese Writers or Linguists, £250. Special allowances to Colonial Officers at Hong Kong for services rendered to Superintendency, viz.:—The Surveyor-General, £200; the Colonial Auditor, £500; Assistant, £300. Last year the Attorney-General had £250, but that payment is dropped in the present Estimate.

CANTON.—Consul, £1,600; Vice-Consul at Whampoa, £750; Interpreter, £700; First-Class Assistant, £400; Second-Class Assistant, £350; Chinese Writers or Linguists, £180.

SWATOW.—Consul, £800; Interpreter, £500; First-Class Assistant, £400; Chinese Writers or Linguists, £100.

AMOY.—Consul, £900; Interpreter, £500; First-Class Assistant, £400; Chinese Writers or Linguists, £125.

FOO-CHOW.—Consul, £1,000; Interpreter, £500; First Class Assistant, £400; Second Class Assistant, £300; Chinese Writers or Linguists £100.

TAIWAN.—Consul, £800; Vice-consul at Tamsuy, £600; Third-Class Assistant, £300; Chinese Writers or Linguists, £100. The Vice-consul at Tamsuy is a new appointment, but on the other hand an Interpreter disappears from the estimate, with a salary of £400.

NINGPO.—Consul, £800; Interpreter, £400; Second Class Assistant, £350; Chinese Writers or Linguists, £100.

SHANGHAI.—Consul, £1,500; Vice-consul, £750; Second Vice-consul, £750; Interpreter, £700; Second Interpreter, £500; First-Class Assistant, £400; Second-Class Assistant, £350; Third-Class Assistant, £300; First Linguist, £300; Second Linguist, £300; Third Linguist, £200; Writers, £120.

CHIN-KIANG.—Consul, £900; Interpreter, £400; Third-Class Assistant, £300; Chinese Writers or Linguists, £100.

KIU-KIANG.—Consul, £900; Interpreter, £400; Third-Class Assistant, £300; Chinese Writers or Linguists, £100.

HANKOW.—Consul, £1,300; Interpreter, £500; Second-Class Assistant, £350; Third-Class Assistant, £300; Chinese Writers or Linguists, £100.

TANG-CHOW.—Vice-consul, £750; Third-Class Assistant, £300; Chinese Writers or Linguists, £100.

TIEN-TSIN.—Consul, £900; Vice-consul at Taku, £500; Interpreter, £400; Third-Class Assistant, £300; Chinese Writers or Linguists, £100.

NEWCHWANG.—Consul, £1,300; First-Class Assistant, £400; Chinese Writers or Linguists, £100.

These salaries amount to £43,725, £2,050 less than last year.

Contingencies, £15,000; allowance for passages for Consular officers and Student Interpreters, £1,000; buildings required at several of the Consular stations, £20,000; temporary allowances at Shanghai, £1,350; ditto at Hankow, £550; pay of Legation Guard and Escort at Peking, £857 15s.

These extras amount to £37,759 15s., and were last year only £25,757 15s. The vote for Buildings at the Consular Stations swallows up the reductions, and creates an excess.

The Contingent Expenses are:—1, wages for public servants, such as porters, coolies, watchmen, gaolers, boatmen, police; 2, printing, stationery, postage, messages; 3, rent of ground for consular buildings, repairs, and insurance; 4, office expenses; 5, chapels and chaplains; 6, outfit to Consuls and Vice-Consuls; 7, journeys on public service; 8, allowances to St. Paul's College, Hong Kong, with a view to promoting the study of the Chinese language; 9, petty and miscellaneous expenses.

The fees, fines, and other casual receipts are now paid into the Exchequer. They were formerly returned, and applied in aid of the Contingent Expenses. The amount of these receipts in 1864-5 was £6,713. The gross receipts for the rent or from the sale of Government lands at the Consular ports are also now credited to the Exchequer.

JAPAN.

YEDO.—Envoy Extraordinary and Minister Plenipotentiary and Consul-General, £3,000; Secretary of Legation, £800; Interpreter and Japanese Secretary, £700; Assistant and Accountant, £450; Assistant and Medical Officer, £500; two Interpreters for Japanese language, £400 each, £800; Second-class Assistant, £350; three Student Interpreters, at £200 a year each, £600. Last year the Assistant and Accountant received £472 10s.

KANAGAWA.—Consul, £1,000; Vice-Consul, £500; Dutch Interpreter, £400; Second-class Assistant, £350; Assistant, £300.

NAGASAKI.—Consul, £1,000; Dutch Interpreter, £400; Second-class Assistant, £350; Third-class Assistant, £300.

HAKODADI.—Consul, £800; Interpreter, £500; Third-Class Assistant, £300. Total for Salaries £13,400.

Contingencies, £3,500; Buildings required at certain Stations, £7,000; Rent of Houses occupied by Her Majesty's Legation, £3,000; On account of Extra Pay and Expenses of Legation Guard, £1,000; Outfit Money of Her Majesty's Minister, £1,000; Ditto of Secretary of Legation, £300; Compensation to Consular Officers for Losses sustained by fire at Hakodadi, £3,070; Allowances for Passages for Consular Officers and Student Interpreters, £500; These extras amount to £19,370,

Digitized by Google

though last year they were only £5,100. The 2nd, 3rd, 5th, 6th, and 7th items are quite new. An allowance of £100 to the Attorney-General at Hong Kong disappears from the Estimate.

JUDICIAL ESTABLISHMENT FOR CHINA AND JAPAN.—Judge, £3,500; Deputy Judge (£1,000, increasing by £50 a year to £1,200), £1,050; Law Clerk (£600, increasing by £25 a year to £750), £625; Allowances for House-rent, until houses are provided, £2,350. Total, £7,525.

SIAM.

Consul, £1,200; Interpreter, £500; First Assistant, £400; Medical Attendant, £400; Two Student Interpreters, at £200 a year each, £400. Total for salaries, £2,900; Contingencies, £1,300. This last item is £100 more than last year.

LABUAN.

Governor, £800; Government Secretary, £300; Treasurer and Police Magistrate, £500; Surgeon, £500; Chaplain, 350; Surveyor General, £300; Harbour Master, £300; Gaoler, £175; Establishments for the foregoing Officers, £980; Contingent Expenses of Justice, Police, and Gaols, £1,815; Roads, Works, and Buildings, £810; Miscellaneous, £226; Loss by Exchange on the Bills drawn by the Governor upon the Paymaster General, between July, 1864, and May, 1865, £383; Total, £7,439; Deduct Estimated Local Revenue, £3,121; Balance in hand, £674;—£3,795. Net Vote, £3,644.

This Estimate amounted last year to £4,641. The following are the changes:—Decrease: Establishments, £5; Works and Buildings, £1,140; Miscellaneous, £109; Loss by Exchange, £308;—£1,562. Increase: Police and Gaols, £64; Decreased Local Revenue, and Balances in hand, £501;—£565. Net Decrease, £997.

CONSULS ABROAD.

Borneo: Brunei, Consul-General, £300; Sarawak, Consul, £500. Netherlands: Batavia, Consul, £200. Spain: Manila, Consul, £1,000, with allowance for office expenses, £150; Vice-Consul, £300; Sual, Vice-Consul, £400; Iloilo, Vice-Consul, £400.

SPECIAL MISSIONS, OUTFITS, &c.

CONVEYANCE, &c.—Sir R. Alcock, Minister to Japan, expenses of journey from Suez to Shanghai, £519; M. Le Maire, of French navy, from Shanghai to Yokohama, on board H.M.S. *Leopard*, £3 12s.

PASSAGE ALLOWANCES, ON APPOINTMENT OR RETIREMENT.—Sir R. G. MacDonnell, Governor of Hong Kong, £1,500; Sir H. Robinson, Governor of Ceylon, £493 14s. 3d.

LIGHT-HOUSES ABROAD.—Ceylon: Little Basses Rocks Light-ship, £2,500; Little Basses Rocks spare Light-ship, £12,000.

PENSIONS FOR SERVICES IN THE COLONIES.

HONG KONG.—Alexander Lena, late clerk in the Registration-office, £100; R. Rienaecker, Colonial Treasurer, £162 10s.; G. A. Trotter, Clerk to Chief Justice, £65.

LABUAN.—H. W. Parr, Harbour-master, £50.

SUPERANNUATION ALLOWANCES.—Sir John Bowring, Plen potentiary and Chief Superintendent of Trade, China, £1,333 6s. 8d.; Edward Elmslie, Secretary and Treasurer, Canton, £200; Patrick Hague, Vice-Consul, Ningpo, £193; F. C. Macgregor, Consul, Canton, £1,200; George Morrison, Consul, Nagasaki, £360; Horace Oakley, First Assistant, Consulate, Canton, £90; T. R. Colledge, Surgeon, Canton, £400; Richard B. Jackson, Consul, Foo-chow-Foo, £600, A. R. Johnston, Secretary and Registrar Superintending, China, £600.

MALTA AND ALEXANDRIA TELEGRAPH.

The Government pays three-fifths of the salary and expenses of the Government Superintendent of the above telegraph, amounting to £500. The total payments to the Government in respect to the receipts of the Malta and Alexandria Telegraph for the period from the opening of the line in November 1861 to 13th May, 1865 (when a new arrangement was entered into between the Government and the lessees of the line), will be £68,718 12s. 10d.; of which £41,231 3s. 7d. will have been paid to the Exchequer, £27,487 9s. 3d. to Indian Revenues.

KEW GARDENS.

The Estimates contain a report from Dr. J. D. Hooker, which mentions that a small collection of Japan plants has been got together and placed in a conspicuous position in a frame near the Heath-house (No. 14). From Ceylon ripe seeds of Cinchona officinalis have been sent to Kew by the able and energetic Director of the Royal Botanic Gardens. "These have been transmitted at once to Jamaica and Trinidad, whilst others have been sent by Mr. Thwaites to the Mauritius, Cape of Good Hope, Queensland, and elsewhere. As the first fruits of introduction of the Cinchona into our Eastern possessions, this event marks an epoch in the history of the drug, and reflects great credit on the energetic manager of the plantations. By the same officer we are informed of the success of many ornamental and useful plants sent to him from Kew, and their distribution all over the island. In return we continue to receive from him most valuable collections of economic plants, ferns, and orchids."

The report continues:—

"The most important plants distributed from the Royal Gardens have been cinchona seeds and plants to various colonies, &c., and the ipecacuanha to Trinidad, Ceylon, and Calcutta. A most important introduction has been the calumba root from the Mauritius, a plant which it is proposed to cultivate in Ceylon and the West Indies, some eminent druggists having reported to us that the supply from East Africa is both scanty and bad; and that, owing to the condition of labour, &c., on the African coast, there is no prospect of an improvement. Various applications for seeds of the best kinds of tobacco having been received, especially from Western Australia, through the kindness of Colonel Scott, R. E., we procured from Captain Smith, resident at the Court of Persia, an ample supply of fresh seed of the best Shiraz tobacco, which has been distributed to 30 or 40 colonies, &c. Gardeners trained in the Royal Gardens have been selected by the late Director to fill the following important posts:—The Curatorship of the Royal Botanic Gardens at Calcutta, under Dr. Anderson; An assistant Conservatorship of cinchona forests at Darjeeling, under the same officer."

mentioned that Signor Beccari has been spending a considerable t me at Kew preparing for a botanical exploration of Borneo.

TEA TABLES.

Tables Showing the Cost of Tea as laid down in London, with all Charges on Purchase and Sale and Price per Pound at the Several Exchange Rates. London: William Brown and Co., 40 and 41, Old Broad-street.—This most compendious and useful manual is designed for the use of importers of tea from Foochow, and is calculated to expedite as well as to give precision in trade calculations. Both the invoice and account sales charges are analysed at the outset, and the percentage to be allowed for each item set down. Thus we have under invoice charges inspecting brokerage, estimated at ½ per cent.; commission, if on returns, 2½ per cent., if otherwise, 3 per cent.; insurance charges from 2½ to 3 per cent. according to season, which, combined with other charges, constitutes an average of 3 per cent, the total thus far approximating to 6½ per cent., to which must be added variable loss in weight, say 2¾ per cent. Account sale charges are represented by brokerage 1 per cent., commission 2½, insurance from fire and other charges, ¼, an estimated total under this head of 3¾ per cent., and which added to the invoice charges make an aggregate of 13 per cent. on cost. A very simple form, illustrated by example, is given, for working out calculations by aid of the accompanying tables, under every variation of price, and at the several exchanges varying from 3s. 9d. to 7s. 6d. per dollar, that calculation of course including dock management, rates, rent, &c., say eight-tenths of a penny per pound avoirdupois, and addition of freight, which is given in the tables at the several rates of from £3 to £10 per ton according to the rate of exchange to which each table applies. The decimal arrangement of pence per pound of tea, in reference to the number of taels per picul at the sought for rate of exchange, all charges being included except the freight at foot, which is to be added, is the prime feature of this very useful publication.

DIVORCE CASE.—DOW *v.* DOW AND MACANN.—This was a petition by James Dow, Esq., Shanghai, for a dissolution of his marriage with Mary Dow, on the ground of her adultery with John Macann. The marriage took place in England in May, 1851, the petitioner being then about 24 years of age, and the respondent a little younger. He was a merchant, and she was the daughter of Mr. Maclean, who was also a merchant. In August, 1851, Mr. Dow went to Shanghai, where his business was carried on. Mrs. Dow, being then pregnant, was obliged to remain in England, but in about two years she joined him at Shanghai. They lived very happily together, and he was a kind and affectionate husband, and they had five children, of whom three are still living. In 1860 they were both in England, and they started together for China. When they arrived at Marseilles her health gave way and she was obliged to return. Mr. Dow proceeded to China, and has never since cohabited with her. He had settled £600 a year on her, and besides this, had made up her income during the separation to about £2,000 a year. At Birkenhead she became acquainted with the co-respondent, and he went to live in Mrs. Dow's house, against the wishes and notwithstanding the remonstrances of her parents. She afterwards took a house at Rhyl for a short time, and then removed to Melbourne-house, at Surbiton, in Surrey, and continued to receive the visits of Macann at both those places. Macann was in pecuniary difficulties, and it appeared that the furniture of the house in which she resided at Rhyl was seized for his debts. Mr. Dow wrote home to announce that he should arrive in England in November, 1864, and on the 22nd of November Mrs. Dow left Surbiton with her maid servant, taking her jewels and a good deal of luggage with her, and stated that she was going to Paris or Lyons to meet him. She went, however, to Brussels with Macann, and they afterwards lived together for some time as husband and wife at Brussels, passing as Mr. and Mrs. Anderson, and when she left she was about to be delivered of a child. There was no defence. The Judge-Ordinary said there could be no doubt about the facts of the case, and there was no trace of any short-coming on the part of the petitioner. The jury found a verdict for the petitioner on all the issues.—Decree *nisi*, with costs against the co respondent.

THE HEALTH OF THE ROYAL NAVY.—A Blue-book of eighty-five pages has been issued, containing a statistical abstract, drawn up by order of the Admiralty, with a view of affording the latest information on the health of the navy. The average number of cases of disease per man was 1·3 for the whole force, the average for the seven years being 1·5. So far as experience at present justifies an opinion, the ironclad vessels are likely to prove at least as healthy as others. Indeed, in the present returns they are not only below the average septennial ratio as regards sickness, but below the mean ratio of the period. Considerably more than one-third of the deaths were attributable to injuries or drowning. On the different stations the ratios of deaths per 1,000 from disease alone were as follow:—On the home station, 6·2; Mediterranean, 4·4; North American and West Indies 12·9, 6·3 of this being referable to yellow fever; South-east Coast of Africa, 5·5; Pacific, 5·1; West Coast of Africa, 19·5; East Indies and Cape of Good Hope, 13·6; China, 20·4; and Australia, 6·1. The China station continues to be the worst of all.

MAJOR-GENERAL REEVES, C.B.—The death is announced of Major-General George Marmaduke Reeves, late Colonel Commanding Her Majesty's 99th (or Lanarkshire) Regiment of Foot. The deceased entered the army as ensign in 1824. He served throughout the campaign of 1860 in the north of China, commanded the 4th Brigade at the action of Sinho, the taking of Tang-Ku, and the storming of the nearest Taku fort, when he was wounded severely in three places and slightly in two, but he did not quit the field until all the remaining north forts had surrendered. He commanded the advance from Tien-tsin, and the 4th brigade in the actions of the 18th and 21st of September, and the surrender of Peking. He was C.B., had medals and clasps, and a distinguished service pension.

YAMAZUKI KOSABURO.—We regret to announce the death of a young Japanese officer who came to this country last year for educational purposes. Yamazuki Kosaburo was a native of the province of Nagato, and belonged to the retinue of the Daimio of that name. His death, at the age of 22 years, was caused by consumption. His remains were interred at Woking, the funeral being attended by Professor Williamson and twelve Japanese students of the University College.

Digitized by Google

NOTICES TO CORRESPONDENTS.

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be authenticated by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

A REGISTER is kept of the addresses of all persons connected with the FAR EAST, and reference can be made to the same by personal application at the office or by letter.

Any information required by Subscribers, in reference to Commercial or General matters in CHINA, JAPAN, SINGAPORE, *and other parts of the* FAR EAST, *will be supplied on application at the Office, where files may be seen of the Journals published in those countries.*

THE LONDON AND CHINA EXPRESS.

PUBLISHED on the departure of the Mails *via* Marseilles on the 10th, 17th, and 26th, contains a Summary of European, American, and General News; Commercial and Shipping Reports, and Special notices of Trade with the FAR EAST.

Subscription 54s. per annum, including Postage. Export Supplement 12s. extra.

The London & China Telegraph.

LONDON, FRIDAY, MARCH 16, 1866.

THE NIENFEI REBELLION.

THIS insurrection, which but a short time since seemed to be only an insignificant movement confined to one or two of the northern provinces of China, would appear to have suddenly assumed very dangerous proportions, and to be likely, in fact, to take the place of the Taiping rebellion as a permanent disturber of the peace of that unhappy country. A late telegram from Hong Kong, dated the 15th of February, states that Hankow was then threatened by a force of these insurgents, who had already fired some villages in the vicinity of that city, and that the foreign residents were preparing for an attack. This looks ominous. Hitherto the Nienfei have avoided coming into collision with us, and have not directly interfered with our trade; consequently we have had no right to adopt any course with regard to them except one of strict neutrality. But should they now commence a series of raids upon our settlements it will be necessary to take more active measures, and perhaps to clear a radius round any consular ports they may approach too closely. We should have thought less of this news had Shanghai been the place threatened, that "model settlement" being by this time pretty well used to take care of itself. It is easily protected by land forces, and is conveniently situated to receive succour from ships of war, when necessary; besides which the volunteer force, which has already done such good service, although at present somewhat inert (probably from sheer want of any incentive to action), would doubtless spring up with renewed vigour should any emergency arise. But Hankow possesses none of these advantages. Having never yet been the scene of any such contests as those which have often threatened Shanghai with destruction, the foreign settlement is not likely to be well adapted for defence; its situation is less favourable also for protection from afloat, and the volunteer force organised by Major BRINE, although doubtless prepared to do good service in case of need, has not had that experience of actual warfare which has on more than one occasion fallen to the lot of the Shanghai corps. Under these circumstances it is greatly to be feared that a sudden attack on Hankow by an overwhelming force of these bandits would meet with but a feeble resistance, and we wait with much anxiety for further details regarding this untoward event.

PARLIAMENTARY PAPERS RELATING TO THE MORTALITY OF TROOPS AT HONG KONG.

THE correspondence and returns on this subject moved for in the House of Commons by Colonel NORTH, have been printed in a parliamentary blue-book. With the view of accounting for the entire absence of suitable accommodation for the troops on their arrival, it has been repeatedly stated by officers of the garrison at Hong Kong that they came unexpectedly. The utter futility of this excuse as regards the 2nd battalion of the 9th Regiment is proved by the very first letter of the series, in which Major-General GUY, writing from Hong Kong in November, 1864, alludes to the reinforcements then on the way in the *Tamar*, and states that he expects her arrival about February, the very month in which she did arrive. Having landed these troops, the steamer *Tamar* was despatched to the Cape for the 2nd battalion of the 11th Regiment, and Major-General GUY must have known that in the ordinary course of events she would return about the end of May or early in June. And yet at the time of her arrival, not only Major-General GUY, but the principal medical officer and two staff surgeons were taking their ease in Japan! No preparation whatever had been made for the troops, and they were landed at Kowloong during the worst period of a sickly season, in the worst part of an unhealthy settlement, and provided with the worst possible accommodation. No great amount of penetration is needed to discern the causes of the frightful mortality which followed. During the absence from his post of Dr. DICK, the principal medical officer, his work was done and his responsibilities borne by Mr. GEORGE SAUNDERS, surgeon of the 9th Regiment; and this gentleman in his letters briefly attributes the excessive sickness to four causes:—First, to the occupation of the unhealthy peninsula of Kowloong; secondly, to insufficient barrack and hospital accommodation; thirdly, to the harassing night duty exacted from the men; and, fourthly, to intemperance and want of indoor employment.

All medical authorities who have had experience in Hong Kong and Kowloong agree that the soil, composed as it is chiefly of disintegrated granite, emits most unwholesome exhalations when freshly turned over or disturbed; and that not only foreigners but natives constantly suffer from fevers and cholera when exposed to them. The huts at Kowloong were, it seems, in close proximity to a new road which was being excavated, and their inmates of course felt the full effects of these deadly miasmata. As regards the barrack and hospital accommodation, Mr. SAUNDERS in one case pointed out to the COMMANDANT that 375 men were crowded together in a building which gave each man 275 cubic feet less space than the minimum required by the regulations, that cholera was already prevalent, and unless this were at once remedied an enormous mortality must ensue; the result of this representation being that *seventy more men* were put into the building! Mr. SAUNDERS' application being meanwhile "referred to Dr. DICK, in Japan." Over and over again Mr. SAUNDERS insisted that the men should be allowed six nights a week in bed, instead of only three or four—but the destroying system was remorselessly enforced, while the question was "left for the consideration of the Adjutant-General." Drink had doubtless its share in the work of death; but can we wonder if the men, harassed by excessive night-duty, idle and uncared for during the day, and enfeebled by disease, took to drinking as a means of alleviating their misery? Really, it seems doubtful whether the whole force—men, women, and children—would not have been annihilated altogether without the care and exertions of Mr. SAUNDERS. Uninviting as this sickening tale of horror is, the credit of the service demands a thorough investigation into all its repulsive details; and we observe with satisfaction that Colonel NORTH has announced his intention of moving for a committee of inquiry into the subject. Perhaps this may elicit a reply which is at present wanting, to the question so pointedly asked by the DIRECTOR GENERAL of the MEDICAL DEPARTMENT—*Why* were the principal medical officer and two staff surgeons all in Japan at one time, when their presence was so urgently needed in Hong Kong?

(THE TIMES.)

Such a mortality as lately befell the 11th Regiment at Hong Kong could not be passed over without public inquiry. It may be that in the services of other countries, and, indeed, in our own service in days past, little would be thought of such a waste of life. The soldier, some people may still think, takes his chance of death, whether it is to come on the battle-field, in the sinking transport, or in the pestilential barrack. But the nation knows its duties, and, indeed, its interests, better than to allow even a few score men to perish by any cause that may be prevented. At a time when recruits cannot be found in sufficient numbers to keep up the army at its full strength, and when every tale of neglect or ill-treatment has its effect in discouraging the military spirit, it is, above all things, necessary the soldier in every part of the world should know that he will have only the unavoidable dangers of the service against him. So long as such incidents as produced the mortality in the 11th Regiment occur this confidence can hardly be felt by any recruit. It is clear that a body of men were landed in the island of Hong Kong at the worst season of the year; that no sufficient preparations were made for them; that they were soon prostrated by disease, and that a large number of them perished, while the remainder were almost wholly incapacitated for service.

A Parliamentary Return on the subject is now published. The facts, as they have been already related, are as follows:—At the beginning of last year the European force at Hong Kong numbered 1,204 souls. The garrison was principally made up of a battalion of the 9th Regt., but there was also a detachment of the 11th and some artillery and engineers. As early as January of last year we find Major-General Guy addressing the War-office on the sickness prevailing among a part of the troops. His despatch relates to the unhealthiness of the peninsula of Kowloon, and it appears that the 99th Regt. had suffered in health from being removed to that place. A long medical report accompanies this despatch, and shows

Digitized by Google

that the authorities were well aware that troops brought to Southern China, and placed under the conditions which affect the soldier in that climate, are in much danger. Deputy Inspector-General Dick, indeed, writes to the medical department on the 27th of January (page 17) that the 99th has continued to suffer from having been placed at Kowloon; "that its efficiency is not only greatly impaired, but that its general health is so deteriorated by disease and exposure to the malarious influences of the station as to render it, in my opinion, perfectly unfit for general service; and, though the mortality has not been very considerable, I have no doubt it will be found necessary to invalid a large portion of the regiment within the next two or three years." Such was the effect of an ill-chosen station on a body of British troops sent so many thousand miles. Within a few months they were stricken down and rendered useless. Dr. Dick goes on to say:—"Experience has shown that the health of European troops cannot be maintained in this colony unless they are well housed in stone or brick buildings, and not even then without the aid of every practicable sanitary precaution. I very much fear, therefore, that if a second European regiment is sent to Hong Kong before proper provision is made for its reception the measure will defeat its object, and that should a force be required for any emergency, after a residence of one hot season in the colony, one of the regimentss will be totally inefficient." General Guy subsequently sends a medical report by Dr. Dick, dated the 29th of March, and accompanies it by a remark that "many of the duties which soldiers are called upon to perform in this climate should be done by native troops, with a view to preserve, as far as possible, the health and efficiency of British soldiers, and at the same time diminsh the great expense attendant on replacing the casualties in a regiment of the line in such a country as China."

We have given these extracts to show how well aware were the medical officers at Hong Kong of the unhealthiness of the service on their station. Soon after these despatches the 2nd Battalion of the 11th Regiment was sent from the Cape of Good Hope. It arrived at Hong Kong on the 28th of May, which, as General Guy declares in his despatch describing the sickness which followed, is "the worst season for Europeans to encounter the climate of Southern China." The arrival of these troops brought up the total numbers of the garrison to 2,079, including officers and men of all ranks, together with women and children. We do not take these numbers from the recently published papers, but from returns that have been some time before the public. The battalion, it appears, arrived before preparations were made to receive it. General Guy gives as one of the causes of the sickness. "The arrival of the battalion a month earlier than was expected, and the unavoidable necessity of placing a portion of the corps at Kowloon, until the buildings which were in course of preparation were ready for the reception of the troops." Even when the buildings were ready, they were admitted by the General to have been unfitted for the purpose. Here we have, in the first place, this new body of men sent to Kowloon, which months before had been condemned as being most unhealthy, and as having destroyed the efficiency of the 99th Regiment; and, furthermore, when the 11th were to be delivered from Kowloon, they would only be lodged in buildings "in all respects inferior to regular barracks." General Guy concludes by requesting Lord de Grey's attention to the "often expressed opinion of the medical officers who have served in China that the presence of a native battalion for the performance of garrison duty during the invariably unhealthy summer season at Hong Kong is absolutely essential for the preservation of the lives and health of the European troops." The papers published show that at various times during the hot season of last year remonstrances were made by the senior medical officer against the overcrowding of the barracks and hospital, and the overwork which prevented the men of this unhappy 11th Regiment having more than from one to three nights in bed, and the 9th Regiment only three and one-third. On the 28th July Mr. Saunders, the senior medical officer, points out to the commandant that in one place "375 men occupy barracks which only give each man about 725 cubic feet, being 275 cubic feet less than the regulations allow for this climate as the *minimum* space." He also states that two men had died the day before of cholera, and expresses his conviction that "by overcrowding the men at this, the most unhealthy, period of the year nothing short of considerable mortality can be expected."

All this correspondence is well worthy of attention, and no one who reads it can wonder that the most fatal sickness fell upon the troops. Of officers it is stated that four died and five were invalided; of men 95 died and 202 were invalided; of women, nine died and 38 were invalided. Not less than 88 children died, while 45 are registered as invalided. Out of 2,000 souls 196 died and 290 were invalided in eight months. The fault must be divided between those who sent the troops to Hong Kong and those who neglected to make proper provision for them. It was, perhaps, a peculiarly unhealthy season in one of the most unhealthy places in the world, and the civil residents are said to have had much sickness among them; but no one who reads the despatches can doubt that these troops did not receive the care which should attend the soldier in a tropical climate. It is needless to dwell on the folly as well as inhumanity of thus dealing with our hardly-raised recruits. The efforts of military reformers at home cannot be better directed than to punish such a waste of valuable lives as is here exposed.

TELEGRAPHIC COMMUNICATION WITH INDIA.

We are glad that a select committee of the Commons is about to be appointed to inquire into the working of the telegraphic communication with India. By a reference to our Parliamentary intelligence it will be seen that Mr. Crawford has moved for this. The necessity for possessing prompt means of intercourse with our Eastern marts renders the question as to the means of improving the efficiency of the telegraphic service of the first importance. It is felt, and strongly felt in the City, that an end must be put to the delays in transmission which our merchants hitherto have had to bear, in addition to having their telegrams frequently rendered wholly unintelligible. The inquiry will fall short of any useful purpose if it confines itself to mere management, or the possibility of improving the existing route. It is all very well for Sir Charles Bright to charge delays of weeks on the wretched system and inferiority of the lines through Turkey; this must be allowed its weight, but it is not the whole of the evil. It may be fairly doubted whether full advantage has been taken of the later scientific improvements. The difficulty will lie in selecting members acquainted with telegraphic science, and at the same time not coming under the category of those on whom the Chancellor of the Exchequer pronounced an anathema, members who use their position in promoting interests or schemes with which they are connected, but which are really commercial undertakings, and ought to stand or rise on their own merits.

The members of the committee are, we hear, to include:—Mr. Crawford, Lord Stanley, Mr. Childers, Lord R. Montagu, Mr. Stansfeld, Admiral Seymour, Mr. Ayrton, Mr. Turner, Sir H. Rawlinson, Mr. Baillie, Mr. Weguelin, Sir C. Bright, Mr. Laird, Mr. Oliphant, and Mr. Schreiber.

PROJECTED MANILA RAILWAY.

IT has been we believe asserted that the scheme of a railway from Manila to the Lake of Laguna, an estimated distance of five and a half miles, if carried directly through the gorges of the intervening hills, had so far received official sanction, after a report made to the Captain-General, that the Government had offered a guarantee to the line of seven per cent. from the date of its operation. So far as we can judge, this is but an assumption, for neither the Spanish Embassy at London nor the Consulate has any knowledge of such a guarantee. That the sanction of the Home Government has been accorded does not appear from any notice issued up to this time in the Imperial *Gazette* of Madrid, though we might readily assume that, in accordance with the tardiness of Spanish officialism, the notice of the endorsement of the scheme had been delayed, did any other circumstance confirm it. This is only too apparent from the character of the "flying survey" on which the GOVERNOR-GENERAL is reported to have formed his judgment, a report which gives evidence of the embryo character of the scheme in the remark that "some circumspection" will be requisite with regard to "the choice of gradients, curves "and cuttings." Not to speak of the necessity that exists at Manila for the re-erection of the public buildings, it is certain that the Home Government has no surplus funds for colonial improvement; all that the Captains-General of Manila and Cuba can spare is in urgent request at Madrid. As the China public are to have the privilege, according to the same statement, to subscribe for shares, it is as well we should caution them to scrutinise very closely any project brought forward. It is new to us that the leisurely community of Manila, already provided with good river communication with Laguna, should be so intensely interested, as the statement would lead one to suppose, in providing means for the construction of the railway; for it is represented as started for mercantile interests purely. As to those interests, it is evident that a far more advantageous line —one that would give an immense impulse to the prosperity of Manila—might be constructed to Panpanga, affording ready means of delivering the great staple, sugar, now brought to the port by tedious routes.

If Manila merchants are ready to give financial aid to the former, how is it they are silent as to the latter? We are satisfied that the English houses at Manila would not be willing to have their capital locked up in a railway enterprise. The increased activity latterly given to trade necessitates more than ever a ready command of money, and with the opportunities presented of turning it over and over again, it is impossible to discover how even an assured dividend of seven per cent. per annum would present any tangible attractions. This is equally true of native and foreign firms resident at Manila; and our view is further borne out by the high rate of interest at which money rules. We are afraid we must treat the whole as a *canard*, though we are not unaware of previous surveys that have been made, and of railway concessions in the hands of English engineers. The term of twenty years which they are said to spend in Spain in discussing a needed project before entering on its execution may be fairly reduced in favour of the Manila community by ten years. Were the information true we see no chance, in the present condition of the Spanish Treasury, for giving confidence to capital. Then, what is the value of a seven per cent. Spanish guarantee? The potency of a seven per cent. share dividend would, we allow, be all prevailing with European capitalists offered by a Government able and willing to fulfil its obligations, provided the per-

Digitized by Google

centage of payment extended, in this case, not only to *estimated* but *actual* disbursements in construction, and that it further covered the cost of working and maintenance, in the event of the outlay on those accounts exceeding current receipts. It is evident that the payment of seven per cent., either on paid up capital or actual cost, does not necessarily involve a return to shareholders that can properly be called a dividend, the guarantee being liable to be sunk in accruing obligations, where the traffic is not such as to promise any very large return. This would inevitably be the case for years to come with a Manila and Laguna Railway. We can easily conceive various potent reasons for the Manila Government desiring the construction of the railway. Ready and easy access to the interior, if not a first necessity, would yet be of obvious and permanent advantage, political and financial. But looking at the project as a purely mercantile speculation, we must pronounce against it if the guarantee be not so extended as to cover all liability. No doubt the community of Manila would find their advantage in being supplied promptly with edibles from the great natural storehouse lying behind the intervening hills, and our friends returning home from China would gladly avail themselves of the aid of steam to visit the lake and bay; but neither the rice nor other grain available for transport—cereals ill calculated to pay heavy freightage—would make the Manila and Laguna a paying line. The local Government no doubt must take the initiative, but railway construction in Manila can only be undertaken under more favourable auspices than are obtainable at present.

MR. ERIC R. T. FARQUHAR, the newly-appointed second Secretary of Legation at Peking, proceeds by the mail of 26th March. Mr. Richard Connolly, at present in the Embassy at Paris, has also been appointed a second Secretary at Peking. Mr. Randall Callander, the Consul at Manila, will probably proceed to his post next month.

THE Board of Trade have published the account of the wreck and plunder of the *Abeona* at Formosa in October last. The particulars have been already given by us.

COCHIN-CHINA AND THE FRENCH LEGISLATURE.

In the debate on the Address in the Corps Legislatif, Cochin-China came in for a certain amount of attention. The following Amendment was proposed by M. Taillefer and seven other deputies:—"Sire,—You speak to us of Algeria and the hopes which you found upon her; allow us, in our turn, to speak of a colony whose prospects are revealing themselves daily, namely, Cochin-China. We think, Sire, that it would be useful to explore Camboge as far as China, in order to establish commercial relations with the centre of the latter country. We desire to see agriculture encouraged in Cochin-China. In order to hasten assimilation and to introduce the mother tongue into that country, we desire to see the Government encourage education and the substitution of Roman characters for those of China."

M. Taillefer, who stated that he spoke from information obtained by one of his family who had visited all parts of Cochin-China, said that under the Annamite Government property was ill protected, while under the French regime the rights of property became absolute; that the taxes, which, under the former, were often charged over and over again, were under the latter fixed and moderate. He said that rice, of which the export was prohibited, was only worth two francs under the Annamite Government, fetched under the French seven francs in the husk and twelve when husked. Situated, as it were, in the centre of a Mediterranean surrounded by two hundred millions of consumers, Cochin-China had a grand future before it. The speaker also hinted at its importance in a military as well as in a geographic, agricultural, and commercial sense. He dwelt upon the importance of improving the River Camboge, to enable Cochin-China to find an easy outlet for her produce, and to become the natural entrepot of China. To protect her from attacks nothing more was required, he said, than to establish dams on the Arroyos. Another proposal was the establishment of powerful Cornish engines for irrigating the rice fields, and thus procuring two crops of the grain a year. The cost of production, he declared to be as follows per hectare (2½ acres):—

Seed and prepartion of land	f.25.00
Labour	22.50
Maintenance of sluices	3.25
Transplanting	10.50
Weeding	4.50
Reaping	32.00
Thrashing and winnowing	37.50
Total	f.135.25
Tax...	13.75
	f.149.00

The hectare produced 50 hectolitres of rice (22½ gallons to the hectolitre), in the husk, which at f.6.25 gave f.312.50. Those who cultivated their own lands could make 76 per cent. on their capital, while those who farmed it out might gain 63 per cent. A model rice farm for the cultivation of rice would cost f.240,000 (£9,600) to establish, and would yield, after the first year, f.500,000 (£20,000) per annum. M. Taillefer declared that Cochin-China might eventually export from fifteen to twenty hectolitres of rice, worth 150 to 200 millions of francs.

As regarded education, M. Taillefer declared that the success of the French schools had been great, and that while it required twenty years to become an average scholar with the use of the Chinese characters, two or three years would suffice with the aid of the Roman alphabet. We cannot help remarking that this appreciation is quite incompatible with the views of M.M. Stanislas, Julien, and many other Chinese scholars, who declare the Chinese language to present few real difficulties; it is strange if the Cochin-Chinese idiom should be so much more difficult. "Let France, then," said M. Taillefer in conclusion, "make some sacrifices for a colony of which the future was already revealed. France had once the opportunity of founding an empire in the Indies; let her not miss the second which presents itself to her!"

The Government resisted the introduction of the amendment in the following short speech from the mouth of M. Granier de Cassagnac:—"The various measures which have been alluded to are already in a great measure in process of realisation. The principles which relate to education and agriculture are indicated and detailed in the exposition of the state of the empire. As regards the exploration of Cochin-China an expedition is already ordered and even organised."

The amendment was then put and rejected.

SILK AND SILKWORMS IN FRANCE.

The silkworm breeders and the dealers in silkworms' eggs were terrified a week or so since by the premature appearance of a number of the little living black threads which the unusual warmth of the weather had caused to break through their fragile prisons. This circumstance assumed special gravity, from the fact of the arrival at Marseilles of a large quantity of seed from Japan just at that inauspicious moment. The Government immediately despatched competent persons to give their aid in case it was required, and M. Leon de Rosny, the professor of Japanese, is gone to transcribe and translate the marks on the cards, in order to aid the authorities in guarding, as far as possible, against deception either here or elsewhere. Fortunately the temperature has fallen again, and the wind and rain are at present not favourable to further hatching.

A decree was issued on the 3rd of the present month authorising the sale of silkworms' eggs by public auction in the town of Marseilles.

The raw silk market remains in the same quiescent state that it did a month ago; the quantities taken by the manufacturers at Lyons during the past three weeks were respectively—39.525, 39.415 and 35,120 kilogrammes, the first of these weeks showing a diminution as regards that which preceded it of 6,695 kilogs.

A considerable number of looms are standing still, and speculation is almost entirely absent, but the holders instead of exhibiting any inclination towards a reduction are firmer than ever in their demand, and the tendency is towards a rise.

The reason of this is evident; the demand for silks for exportation is great, and the stocks are being diminished so rapidly that the manufacturers will be compelled before long to be filling their warehouses again. They cannot wait for the next crop of silk, which it is expected will be much larger this year than it has been for some time, in consequence not only of the large imports of raw silk from the East generally, but also from the immense quantity of eggs sent home from Japan to supply the breeders here. A journal in the silk interest sums up the state of affairs at the present moment in the following quaint terms:—"Producers and consumers are perfectly in accord, each looking out for an opportunity of surprising the other." They are in fact simply waiting to see what China will do for or against them.

THE HONG KONG DOLLAR.

(To the Editor of the *London and China Telegraph.*)

SIR,—I learn with some surprise from your description of the Hong Kong dollar that the exterior rim is not milled. If the surface is left plain, no impediment is presented to the operations of the Chinese debaser, who will inevitably cut the coin in two, scoop out some of the metal, insert some base alloy, and surround the fissure with a thin film of silver to hide temporarily the cheat. The result will be that the dollar will be mercilessly cut by money dealers and local traders, and thus the utility of the Hong Kong Mint very seriously impaired. I trust this matter will be looked to. I understand from an article that appeared some time since in the *London and China Telegraph* that Captain Kinder was in favour of lettering the outer edge by machinery in such a way as to defy mere manual imitation. As the coin, though struck, has not been issued, it is desirable that the attention of the Mint and Treasury authorities should be directed to this important point.—Yours, &c., BULLIONIST.

March 5, 1866.

Parliamentary Intelligence.

HOUSE OF COMMONS.

THE CONSUL AT BANGKOK.

(March 6th.) Mr. WYLD (Bodmin) asked the Under Secretary of State for Foreign Affairs whether Mr. Knox, Her Majesty's Consul at Bangkok, had returned to his post; why he quitted it; and if any one was left in charge at the consulate during the absence of Mr. Knox.—Mr. LAYARD said that Mr. Knox, Her Majesty's Consul at Bangkok, had returned to his post, which he had quitted in consequence of very important affairs connected with British interests. The Government entirely approved his proceedings. In his absence he had left an officer of great ability and experience, perfectly competent to manage affairs, in charge of the consulate.

THE FORCES IN HONG KONG.

(8th.) In reply to Colonel NORTH, the Marquis of HARTINGTON stated that the forces in China had not yet been reduced, but they would shortly be, as one regiment had been ordered home.

Digitized by Google

NATIVE TROOPS IN CHINA.

(9th.) Colonel NORTH asked the Secretary of State for War whether, in conformity with reiterated recommendations of the Army Medical Department and military authorities, the Government had determsned on the employment of native troops in China.—The Marquis of HARTINGTON said it was intended that native troops should relieve certain regiments stationed at Hong Kong. No doubt, however, he would have another opportunity of explaining what were the arrangements contemplated respecting the employment of native troops in China, and therefore the House would excuse him for not entering further into the subject at present.

THE NAVY IN CHINA.

(9th.) Mr. MOFFATT rose to ask the Secretary of the Admiralty how it was that on the naval station at Hong Kong the salaries were £5,000 and the wages £5,000 a year. There were there 35 ships, many of them scarcely seaworthy. From the proportion of wages to the total vote it appeared that a little economy might be applied. He should like to know whether the 35 ships in harbour or afloat in the China seas were really seaworthy, or whether they were kept there as a formality, and officers were employed to little purpose.—Lord C. PAGET, in reply, said that at the time of the Chinese war a large number of gunboats were sent out; and on its termination, as a considerable expense would have been entailed by the voyage home, it was resolved that a certain number should be retained at Hong Kong, and there used for whatever purpose they were most suitable.

Literature.

—o—

Etudes sur la Chine Contemporaine; by MAURICE IRISSON. 8vo. Paris.

M. Irisson, the author of this study of China, was private secretary and interpreter to General Montauban during the campaign of 1860; and, having lived for some time amongst the Chinese and speaking their language, his opinion respecting themselves, their government, habits and customs are deserving of attention. The Studies occupy little more than two hundred pages, under the following heads:—Race, Language, Family, Society, Agriculture, Industry, Commerce, Arts, Science, and Politics.

The plan of M Irisson's work is simple, but at the same time philosophical. He says that before studying the Chinese in their private and public life it appeared to him indispensable to consider their physical, intellectual, and moral constitution, in the organisation which is peculiar to their race and distinguishes it from all others. We must not, he adds, measure the Chinese by the standard of our own cerebral conformation, but with reference to the faculties, more or less harmonious, which together form the Chinese character, never losing sight of the strong or the weak points of that character. "One has no right," says M. Irisson, "with justice, to expect more from a race than the legitimate developments which belong to its peculiar organisation." He therefore commences logically with the study of the Chinese as a race, and of their language and intellectual condition, subjects which he treats with the firmness of one well accustomed to anthropological and linguistic studies, and at the same time in very simple and lucid language. The general conclusions which M. Irisson draws respecting the Chinese character are as follows:—"A very marked predominance of the instincts over the sentiments and the intelligence; a predominance of the intellectual faculties, in the mass, over the sentiments, or regulating powers; and the habitual submission of the intelligence to the demands of the instincts without efficient control from the moral sentiments."

M. Irisson's study of the language of the Chinese is peculiarly simple and clear, and like M. Sanislas Julien, he pronounces it very simple and easy of attainment as regards speaking, and not very difficult even to write. He tells his readers not to be frightened at the array of thirty-three thousand characters in the Chinese dictionary, for "two-thirds of these, at least, are entirely obsolete, and of the eight or nine thousand characters indispensable to a man of letters there are scarcely two thousand which can be considered necessary for the ordinary purposes of life."

He gives interesting information, in a concise form, respecting the sepulchral towers, where children are buried, and about which so much has been said and written, concerning the intense filial devotion and respect for ancestry which mark so strongly the Chinese people, their ancestral chambers, and habits respecting the dead; the social distinctions, the condition of the people as regards wealth and enjoyment; the corporations of merchants, and the arrangements amongst all classes for mutual aid.

He is not at all an unfavourable critic of Chinese institutions, but he speaks of the administration of justice in anything but favourable terms. The "nobles of the eight grades," to use his own expression for the official and literary magnates, cannot be brought to justice without the special permission of the Emperor; but the case is very different for the three classes of the people. For all, he says, there is the greatest freedom with respect to accusation, but no one enjoys the liberty of defence for the simple reason that there is no defence, and that there are no defenders—no advocates in China. Of the penal code he says: "It is very severe, and inflicts corporal punishment of every degree. The stick is used upon all occasions, not only alone, but also as the prelude or accompaniment of more serious punishment. But the magistrates are ready to admit extenuating circumstances, and even the executioner is accustomed to diminish the number of strokes of the bamboo ordered by the sentence. Banishment, whether temporary or perpetual, is always accompanied by the bastinado, and is more common than the punishment of death by the sword or by strangulation. But the capital punishment is often applied to offences which we deem too trifling; thus, not only the slave who strikes his master, and the son who assaults his father, mother, grandfather or grandmother, and, which is more terrible still, the son who uses insulting language to his parents and grand parents, are condemned to death. Happily, however, the sentence is more frequently pronounced than carried into execution; so much so that, in that immense country, the executions do not amount to twelve hundred in the year."

When treating of the agriculture of the Chinese M. Irisson condemns without measure, but most rationally, the use of the villanous rice spirits and the interdiction against making wine. In the eyes of a Frenchman, and of most sensible men, a country like China which, M. Irisson says, produces the finest grapes in the world and does not make wine, but consumes coarse spirits, wittily labelled by our author *Eaux de mort*, has no excuse but that of antiquated laws and makeshift legislation. M. Irisson, like all observant writers about China and the Chinese, dwells upon the great industry and imitative ability of the people and the extraordinary absence of machinery and of all that results from the application of the principles of science to the ordinary wants of life and the increase of commerce; but he admits, with justice, that unless effected in the most gradual manner the industrial system of the West could not be introduced into China without causing great suffering to her immense population. "It is difficult," he says, "to picture to one's self the terrible consequences of a system which would condemn to idleness and misery so many millions of workmen of a race whose instincts and faculties demand constant labour." The excellence of the roads in China call forth M. Irisson's unqualified admiration. He says:—"No country in the world is better provided with great, wide and easy roads than China, and military posts are generally established along them; no country is better supplied in all directions with vast lines of streams, navigable rivers, and canals, all communicating one with the other. In the mountainous districts if you do not find those grand roads eighty or ninety feet wide which are to be found elsewhere, there are ways easy of access for the formation of which enormous rocks have been blasted, hills levelled, and mountains pared away. The people of the country are accustomed to these shelves, winding along the faces of the mountains, and to the bridges thrown daringly from one peak to another. All along the roads the towns and villages are so frequent that nothing can be more easy than the stages. Not only are all these grand roads and ways clearly laid down in maps and itineraries, but they are also supplied with wooden towers erected at intervals of about a mile, and on which the traveller may read the names of the localities as well as the direction and distances of the various roads."

The neglect of the coal deposits of China strikes M. Irisson as one of the grand errors of commerce:—"The captains of our steamers go to a long distance for what almost lies under their hands. They draw a little coal from Japan, but that trade is far from being cultivated as it might be. That they do not go to Fu-ku-yama or Ozaca, where the deposits of coal are inexhaustible, one can understand; first, because of the many difficulties imposed by the Japanese Government, and, secondly, on account of the difficult navigation of the inland sea, especially for heavily laden merchant vessels. Many Japanese vessels, although conducted by able pilots, are lost there, and the only way to avoid the many dangers of these seas is to travel in a steamer of small draught, and that during the day only. At the approach of dusk the native pilot, whom you are compelled to take on board, lets go the anchor, and would not lift it again before daybreak for ten times the amount of his fee. If coal is to be got in Japan why not go to the Isle of Sai-kai-do, the port of Nagasaki being very secure and the nearest to China, and a company for obtaining and transporting the coal might easily found there a prosperous business. But why draw this indispensable combustible from Japan, Manila, or even from the Isle of Lucon, when it would be so easy to get it from the interior of China itself? Nowhere is manual labour cheaper than in that country; nowhere could such able workmen be found at such low rates of wages. The convenience and cost of conveyance by river and canal is nowhere so cheap as in China; and the deposits of coal are abundant. The province of Kiang-si, for instance, is a source of inexhaustible wealth in this respect, and is, moreover, near to the European settlements, so that the transport would not be onerous, and the people of that part of China enter easily into our commercial habits. The strata of coal are also rich and abundant in the provinces of Nau-son and Sse-tchouen." This is an important subject, and our friends in China will doubtless know whether financial or other questions stand in the way of M. Irisson's suggestions.

The chapter relating to art gives the author the opportunity of exemplifying the deficiency of the faculty of poesy, or ideality, in the Chinese brain; while doing justice to the wonderful ability of that people, who, he says, have all the powers of realization with which the Creator endows the human soul for the use of genius, the talent of imitation, the sense of form in the highest degree, delicate perception of colour, facility of execution and talent for construction—all, in fact, that is indispensable for the reproduction of the real, the visible and the tangible. "If they are not artists in an ideal sense, they are as regards plastic reproduction, the artists of the world of realities, the masters of imitation." In the fifth and sixth century of our era, that is to say, twelve hundred years ago or more, painting was very flourishing in China; but in that, as in the manufacture of porcelain and bronzes and the art of enamelling, the Chinese artists and workmen have lost many of their old secrets and much of their former ability.

Speaking of music, M. Irisson gives an instance of unconscious plagiarism of no common kind:—"More than a thousand years before the Thracian bard, the Chinese musician Koue[i] said to Chun: 'When I strike the harmonious stones of my instrument (*king*) the animals surround me and tremble with delight.'" Who would have thought that the beautiful hyperbole applied to Apollo, like the famous story of Aladin, had its origin in China!

The book contains an interesting chapter on the sciences, or rather the want of science, of the Chinese, and another on the policy of the government and the prospects of the future; but we have already exceeded our limits, and must finish by recommending these useful and interesting studies of the Central Flowery Land and its inhabitants to all who are interested in the subject.

ENTOMBMENT OF THE LATE EMPEROR OF CHINA.

An account (from which the following is abridged) of the placing of the remains of the late Emperor of China in the magnificent tomb prepared to receive them, already described in the *London and China Telegraph*, appears in the official *Moniteur* of Paris.

On the 5th of November the young Emperor of China conducted the ashes of his father, who died three years ago, to the tomb prepared for them. Great preparations had been made for the ceremony, and the day was only fixed after "the Minister of Rites and the Bureau of Mathe-

Digitized by Google

matics had declared it to be propitious." The writer says that in spite of an *invitation* addressed to foreigners "*not* to leave their houses between the fifth and thirteenth of November, when the Son of Heaven would traverse the streets of his capital," he installed himself on the night before the ceremony in a small shop where, perched upon a scaffolding of chairs and tables behind a closed *jalousie*, he quietly awaited the arrival of the Imperial *cortege*. The middle of the road was carefully repaired for the procession, and all circulation thereon interdicted. The shops were generally decorated with red scarves over the doors.

At seven in the morning appeared groups of horsemen, followed by long files of vehicles and camels laden with baggage, which continued for several hours almost without interruption. About midday an estafette carrying a lance, of which the pole was covered with tiger skin, passed at full gallop; four others followed at intervals of about three quarters of an hour. When the last of these had passed the police cleared the sides of the streets, and forced the people either to enter the houses or the lateral alleys, of which the entrances were concealed by curtains or mats; the few who tried to evade the order were soon brought to their senses by the lash of a heavy whip, which completed the clearance "as if by enchantment," says the writer—the whip enchantment is a new kind of necromancy!

A fifth messenger appeared. The guards ranged themselves along the sides of the central portion of the road, and a dead silence prevailed everywhere, the guards watching the windows of the houses to see that no one was acting the part of Peeping Tom of Coventry. Presently appeared the first horsemen of the Imperial escort, marching in slow time; the police now seemed petrified into statues; the new arrivals were the officers of the palace, dressed in red silk robes embroidered with rosettes in gold; next followed other horsemen leading the eight horses of the Emperor, small Tartar steeds covered with rich yellow housings; then a hundred archers of the Imperial Guard, their bows hanging at their saddle-bows and their quivers full of arrows. A little behind these rode a horseman richly dressed, one of the Imperial Princes who commanded the procession, and who advanced with great dignity in the midst of a numerous staff of military and civil Mandarins in picturesque and varied costumes. Then came the Emperor himself, in a palanquin (sedan-chair, the writer calls it), covered with cloth of gold, and carried by sixteen men dressed in red silk richly embroidered, and wearing caps with white buttons. In spite of the rain, which fell without cessation, the sides of the palanquin were not closed, and this and another fortunate circumstance enabled the writer and his companions to have a good view of the Emperor. The Western Church, the Tong-tang, has its principal facade on the street in question—neither the name of which nor that of the city itself being, in accordance with the curious want of attention to such points so characteristic of French writers, never once mentioned throughout the narration—and over the door is a cross (the church being, we presume, Catholic, though not so stated), and as this ornament is rare in China the young Emperor rose from the cushions on which he had reclined and leaned out of the palanquin to look at the curious decoration; at the same moment there was a slight halt in the march of the *cortege* and Peeping Tom had a capital look at the forbidden fruit. He says that the young Emperor has the figure and appearance of his actual age, namely, ten years—the same as that of the Prince Imperial of France; that his face is regular and handsome, his complexion very white, his eyes black and extremely bright, and his expression "not at all Chinese, very gentle, and, on the whole, rather agreeable." His Majesty was very simply dressed: wore a yellow silk robe with an overcoat of blue cloth and a black velvet cap surmounted by a red silk rosette or button. Prince Kong followed the Emperor in a covered carriage, and after the Prince came a hundred horsemen, including many Mandarins of rank, and lastly several vehicles supposed to contain some of the most precious articles belonging to the Emperor. During the passage of the Imperial palanquin the guards all turned away their faces, as it is not etiquette in China to regard the countenance of majesty.

A report was spread that the two Empresses would also pass along the route, and about five o'clock in the afternoon the shops were suddenly closed, the street cleared again, five estafettes passed at long intervals as in the case of the Emperor's approach, and the first horsemen of the escort of the Empresses presently appeared. The escort was similar to that of his Majesty; after the archers of the body guard, the officials and servants of the Palace and a considerable gathering of Mandarins, came the two yellow palanquins, each with its sixteen bearers in red and gold. In the first was the Empress Tzengan, the legitimate wife of the late Emperor; in the second his other wife, Tze-shi, mother of the reigning monarch. Unfortunately, the light began to fade, and Peeping Tom could only catch a glimpse of the Imperial ladies. He says—"The two Princesses appear to be each about thirty years of age; the first was very simply attired, the head uncovered, and the hair dressed *a la mode Chinoise*, while the coifure of the second was *a la Tartare*—not in the sense of cooked eels or other well known *plats*, but with the hair arranged in large *coques*, or bows, decorated with jewels, and presenting a very *recherche* appearance. The two Imperial palanquins were followed by a number of vehicles containing the princesses, and ladies of the Court, but—alas! alas!—the blinds were closed, and the coming shadow of the black mantle of night with the rain completed the eclipse."

Continental Intelligence.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, MARCH 8.

The first sitting of the Second Chamber of the States-General, which met on the 27th Feb., was important. The Minister of Finance, Mr. Van Bosse—who took the place of Mr. Thorbecke—immediately communicated the programme of the Cabinet, the quintessence of which was, that the Ministry would be a Thorbecke Cabinet, without Thorbecke; that the policy of that statesman would be continued both in the mother country as in the colonies. Mr. Pické, Minister of Justice, was severely attacked by Count van Zuylen, one of the most eminent members of the anti-revolutionist or orthodox party, because he had already announced by circular, that his first act would be to separate the Church and the State, as was prescribed by the Constitution.

The colonial question will be early brought forward, and, as Mr. v. d. Putte said, the Culture Bill will come into discussion immediately after the Easter recess, and it is still generally thought, as before, that it will pass, with some amendments.

Mr. Thorbecke was on the 1st of this month elected for Groningen and Zutphen. It is very desirable that he should accept one of these seats, but his decision is not yet known.

The Budget of the Financial Department, which could not be discussed on account of Mr. Betz' resignation, will be brought forward by Mr. van Bosse within a few days. The previous report of the sections show that the late crisis will be again debated, notwithstanding it is impossible to say anything new thereon. Perhaps something may be said as to the future Minister of the Marine Department. It is generally believed that Captain-Lieutenant Jansen will accept that post. The rumour that Mr. Blusse would fill it is a *canard*.

The Rotterdam Bank has issued a prospectus for augmenting the capital by 10,000,000f., divided in 40,000 shares of 250f. each. The shares are now quoted 4 per cent. above par. The dividend over the last year is supposed to be f.9.70.

The reorganisation of the laws of our companies (limited) is under discussion, and it is thought that the Minister of Justice will introduce a Bill based upon the English Companies' Act of 1862.

The Opposition papers are still mooting the question whether our King has given a promise to the King of the Belgians to hand over one of our colonies. The most absurd stories are spread about the matter; of course not one word of them is, or can be, true.

The last mail brought us the news that Messrs. Reynst and Vinju had distributed a circular about the regular and periodic steam communication between Java and Australia. They have made several improvements to the first plan, and now propose to open a monthly service between Batavia, Melbourne, and Sydney, *vice versa*; a monthly service between Batavia, Sourabaya, Timor Taepang, Timor Delhi, *via* Cape York, to Brisbane, *vice versa*; a monthly service from Timor Taepang for Adam Bay, *vice versa*; a monthly service from Timor Taepang for Macassar, in communication with the steam lines of W. Cores de Vries (whose steamers are now bought by the Rotterdam house, Besier and Jonkheim). The capital now wanted amounts to £500,000, divided in 5,000 shares. This circular confirms what I stated in my last letter, viz., that our Government has not yet granted the subsidy which these gentlemen have asked. It is now the question whether the Australian and Java traders will support sufficiently this undertaking; so much is certain, that the press does what is possible to demonstrate its necessity and its advantages for both countries.

COMMERCIAL.

COFFEE.—The Trading Company announced its second monthly sale, which will be held on the 27th inst., and on which occasion will be offered 84,824 bags. The market remains unalterably firm; the actual stock of the Trading Company being reduced to 447,238 bags, against 667,961 bags in 1865. The private transactions consisted in 667 bags Java ex Verden, 2,738 bags ex do., 6,800 bags Padang ex Franklin, at 45 to 48 cents.; 3,500 bags Java ex Zephir, at 45¼ to 46 cent.; and 4,300 bags Padang ex Brouwershaven, at 45 to 47½ cents. The general stock consisted only of 508.000 bags, against 716,400 in 1865.

SUGAR.—The market is very firm in consequence of the inquiry for Russia. The transactions were of much importance, and comprised 8,000 kranjangs Java, which were paid with ¼f. to ½f. under November prices. Holders decline now to operate at this quotation. The unsold stock was, on the 1st inst., of the Trading Company, 131,974 mats and 3,539 bags, of which will be offered on the 21st in auction 70,300 mats and 3,539 bags. The private stock in the first hand amounted to 15,530 kranjangs.

TEA.—The market is very animated. The cargo per Hydra, direct from Foochow, arrived here last week, and will be sold on the 23rd inst., in public sale. This cargo consists of 3,996/4, 2,485/12, and 254/16 chests Congou, and 227/4 chests Souchong. The valuation of the brokers is not yet known.

TOBACCO.—Java leaves: The market is dull, and there are no transactions to report. The stock amounts to 4,537 bales Java, and 2,443 bales Manila.

TIN.—The market is very dull. In the last month the price declined from 56f. to 53f. Banca at the sale and new conditions is offered at 51½f., which is about the same as 53f. old conditions. It now becomes a matter of the utmost importance to form a just view of the future of tin, so as to decide what ought to be given for the Banca at the coming sale; and it must be remembered that it is not only the quantity put up by the Trading Company which will be available, but also the balance of 76,000 slabs left over from last year's sale. The Trading Company has made important alterations in their conditions of sale. They no longer allow 1 per cent. draft and 2 per cent. discount as formerly. They still allow general buyers 1½ per cent. discount for cash and give two months prompt, but they also give the privilege of taking 3½ months' credit to some approved houses in lieu of 1½ per cent. discount and 2 months prompt. The warrants on the prompt day will be made out in lots of 100 slabs instead of 500 heretofore. It is therefore necessary under the new conditions that buyers in Dutch currency should not lose sight of this disadvantage of 3 per cent. compared with the terms of former years. The unsold stock on the 1st amounted to 146,853 slabs, against 132,246 slabs in 1865.

SHIPPING.—ARRIVALS.—Feb. 26, at Texel, from Batavia, Matheran; 27, at Brouwershaven, from Foo-chow-Foo (last from Scilly), Hydra; from Menado, Sliedrecht.

DEPARTURES.—Feb. 27, from Texel, for Batavia, Ymuiden; March 1, from Hellevoet, for Batavia, Catharina Maria; March 2, from Brouwershaven, for Batavia, Æolus; 5, from Texel, for Samarang, Gebroeders.

Digitized by Google

RUSSIA AND THE AMOOR.

According to reliable information, it is expected that the King of Prussia will pay a visit to the Czar on the 28th of April, when the Emperor and Empress of Russia will celebrate the 25th anniversary of their marriage.

An Imperial decree has been promulgated, ordering the issue of a lottery loan, to be taken up in the interior, of the amount of 100,000,000 roubles, bearing interest at 5 per cent.; and an Imperial ukase, permitting Jews who have received a diploma at a Russian or a Polish university to enter the public service in Poland, with the enjoyment of the rights and privileges connected with the office of public functionaries.

The Russians are devoting their serious attention to Eastern affairs. The *Invalid* has had an article, and promises to return to the subject, with a view of showing how it happened that the Russians advanced from the Volga to the Syr-Daria. It states that the Russians found their merchants had little hope of deriving any benefit from the trade with Taschkend so long as the latter was exposed to the attacks of two such powerful enemies as Khokand and Bokhara; and when it came to their knowledge that the Emir of Bokhara, taking advantage of the dissensions which prevailed in Tashkend, and of the weakness of the Khan of Khokand, was preparing to seize the rich booty he had so long coveted, the Russian army moved forward and took possession of the city. To have incorporated Taschkend with the empire would simply have been to expose the frontier to the constant incursions of the Khokanese and Bokharians, and the continual border conflicts would probably have necessitated an extension of the frontier; but as, on the other hand, to remain passive would have been to allow the Emir to take possession of Taschkend, it was resolved that the Russian frontier should remain unchanged, and that Taschkend should be an independent power placed between the empire and the turbulent hordes whom it was thought advisable to keep at a distance. This plan was the more easy of execution as the inhabitants of Taschkend are a peaceful race, not addicted to pillage like their unruly neighbours, but inclined to commercial and agricultural pursuits. The present occupation is considered necessary in order to prevent the incursions of hostile neighbours, to secure the supplies necessary for the sustenance of the inhabitants of the town and of the Russian garrison, and enable the former quietly to deliberate upon the form of government they think proper to adopt; and it will be continued till the Bokharians and Khokanese acknowledge the inviolability of the Taschkend territory, and until the Russians have secured the navigation of the Syr-Daria. This interval will give the people of Taschkend time to become accustomed to the management of their own affairs, to settle the question of the frontier, and to establish the commercial relations with the protecting Power on a solid basis.

The *Voice* has called attention to the *Revue des Deux Mondes* upon the progress of Russia in Eastern Asia. The French writer exposes the ambitious views of the Czar's Government, and points to the danger of a new Sebastopol being established at Hakodadi. But while expressing the apprehension that the Russians may become undisputed masters of the sea of Japan, he finds some consolation in the fact that the vast province on the Amour, ceded to Russia by the Chinese, will prove a worthless acquisition. A St. Petersburg correspondent writes—There are certainly good grounds for the opinion which the writer expresses as to the Amour territory. The country possesses no elements of prosperity; it has neither the advantage of a genial climate nor a fertile soil. The town of Nicolaevsk, with a population of 5,500 inhabitants, of whom nearly half are soldiers, is cut off from all communication with the rest of the world for four months in the year, as the last summer post usually leaves on the 15th September, and the winter roads are not established till the beginning of December; and there is the same interruption in the spring, as the port is rarely free from ice before the beginning of June. In the bay in which the town is situated there are only six or seven feet of water, and the roadstead is extremely inconvenient from the prevalence of fogs and north and north-easterly winds as long as the navigation remains open. The average number of vessels entering the port during the summer, including those chartered by the Government, is not more than eight or nine, and so difficult is the navigation at the mouth of the river that six ships were wrecked between 1854 and 1861. The vicinity to China and Japan seems to give the settlement a great superiority in a commercial point of view; but this advantage is completely neutralised by the want of communication with the interior of the country. Indeed, up to the present time the supplies have been sent from other parts of Russia, and grain is carried nearly all round the world to feed the garrison and the inhabitants of the town. Some accounts speak favourably of the land to the south of the town; but it is only inhabited by Chinese fugitives, who are driven out of their country by the severity and the exactions of the Government officials. In 1863 two thousand of these men crossed the Chinese frontier, and are now wandering about these wild solitudes, preferring this vagabond life to settling down to agriculture. They are not likely to become useful members of society, and it is difficult to see where settlers are to come from, as Russia has not a redundant population either in Europe or in Asia. In the event of a maritime war, the possession of the Amour would offer certain advantages to Russia, but they are purchased at a heavy rate; for the settlement is a very costly one: and as to any commercial advantages, they will probably, for many years to come, be entirely monopolised by the Americans.

Naval and Military.

The reinforcements for Hong Kong, to leave in the Gresham about the 25th, are as follows:—

Royal Artillery, 13 men; 2nd Batt. 9th Regiment, 3 officers, 37 men; 2nd Batt. 20th Regiment, 2 officers, 51 men; Military Store and Barack Department, 4 men: Medical Staff, 1 officer; total, 6 officers, 105 men.

It is stated that Captain H.R.H. Prince Alfred has expressed a desire to be appointed to the command of H.M.S. Galatea. The Galatea is a frigate mounting 26 guns, of 3,227 tons, 800-horse power, with a crew of 700 men, a very proud and responsible command for a young man only twenty-two years of age.

If the Navy Estimates can be passed through the House before Easter, Lord Clarence Paget will hoist his flag on the 1st of April. The Hon. T. G. Baring has been named as the future Secretary of the Admiralty. There will be in his case no need of any re-election.

The loss of his seat in Parliament by Mr. Fenwick will, in all probability, lead to his resignation of the post he now holds of one of the members of the Board of Admiralty. Mr. Gladstone, junior, M.P. for Chester, if his re-election could be regarded as certain, has been mentioned, among others, as likely to be the successor to Mr. Fenwick.

20TH REGIMENT.—Sergeant-Major A. Rule, 2nd battalion, has been granted a pension of 2s. 6d. per diem. This distinguished non-commissioned officer served upwards of 21 years in the corps, and for the last nine years held the post of sergeant-major. He received three silver medals and four clasps and the order of the Legion of Honour. The following is an extract from regimental orders, dated Yokohama, Japan, 23rd August, 1865:—"Regimental Sergeant-Major A. Rule being about to proceed to England in order to be discharged on completion of service, the Commanding officer cannot allow Sergeant-Major Rule to leave the battalion without expressing his regret at the loss of so excellent a non-commissioned officer. The exemplary conduct and high character of Sergeant-Major Rule, and his abilities as a soldier, have at all times earned for him the respect and esteem of his superiors, and should form a subject of emulation amongst the non-commissioned officers who are now rising in the battalion."

WAR-OFFICE, PALL MALL, FEB. 27.—Royal Regiment of Artillery: Colonel, Major-General, with the rank of Colonel-Commandant, Sir Archdale Wilson, Bart., K.C.B., to be colonel-commandant, vice Lieut.-General G. E. Gowan, C.B.; Lieutenant-Colonel and Brevet-Colonel Edward Kaye to be colonel, vice Sir A. Wilson; Lieutenant-Colonel Thomas Brougham to be colonel, vice George Henry Swinley, promoted to the rank of major-general; Captain and Brevet-Major Thomas Edward Kennion to be lieutenant-colonel, vice Brevet-Colonel Kaye; Captain and Brevet-Major Alfred Light to be lieutenant-colonel, vice Brougham; Captain and Brevet-Major George Colclough to be lieutenant-colonel, vice Brevet-Colonel Frederick John Travers; Captain and Brevet-Major Thomas Walter Milward to be lieutenant-colonel; Captain and Brevet Lieutenant-Colonel Henry Lowther Chermside to be lieut.-colonel, vice Leopold Grimston Paget; Second Captain Thomas Netherton Harward to be captain; Second Captain and Brevet-Major Andrew Hugh Bogle to be captain, vice Brevet-Major Kennion; Second Captain Francis Hastings McLeod to be captain, vice Brevet-Major Light; Captain and Brevet-Major Henry Jervis White Jervis, from the supernumerary list, to be captain, vice Brevet-Major Colclough; Second Captain and Brevet-Major Christopher Charles Teesdale, C.B., to be captain, vice Brevet-Lieutenant Chermside; Lieutenant Edward Hart Dyke to be second captain, vice George Charles Depree, transferred to the Bengal Staff Corps; Lieutenant James Ronald Macleay to be second captain, vice Brevet-Major Bogle; Lieutenant Richard Swanne Robinson to be second captain, vice McLeod; Lieutenant Francis Sadlier Stoney to be second captain, vice Brevet-Major Teesdale; Second Captain George Rennie Manderson to be adjutant, vice Brevet-Major Bogle.—Royal Engineers: Major-General Thomas Foster to be colonel-commandant, vice Lieutenant-General John Savage, deceased; Lieutenant-Colonel and Brevet-Colonel William George Hamley to be colonel, vice C. E. Wilkinson, promoted to the rank of major-general; Captain and Brevet-Colonel Horace William Montague to be lieut.-colonel, vice Brevet-Colonel Hamley; Second Captain and Brevet-Major James Bevan Edwards to be captain, vice Brevet-Colonel Montague; Lieutenant George Edward Langham Somerset Sandford to be second captain, vice Brevet-Major Edwards. Brevet: The following promotions to take place consequent on the death, on the 7th February, of Lieutenant-General Henry John Savage, Royal Engineers, viz.:—Major-General Thomas Foster, Royal Engineers, to be lieutenant general; Colonel Charles Edmund Wilkinson, Royal Engineers, to be major-general; Captain and Brevet-Major Frederick Wells, 1st Foot, to be lieutenant-colonel; Capt. William Lovelace Dumaresq, Royal Artillery, to be major.

WAR-OFFICE, MARCH 3.—10th Foot: Lieutenant Spencer Edward Orr to be captain, without purchase, vice W. H. P. Gordon Bluett, seconded on appointment as District Inspector of Musketry in India. 11th Foot: Gentleman Cadet Charles Stewart Grant Baxter, from the Royal Military College, to be ensign, without purchase, vice Ford, transferred to the 7th Foot.

WAR-OFFICE, MARCH 9.—25th Foot: Quartermaster Sergeant Timothy Geoghegan, from the 89th Foot, to be quartermaster, vice Christopher Kettyles, deceased. Brevet: Captain W. Crossman, Royal Engineers, to have the local rank of Major in China and Japan while employed on particular service in those countries.

The Commissariat: Deputy-Assistant Commissary-General Robinson, lately returned from China, has joined at Aldershot.

The Military Store Department at Shanghai has been broken up, and the Assistant Superintendent of Stores and Deputy have been sent to Hong Kong. The Gun Wharf Stores have been ordered to be turned over to the Naval Storekeeper at Shanghai, Mr. Chown, Paymaster Royal Navy.

H.M.S. Manila and Cockchafer were to be paid off and be re-commissioned at Shanghai, under the supervision of Admiral King. The Princess Royal and Pelorus were at Yokohama; H.M.S. Leopard at Nagasaki; Osprey under orders to Osaka.

Monetary and Commercial.

The £350,000 bills on India were allotted, to Calcutta £232,300, to Madras £17,700, and to Bombay £100,000. The minimum price was, as before, 1s. 11½d. on Calcutta and Madras, and 1s. 11¾d. on Bombay. Tenders on Calcutta and Madras at 1s. 11¾d., will receive about 39 per cent., and on Bombay at 2s. 0¼d., about 72 per cent. Above those prices in full. These terms indicate a further diminution in the demand for means of remittance to the East.

The directors of the Agra and Masterman's Bank (Limited)

Digitized by Google

have declared a dividend at the rate of 10 per cent. per annum (£1 5s. per share) for the half-year ended 31st December last, together with a bonus of 15s. per share, free of income-tax, and payable on the 8th of March, being a distribution to the shareholders at the rate of 16 per cent. per annum.

A *pro forma* meeting of the China Steamship and Labuan Coal Company (Limited) took place on the 5th, and, after a full exposition as to the prospects of the undertaking, it was decided to adjourn till the 30th of April, to allow time for the receipt of accounts from the East. A report will be found in another column.

At an extraordinary general meeting of shareholders of the Asiatic Banking Corporation, held on the 7th, Mr. Sylvester Douglas Birch, B.S.C., late Accountant-General at Bombay, and Mr. Michael Hugh Scott, of the firm of Ritchie, Stewart, and Co. of Bombay, were elected directors.

We are glad to find that the custom adopted by masters of vessels signing bills of lading, "in dispute, if on board to be delivered," has been again affirmed in a case tried by Justice Byles, who said—"The master had signed the bill of lading, and he must be bound by it, unless the jury should find that there had been no default on his part. For the defendant it was averred that only 65 bales were shipped, and that all that were put on board were delivered. But, to relieve the master, it must be shown that the loss, or misrepresentation, was wholly caused by the act of the shipper." The jury, who were practical men, took the latter view.

The report of the directors of the Ceylon Coffee Estates Company (Limited), adopted at the second ordinary general meeting, was of a favourable character. The following are extracts:—

The profit and loss account shows that the crop of 1864-65, embracing the company's operations for the first year, left a net profit (after paying the guaranteed dividend of 10 per cent.) of £5,274 7s. 6d.; which sum, in conformity to the articles of association, has been placed to a reserve fund. Fresh funds are necessary to push forward with energy the operations of the company. The directors have resolved that the sum of £40,000 should be raised on debentures to bear interest at the rate of 8 per cent. per annum.

The Board of Trade returns for the month and year ending 31st December were not issued till the 27th February, and the delay in their publication is, in a note, stated to have taken place, according to annual practice, in order to afford time for the making up of the landing accounts of all cargoes properly appertaining to the trade of the year 1865. The declared value of our exports for the month of December was 24 per cent. in excess of the same month of 1864, and 5 per cent. in excess of December, 1863. These returns complete the series for the year 1865, and present an unprecedented total of exports during the twelve months of £165,862,402, being nearly 3¼ per cent. over the large aggregate of the preceding year (£160,449,053), and more than 13 per cent. over that of 1863 (£146,602,342). Our shipments of cotton manufactures during the twelve months were 2¼ per cent. in value and 15 per cent. in quantity over 1864, and 17 per cent. in value and 17½ per cent. in quantity over 1863. In the value of our exports of woollen manufactures during the past year, compared with 1864, there has been an increase of 8 per cent.; in linen manufactures, 12 per cent.; in haberdashery, 5 per cent.; in hardwares, 5 per cent.; in earthenware, 1½ per cent.; and in iron 1 per cent. Copper figures for a diminution of 20 per cent., and silk manufactures 4 per cent. The trade with the Far East is represented in these returns by the figures following:—

EXPORTS TO CHINA AND HONG KONG.

	For the Year ended 31st December. 1863.	1864.	1865.
Cotton yarn	2,251,154	1,961,813	976,208 lbs.
Cotton manufactures	46,454,793	73,526,512	126,368,443 yds.
Worsted stuffs	9,440,811	14,481,435	16,901,383 ,,
Woollen and worsted cloths	295,883	311,331	261,171 ,,
Lead	14,580	7,822	2,230 tons
	Value for the Year ended 31st December.		
Cotton yarn	£239,251	£241,942	£94,256
Cotton manufactures	1,162,505	2,007,880	2,786,306
Worsted stuffs	651,121	979,408	1,258,963
Woollen and worsted cloths	295,883	311,331	261,171
Lead	310,541	170,364	47,243

The Cotton Manufactures exported to other ports and countries in the Far East during the past year, and the two years preceding, were in quantity and value as follows:—

	Quantity for the Year ended 31st December. 1863.	1864.	1865.
Ceylon	22,222,523	12,654,484	15,575,021 yds.
Singapore	29,060,076	24,908,432	43,217,710 ,,
Java	16,165,927	20,708,210	31,319,329 ,,
Philippine Islands	14,231,397	19,905,245	28,662,008 ,,
	Value for the Year ended 31st December.		
Ceylon	£569,642	£413,914	£383,826
Singapore	701,618	652,747	919,066
Java	411,389	556,644	699,655
Philippine Islands	351,091	544,257	695,109

Of Cotton Yarn the quantity forwarded to Singapore during last year was 1,297,300 lbs., against 1,172,718 lbs. in 1864, and 1,991,936 lbs. in 1863; the value for the three years having been respectively £125,081, £130,990, and £213,231. The export of Cotton Yarn to Ceylon during the year 1865 was 335,400 lbs., and the value £34,941.

IMPORTS.

The Import of Raw Cotton from China and British India is shown in these returns to have been—

	Quantity for the Year ended 31st December. 1863.	1864.	1865.
British India	3,878,757	4,522,566	3,981,675 cwts
China	275,503	769,259	320,141 ,,
All parts	5,978,422	7,975,935	8,731,949 ,,
	Value for the Eleven Months ended 30th November.		
British India	£25,749,991	£32,357,460	£20,743,176
China	1,775,154	5,698,849	1,559,252
All parts	43,193,372	66,991,418	49,294,092

Of Unrefined Sugar the quantity imported from Java and the Philippine Islands in the month of December last was 15,362 cwt. of the 3rd quality, and 14,184 cwt. of the 4th quality. For the past and two preceding years the return is thus given:—

	Quantity for the Year ended 31st December. 1863.	1864.	1865.
Of all qualities (cwts.)	838,238	358,488	583,910
	Value for the Eleven Months ended 30th November.		
Of all qualities	£697,437	£324,959	£549,782

Of Hemp the imports from the Philippine Islands give these figures:—

	1863.	1864.	1865.
Quantity to 31st Dec. (cwts.)	312,871	183,943	194,846
Value to 30th November	£333,458	£276,191	£300,516

Ceylon delivered to us 12,507,815 lbs. of Coffee in the month of December last, and the quantity and value for the three years is represented as follows:—

	1863.	1864.	1865.
Quantity to 31st Dec. (lbs.)	79,793,201	69,011,290	90,455,468
Value to 30th November	£2,421,570	£2,204,486	£2,682,809

The Declared Value of British and Irish Produce and Manufactures exported from the United Kingdom to the ports and countries of the Far East, for the entire of 1865 and the two preceding years, is furnished by these returns. We include Egypt in our abstract, as the considerable amount of merchandise that goes out to India and the East *via* Suez will be debited to that country:—

To	Exports during the Year ended 31st December. 1863.	1864.	1865.
Egypt	£4,406,295	£6,051,680	£5,985,087
China (exclusive of Hong Kong)	2,416,705	3,092,611	3,609,301
Hong Kong	1,473,222	1,618,867	1,561,851
Singapore and Eastern Straits	1,486,774	1,181,680	1,442,459
Ceylon	1,075,927	826,333	685,308
Netherlands India (Java, &c.)	650,424	796,850	928,642
Philippine Islands	556,863	765,719	945,624
Japan	108,897	627,383	1,520,895
Siam	11,984	15,130	36,943

BANK AND MISCELLANEOUS SHARES.

Shares.	Joint-Stock Banks.	Paid.	Closing Prices.	Prices Feb. 26.
£20	Asiatic Bank Corporation, new shares	£10	19 to 21	19 to 21
50	Agra and Masterman's	25	52 to 54 xd.	55 to 56
20	Chartered Bank of India, Australia, and China	All	24 to 24½	24 to 25
25	Chartered Merc. of India and China	All	46 to 47	47 to 49
25	Commercial of India and the East	All	26 to 28	27 to 28
20	Eastern Exchange	5	1⅛ to ¼ dis.	1⅛ to ¼ dis.
50	London Joint Stock	15	48 to 49	47 to 49
100	London and Westminster	20	95 to 96	95 to 97
25	Oriental Bank Corporation	All	52 to 53	52 to 54
50	Union of London	15	53 to 54	53½ to 54⅝
100	Hindustan, China, and Japan	25	18 to 20	18 to 20
100	Do. Issued at 2 pm.	25	18 to 20	18 to 20
100	Do. New	25	17 to 19	17½ to 19½
20	Scinde, Punjab, and Delhi	10	5 to 4 dis.	4⅛ to 3¾ dis
25	Bank of Egypt	All	31 to 33	30 to 32 xd.
20	Bank of London	10	27 to 28	—
20	Land Mortgage Bank of India	4	¼ to ½ pm.	¼ to ½ pm.
	MISCELLANEOUS.			
10	Mediterranean Extension Telegraph	All	3 to 4	3 to 4xd.
50	P. and O. Steam Company	All	70 to 72	70 to 72
50	Do. New	35	14 to 16pm.	15 to 17pm.
20	China Steamship & Labuan Coal Co.	9	7 to 6 dis.	7½ to 6¼ dis.
5	Bombay Gas	All	5¼ to 5⅜	5⅛ to 5⅜
10	Hong Kong Gas	All	1 dis. to 1pm.	½ to 1½pm.
5	Singapore Gas	5	—	par
20	G. I. Irrigation and Canal	18¾	4¼ to 3¾ dis.	4¼ to 3¾ dis.
20	Madras Irrigation and Canal	All	17 to 18	17½ to 18¾
5	Oriental Gas	All	5⅛ to 5⅜	5⅛ to 5⅜
10	O. Inland Steam	All	1 to 2	1 to 2
100	West India Steam Company	60	119 to 120	115 to 120
—	Ceylon Deb., Nov. 1865, 6 per cent.	100	102 to 104	102 to 104
—	Do. Do. 1878	100	106 to 108	106 to 108
20	Ceylon Company	7	2¾ to 3¼ pm.	2¾ to 3¼ pm.
20	Do. A shares	2	¾ to 1½ pm.	¾ to 1½ pm.
10	Ceylon Coffee Estates Co.	10	—	10⅜
20	International Finance Society	5	⅛ dis. to ¼pm	¼ to ⅜ pm.
20	General Credit & Finance Company	4	¼ to ⅜ pm.	¼ to 1pm.xd.
20	Egyptian Com. & Trading Company	6	1½ to 1½ dis	1½ to 1dis xd.
20	Société Financière d'Egypte	10	5 to 4 dis.	5 to 4 dis.
10	Upper Assam Tea	5½	2 to 1 dis.	⅛ dis to ¼ pm.
10	Do.	All	8 to 10	10 to 12
50	Overend, Gurney, and Co.	15	2⅝ to 2⅞pm.	4¼ to 4½ pm.

Digitized by Google

The amount of bullion by the P. and O. Company's steame *Syria*, from Southampton on the 4th inst, was—in gold to Madras, £2,941. In silver, to Calcutta, £50,450; to Singapore, £22,450; to Hong Kong, £2,580 Total—in gold, £2,941; in silver, £75,480.

MANCHESTER MARKETS.

The market has gained strength since the dispatch of last mail, and prices are generally dearer, with sales to some extent for future delivery. Orders have been offered and declined at the full rates accepted a few days since. Grey Shirtings, 7 lb., 14s. 9d. to 15s.; 8 lb. 4 oz., 18s.; Cotton Yarn, Nos. 16 to 24, 2s. 2d. to 2s. 3d.

ARTICLES OF IMPORT.

TEA.—We are still without any activity to report in our market, there being no general improvement in the home demand, whilst that for export still continues only moderate. Importers generally, however, continue to give support to the market by not pressing sales; the accounts from China being such as to lead to the belief that the total supply for the season will be much within our requirement. Thus prices show but little alteration, although the tendency has been rather in favour of buyers. The dusty and broken-leaf kinds of Congou have remained firm at previous prices, but few being on offer. Fair to good common have been in steady demand for export at fully former prices. Fair flavoury kinds of old import have been sold at public sale without alteration in prices. Those of new season are neglected, but holders are generally firm. Good qualities remain much as before. In fine to finest scarcely any business has been done. Common to fair black-leaf kinds, both of old and new import, continue dull of sale, at from 1s. to 1s. 3d. per lb. A few parcels of clean quality have been taken for export, owing to the scarcity of good common flavoury kinds. Good to fine kinds show no material change; but they are firmly maintained. In finest transactions have been few, and prices are rather uncertain. The sales of new-make Canton kind have been very small. Now that the medium Kaisow kinds are ruling at moderate prices; the demand for new-make has lessened, and prices are somewhat nominal. In Oolongs there has been but little done, the demand for export having subsided. In Souchongs there is no variation of importance. Flowery Pekoes remain without improvement. In Scented Teas a fair amount of business has been done at or about the decline last quoted. Common kinds of Caper have sold relatively high. There has been a fair demand for uncoloured Japans at fully previous prices. In Green Teas there has not been a large business, although the demand for export has been to a fair extent, and prices generally show but little alteration; commoner kinds are, however, rather difficult of sale. Canton Gunpowders have sold in public sale at a further decline of ½d. per lb.; the prices now again ruling from 10½d. to 11d. per lb. for fair quality. The stock in the United Kingdom on the 28th ult. was estimated at 94,500,000 lbs., against 112,600,000 lbs. last year; and the quantity afloat at 35,823,570 lbs., against 25,529,630 lbs.

SILK.—Messrs. Durant and Co.'s Circular states that the stocks in the hands of consumers must be very light, but all seem to be acting upon a fixed determination so to keep them till some definite impression can be formed as to the coming crop. A little activity of demand for manufactured goods would, no doubt, modify this materially, but for the time all remains quiet, and the deliveries which were favourable in January have fallen back to the most moderate scale. Messrs. Jacomb and Hogg state: The silk market, inactive for so long past, seems now to have fallen into a state of complete stagnation. As we approach nearer the new crop buyers become more and more nervous, and although we can make but little alteration in our quotations, sales could only be effected at a considerable reduction from the present nominal market rates. Some importers are still content to remain passive, in the hopes that the result of the European crop, when known, may be such as to turn the current of the market; and, in the meantime it would certainly be premature to force sales at any great decline in prices Deliveries from the 1st to the 8th of March inclusive: China, 736 bales; Japan, 275 bales. Messrs. Kilburn, Kershaw, and Co. state: The smallest possible business has been done in silk; from abroad orders are of the most trifling description, and the home consumers buy in the same hand-to-mouth way; yet, with such drawbacks to business, prices are upheld by importers, who, guided by statistics from the East and known stocks at home, decline as a rule to offer their silk at any important reduction from the quotations with which the year opened. The deliveries of silk during February also show to what an extent consumption has suddenly declined, by a total of 3 959 bales (of China, Bengal, and Japan) against 6,193 bales in January. To effect sales of China or Japan necessitates giving way 1s. to 1s. 6d. from quotations, but little silk is thus offered.

CHINA.	Usual Imports			
	s.	d.	s.	d.
CHINA:—Tsatlee, No. 1 & 2	31	0 to	32	0
,, No. 3 & 4	27	0 to	30	0
,, Hangchow	26	0 to	27	6
Yuenfa and Hamin, No. 1 & 2...	28	0 to	30	0
,, ,, ,, No. 3 & 4...	24	0 to	27	6
Taysaam, No. 1 & 2	26	6 to	28	0
,, No. 3 & 4	19	0 to	25	6
Long Reel	19	0 to	24	0
Skeins	22	0		
Canton	21	0 to	25	0
JAPAN:—Mibush & Sinchew, No. 1 & 2	32	0 to	36	0
No. 3 & 4	29	0 to	31	6
Ida, Bricks, No. 1 & 2	27	0 to	32	0
No. 3 & 4	25	0 to	27	0
Sodai, No. 1 & 2	27	0 to	31	0
No. 3 & Inf.	25	0 to	27	0

STATE OF THE WAREHOUSES.

	Sold Stock. March 1, 1866.		Sold Stock. March 1, 1865.		Unsold Stock. March 1, 1866.		Unsold Stock. March 1, 1865.		Delivered. Jan. 1 to Mar. 8, 1866.		Delivered. Jan. 1 to Mar. 8, 1865.
Bengal.....	2,369	...	2,530	...	1,719	...	2,175	...	1,327	...	1,854
China	6,255	...	6,816	...	8,110	...	3,787	...	6,720	...	5,649
Japan	1,785	...	2,992	...	1,004	...	1,815	...	1,942	...	2,228
Canton.....	1,449	...	25	...	3,067	...	43	...	965	...	515
Chinese Thrown.	4	...	65	...	—	...	55	...	29	...	43

COTTON.—There has been an active demand on the spot throughout the past week, and prices are generally ¼d. higher. 2,585 bales Tennivelly sold at 14¾d. to 15¾d. barely good fair to good. Sales to arrive, 1,230 bales Tennivelly, at 14¼d. to 15d., March to December, guaranteed good fair, closing at 15d. for December. Middling Orleans is quoted at Liverpool at 19¼d., and fair Dhollerah at 16½d. per lb.

SUGAR.—Sales have latterly become difficult to effect even at easier prices, which now show a pretty general decline of 6d. per cwt.

COFFEE.—Prices rather in favour of the buyer. Low middling to good middling Plantation sold at 80s. to 80s. 6n.; yesterday, the 9th, 50 casks, 1,900 bags native all sold, common, 60s. to 63s. 6d.; good to real good ordinary, 67s. 6d. to 69s.; 86 bags Manila and 75 bags Singapore were withdrawn. Manila, fine ord. quality, sold during the week at 71s.

RICE.—An active demand has prevailed within the last two or three days, chiefly for soft grain kinds, and large sales have been made privately at fully 3d. advance. Yesterday, of 1,138 bags Madagascar, in auction, only the damaged portion (600 bags) was sold, first class at 15s. 6d. For arrival, a cargo of Rangoon has been sold at 11s. Continental terms, one on landed terms at 11s. if Nakrenzie, 11s. 3d. Bassein, or 11s. 6d. Rangoon, and another, Nakrenzie, is supposed to have been sold at 10s. 6d. Continental terms.

CARDAMOMS.—Firm, but inactive; 20 cases Malabar and 5 bags Madras at auction retired.

CAMPHOR.—Very firm, with good inquiry at 2s. 6d. per cwt. advance; business since our last moderate, but there are buyers at the extreme quotations of £6 2s. 6d. to £6 7s. 6d.

CASSIA LIGNEA.—Very firm; of 1,000 cases at auction half sold at 94s. to 100s. per cwt. for 3rd to 1st pile.

CINNAMON (CEYLON).—We quote 1st sort 2s. to 2s. 10d. per lb.; superior, 3s. to 3s. 4d.; 2nd, 1s. 9d. to 2s. 9d.; 3rd, 1s. 8d. to 2s. 4d.; 4th and Jungle, 1s. 4d. to 1s. 9d.; market steady, and 558 bales at auction mostly sold at the previous currency.

COCOA-NUT OIL.—This market has been very firm at quite the previous value, and Ceylon has brought rather improved terms; business moderate; 77 casks Cochin and 218 casks Ceylon at auction.

DRUGS.—Nothing of importance doing in either Cubebs, Dragon's Blood, or Galangal Root. Rhubarb: Firm, with some inquiry, but nothing of any consequence doing.

GUMS.—Benjamin: Nothing of interest doing. Damer: Firm; 130 casks at auction mostly sold at 54s. 6d. to 59s. per cwt. for fair to very good picked, and 44s. to 45s. 6d. sorts. Gamboge: Very scarce, nothing doing.

GUTTA PERCHA.—Quiet; of 157 packages and 5 tons at auction, one-fourth sold at 6d. to 6½d. per lb. for ordinary reboiled; moderate business done privately upon similar terms.

HEMP (MANILA).—Firm, but quiet, with moderate business on fully former terms.

HIDES.—East India have been selling at from last sale prices to ¼d. per lb. advance. On the 1st 600 Batavia buffalo were offered and sold at 6d. per lb.

HORNS.—Buffalo: Remain very firm; 9 tons Madras at auction sold at 40s. to 40s. 6d. per cwt. for 2 lbs. average. Deer: Also very firm, and in small supply, but nothing doing.

JAPAN WAX.—Firm, but quiet; 43 boxes at auction retired.

OILS.—Anniseed: Has been quiet, at the previous value, and without buyers, but inquiry at a reduction; business unimportant. Cassia: Firm, with moderate business upon former terms. Citronelle: Firm, with buyers, at the higher quotation of 3¼d. for good; 9 cases at auction sold at 4d. per oz., with one case at 4¼d.

TERRA JAPONICA.—Cutch, Pegue: Dearer; 207 cases fine at auction sold at 32s. per cwt. Gambier: Firm, with fair trade upon fully former terms.

TIN.—Market has been flat, with very limited transactions at £86 cash for Banca, and for Straits £84 to £85 cash, and £86 prompt; not showing any material change in value.

TOBACCO.—Manila Cheroots and Segars: A good inquiry exists for both descriptions of eligible weights; prices of the former are rather lower Manila Tobacco is without change. Japan: A small importation of 160 bales will be offered at public sale during the month. Java: Good sound descriptions on demand; the bulk of the stock consists of sorts quite unsuitable to our manufacturers' requirements. Quotations: Java, 5½d. to 13d.; Manila, 6d. to 3s.; Japan, 4½d. to 8d.; Manila Cheroots 6s. 9d. to 7s.

PEPPER.—Black: Is again nearly ⅛d. per lb. dearer: large business done privately in Sumatra and Penang. 623 bags Singapore at auction sold at 3½d. to 3⅝d. White: Is also again ⅛d. per lb. dearer, with actlve demand; of 65 bags Singapore, and 323 bags Penang at auction, about one-third sold at 6¼d to 6½d. per lb. for middling to fair, and similar prices obtained privately.

SPICES.—Cloves: Steady; only 10 bags Zanzibar at auction, sold at 3½d. per lb. for fair, and similar rates obtained privately; 152 bags stalks sold at 2⅝d. Mace: Has further materially risen in value; 36 cases Penang, 5 cases Sincapore, and 4 cases Batavia at auction, mostly sold at 3s. 2d. to 3s. 6d. per lb. for middling to fair palish, and 1s. 6d. to 2s. 9d. very inferior to good reddish. Nutmegs are again 1d. to 2d. per lb. dearer, with extensive operations, chiefly speculative; 97 cases Penang at auction, mostly sold at 4s. per lb. for good bold, and 1s. 5d. to 2s. 4d. ordinary small to good medium.

SAGO.—Flat: of 600 packages at auction, one-fourth sold at 18s. 6d. to 19s. per cwt. for middling pinky small. Flour: No auctions held; moderate business accomplished privately at very full prices.

TAPIOCA.—190 boxes Penang rarely taken, good white at 4d. per lb., 156 boxes Pearl sold steadily, fair 26s., good 27s. per cwt.

MISCELLANEOUS.—Blacklead: Steady; 21 barrels at auction mostly sold at 7s. to 17s. 9d. per cwt. for low to very good lump, and 7s. 6d. to 9s. dust. Ebony Wood: Only 8 tons Ceylon at auction, and that retired. Galls: China 5s. per cwt. dearer, sales having been effected at 70s. per cwt.; Japan inquired after. Rattans: Flat; 5,116 bundles Penang sold at auction at 2s. 9d. to 3s. 6d. per 100, and private sales made upon corresponding terms. Sticklac (Siam): Dearer; of 247 cases at auction three-fourths sold at 53s. 6d. to 55s. 6d. per cwt. for good bold, and 28s. 6d. very woody.

Digitized by Google

ARTICLES OF EXPORT.

IRON.—The quotations in London are for Welsh bars, £7 to £7. 5s.; nail rod, £8. 10s. to £9; hoops, £9. 15s. to £10; sheets, single, £10. 10s. to £10. 15s.; Staffordshire bars, £8. 10s. to £9. 15s.; rails, £7.

STEEL.—Swedish keg, £15. 10s. to £16.

COPPER.—Sheet and Sheathing, £101 to £103 per ton; yellow metal 8¼d. to 9d. per lb.

TIN.—£91 for block; £92 for common bars. Tin plates, best charcoal, I.C. 34s. to 35s.

LEAD, &c.—English pig, W.B., £22. 5s. to £22. 10s.; shot, patent, £24; sheet, £22; spelter, £24. 5s. to £24. 15s.; zinc, English sheet, £30; quicksilver, £7. 15s. to £8.

The following is from the circular of Messrs. French and Smith:—The Metal Market during the past month has been by no means a satisfactory one, as notwithstanding the generally low prices, buyers do not care to operate at all freely. Although money looks to be getting easier, so many schemes seem waiting only for a little more ease that a permanently low state of money seems very doubtful. Iron: Welsh and Staffordshire continue steady. The speculation in Scotch Pig Iron continues, and the price advanced to between 78s. and 79s. for Warrants, but is 77s. 6d. to day. Copper: early last month we had good inquiry for raw; but later the demand was inactive, which we think is to be attributed to the absence of orders for manufactured from India. As to the prospect of Chilian supplies, it is difficult to form any opinion; but it would appear probable in any case some considerable falling off will be experienced. Tin: the official quotation of English was reduced on the 2nd ult. 5s. per cwt., and again on the 5th 2s., and to-day a further reduction of 4s. per cwt. is announced. At present it does not appear there is any diminution of the production in Cornwall. Foreign has been very flat, and sales of Straits are reported as low as 84s., but for fine quality the price is 85s. to 85s. 6d. buyers. Banca 86s. 6d. The announcement of the Dutch sale of Banca to take place in Holland has been made for the 22nd inst. at Rotterdam. The quantity to be offered is 111,800 slabs, and to be sold in lots of 100 slabs each. The Dutch Company have also altered their discounts, and it is said have also altered their terms so as to give a preference to certain houses in Holland. The quantity of Straits Tin afloat for Europe is about 1,187 tons against 1,318 in 1865, and 757 tons in 1864. Lead: The transactions have not been very extensive, although orders for China are more plentiful. The shipments for New York continue, but the last advices show a little weakness, which is attributed to some rather heavy imports from Spain. The stocks here, however, are light.

EXPORT OF BULLION TO CHINA, &c.

The following return shows the shipments of bullion from Southampton from the 1st January by the P. and O. Company's mail steamers.

	Gold.	Silver.
Shanghai	—	£3,358
Foo-chow-Foo	—	£2,446
Amoy	—	—
Hong Kong	—	£62,960
Singapore	£1,600	£38,750
Penang	—	—
Yokohama	—	—

FROM MARSEILLES.

(BY THE P. AND O. COMPANY'S STEAMERS.)

	Gold.	Silver.
Singapore	—	—
Penang	—	—
Hong Kong	—	—
Foo-chow-Foo	—	—
Shanghai	—	£6,720
Yokohama	—	—

PER FRENCH MAIL STEAMERS.

	Gold.	Silver.
To Singapore	—	—
To Saigon	—	—
To Batavia	—	—
To Hong Kong	—	£26,000
To Shanghai	—	£20,768
To Yokhama	—	£1,520

GOLD AND SILVER.

Bar Gold (per ounce)	£3 17 9
Spanish Doubloon	3 16 0 to 3 17
United States Gold Coin	3 16 4
Silver in Bars	0 5 0¾
Mexican Dollars	0 4 11¼

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	
Mar. 1	Constance	Risden	Hong Kong	Plymouth.
Jan.—	Light of the Age		Do.	Algarrobo.
Mar. 2	Œolus	Vries	Batavia	Brouwershaven.
Feb.—	Benefactress		Amoy	New York.
Mar. 7	Constance	Risden	Hong Kong	Portsmouth.
— 7	Preciosa		Singapore	Liverpool.
— 11	Constance	Risden	Hong Kong	London.
— 12	Caldbeck	Gaside	Singapore	Deal.
—	Queen of the Forth*		Shanghai	New York
—	Tynedale		Foo-chow-Foo	Do.
— 9	Java	Dehle	Batavia	Cuxhaven.
—	Mandarin		Amoy	New York.
— 13	Horsa		China	Deal.
— 13	Invincible		Do.	Do.
— 13	Beemah	Johnston	Do.	Do.
— 14	Alexandrina		Shanghai	Do.
— 14	Simon Hobley	Blake	Yokohama	Do.
— 11	Lichtstraal	Wierikx	Batavia	Off Dungeness.
— 12	Susanna Elisabeth	v.d. Heyde	Banjoewangie	Off Falmouth.
Feb.26	Midnight	Crosby	Canton	New York.
Mar.15	Annie Archbell		H. Kong & Canton	London.

* This vessel is reported to have left Shanghai on the 21th Nov., Anjer 6th Dec., and arrived at New York *previous* to 26th Feb., which would make the passage under 94 days.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Feb.25	Hen. Elisbth. Susanna	Meyboom	Singapope	Rotterdam.
— 28	Kelso	Black	Hong Kong	London.
— 28	Glenlee	Dunn	Cardiff & Hong Kong.	Do.
— 28	Red Deer	Bruce	Do.	Do.
— 27	Bella	Martin	Hong Kong	Cardiff.
Mar. 1	Douglas (s.)	Baker	Do.	Falmouth.
— 1	Corrientes	Johnson	Do.	Liverpool.
— 1	Dagmar	Westershahl	Batavia	Do.
— 3	Helen Nicholson	Halliday	Shanghai	London.
— 3	Marmion	Thornton	Cardiff & Japan	Do.
— 3	Ontario	Watson	Cardiff & Shanghai	Do.
— 1	Vigil	Thomson	Shanghai	Liverpool.
— 2	Stanley	Doughty	Hong Kong	Sunderland.
— 2	Terentia	Potter	Galle	Do.
— 3	Seawfell	Thomson	Hong Kong & Canton	London.
Feb.28	Whinfell	Jones	Colombo	Do.
Mar. 2	Mirella		Singapore	Shields.
— 3	Recife	Blandford	Yokohama	Liverpool.
— 4	Summer Cloud		Hong Kong	Shields.
— 6	Hooghly	Jenkins	Cardiff & Ceylon	London.
—	Catharina Maria	VanAmerongen	Java	Rotterdam.
—	Albis	Matthieson	Hong Kong.	Hamburg.
—	Schelde	Hoffman	Singapore	Amsterdam.
— 2	Betty	Rietter	Do.	Bromielaw.
— 2	Belle of the South	Westcott	Do.	Clyde.
— 7	Ellen Rodger	Cobbett	Hong Kong & Canton	London.
— 7	Lorton	Fell	Yokohama	Do.
— 7	Veronica	Brown	Hong Kong	Liverpool.
—	County of Argyle		Batavia	Clyde.
— 7	Queen of England	McKenzie	Galle	Liverpool.
— 9	Napoleon	Gillespie	Cardiff & Saigon	London.
— 10	Florence Nightingale	Beard	Singapore	Do.
— 9	Patriot King	Brown	Do.	Liverpool.
— 10	Chili	Rowe	Do.	Do.
— 8	Betty	Ricker	Batavia	Clyde.
— 12	Melbrek	Taggart	Hong Kong & Canton	London.
—	Fortuna	De Groot	Singapore	Newcastle.
—	Jane Avery	McFie	Galle	Do.
—	Geo. Raynes	Batchelder	Hong Kong	Shields.
— 12	Mirella	Bruce	Shanghai	Plymouth.
—	Mary Ann		Ceylon	Shields.
— 12	Royal Berkshire	Grant	Shanghai	Sunderland.
— 8	Belle of the South	Westcott	Galle	Lamlash.
— 13	Dunkeld	Toms	Shanghai	London.
— 13	Brothers	Rodger	Simon's B. & Trincom.	Do.
— 12	Alice Thompson		Shanghai	Shields.
— 12	Emily Farnum		Galle	Do.

(See Commercial Postscript.)

LOADING.

At LONDON.—For Yokohama: Eleanor, Minnie. For Shanghai: Dunkeld, Polmaise, Dartmouth. For Shanghai and Hankow: Aurora Australis. For Hong Kong and Canton: Melbrek, Art Union, Gresham, Yaratilda, Banian. For Singapore: St. Andrew Castle, Florence Nightingale. For Batavia and Sourabaya: Peter Rohland. For Colombo: Blue Jacket, Neville, Liberator. For Simon's Bay and Trincomalee: Brothers.

At LIVERPOOL.—For Shanghai: Charlotte; For Hong Kong: Adelia Carlton. For Singapore: Eastfield. For Batavia and Sourabaya: Triton. For Batavia and Singapore: Ribbleton. For Manila: Espana. For Galle: W. G. Russell, Henrietta. For Ceylon: Gaucho.

At GLASGOW.—For Singapore: Edinburgh Castle. For Colombo: Swanley.

SPOKEN.

MAIDEN QUEEN, London to Shanghai, 28 Dec., off Bouro Island.
DAMASCUS, Liverpool to Hong Kong, 5 Jan., in the Gilolo Passage.
LEONARD WRIGHT, London to Shanghai, 5 Jan., in Gilolo Passage.
HOROA, Foochow to Liverpool, 2 Mar., 48 N., 39 W.
ISABELLA, England to Shanghai, 26 Nov., 5 N., 27 W.
DUNPHAILE CASTLE, Colonies to Spithead, 5 Jan., 7 S., 85 E.
STAR QUEEN, Sourabaya to Amsterdam, 1 Jan., 14 S., 113 E.
MIDNIGHT, Canton to New York, 15 Dec., 14 S., 96 E.
WILD GAZELLE, Amoy to New York, 15 Jan., 29 S., 5 E.
GOLDEN FLEECE, Zebu to New York, 15 Jan., 29 S., 5 E.
SENTANA (?), Falmouth to Hong Kong, 42 days out, 21 Jan., 19 S., lon. 32.
ELIZABETH CUSHING, Newport to Galle, 28 Jan., 50 N., 7 W.
BENEFACTOR, New York to Hong Kong, 7 Feb., lat. 37, lon. 58.

FREIGHTS AND CHARTERS.

In outward freights for vessels loading on the different berths we have continued firmness to report, but coal freights are somewhat easier, although vessels are not readily obtainable at the lower rates now ruling. In homeward charters there is nothing doing.

Current Rates of Freight for Vessels on the Berth:—To Yokohama: 50s. weight, 40s. to 50s. meast. To Nagasaki: The same. To Shanghai: 40s. weight, 30s. to 35s. meast. To Hong Kong: 40s. weight, 30s. meast. To Singapore: 30s. weight or measurement. To Penang: 40s. weight or measurement. To Ceylon: 40s. weight, 20s. measurement.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per Keel. For Hong Kong: £45. For Galle: £40. For Singapore: £40. For Shanghai: £55. From Newport, Cardiff or Swansea, per ton. For Hong Kong: £2s. 8s. For Manila: 35s. to 40s. For Galle: £2. For Singapore: 36s. to 37s. For Shanghai: £2. 16s. For Batavia: £1. 15s.

CASUALTIES.

The West Wind, Blandford, from Cardiff for Shanghai, put into Lisbon March 5, with a trifling leak forward.

The Anna, Bock, from Batavia for Amsterdam, put into Mauritius, Jan. 26, making much water and with loss of foretopmast, jibboom, &c. The Lucy, E. Ashby, from Shanghai to New York, was stranded on the reef in the Pernambuco roadstead, Feb. 12. About 1,300 packages of tea have been saved, but mostly in a damaged state.

MISCELLANEOUS.

At MAURITIUS.—Jan. 26, from Banjowangie for Amsterdam, Landbouw, Sissingh, making water; from Batavia, for Amsterdam, Anna, Bock (with damage); 31, from Singapore, Jeanne Meyer Loesenitz.

Digitized by Google

REUTER'S TELEGRAM COMPANY (Limited).

SECOND ISSUE.

Capital £250,000, in 10,000 Shares of £25 each.
Issue of the remaining 5,000 Shares.
£1 payable on application, and £4 on allotment.
Further calls not to exceed £5 per share, and at intervals of not less than three months. It is not expected that it will be necessary to call up for the present more than £5 per share.

DIRECTORS.

John Dent, Esq. (of Messrs. Dent and Co., China).
Sir John Hay, Bart., Chairman of the Millwall Iron Works.
Colonel J. Holland, Deputy Chairman of the South African Bank.
J. S. Stopford, Esq., Director of the Agra and Masterman's Bank.
Julius Reuter, Esq., Managing Director.

BANKERS.

The Agra and Masterman's Bank (Limited), 35, Nicholas-lane.

BROKERS.

Messrs. Walker and Lumsden, 25, Austinfriars.

SOLICITORS.

Messrs. Bischoff, Coxe, and Bompas, 19, Coleman-street.

AUDITORS.

Messrs. Quilter, Ball, and Co., 3, Moorgate-street.

ENGINEERS.

Messrs. Forde, Fleeming and Jenkin, Duke-street, Adelphi.

SECRETARY.

Frederick J. Griffiths, Esq.

OFFICES—1, Royal Exchange-buildings.

PROSPECTUS.

The Directors invite applications for the unissued shares in this Company, numbering 5,000, for the purposes hereinafter mentioned.

Mr. Reuter, by his personal influence on the Continent, has obtained, and has handed over to this Company, a concession from the Hanoverian Government, giving an exclusive right for thirty years to lay down and work submarine telegraph cables between the English and Hanoverian Coasts, and the same exclusive right to lay land wires to certain important places in Germany, besides other contingent advantages of a very valuable character.

Official statistics in the possession of the Directors show that the number of messages passing between England and Germany in the four years ending 1864 had increased 130 per cent., and in the last two years alone 80 per cent.; and it is matter of notoriety that the existing lines are unable to convey messages with the expedition which is above all things desirable in telegraphy.

The Directors are in a position to state that under the concession obtained, and the arrangements they have concluded for working it, they will be able to transmit messages from England to the places named below within a few minutes from the time of despatch.

Arrangements have been made with the well-known contractors, the Telegraph Construction and Maintenance Company, for constructing and laying down the requisite cable, by which the actual cost of all the work to be done has been accurately determined.

The Electric and International Telegraph Company have agreed to an arrangement by which the use of a certain number of wires is to be ceded to them for a term of five years, that Company guaranteeing the transmission over the Hanoverian cable of the whole of the messages collected at their different stations in the United Kingdom, for Hanover, Bremen, Hamburg, Schleswig Holstein, Denmark, Sweden, Norway, &c., and further guaranteeing a minimum amount of business which, under the conditions of the concession, and under normal circumstances, will produce a minimum annual revenue equal to 15 per cent. on the total amount of capital required.

The agreements, concessions, and other data on which this estimate is based, having been placed in the hands of the well-known accountants, Messrs. Quilter, Ball, and Co., their certificate of the correctness thereof is annexed.

No. 3, Moorgate-street, Feb. 23, 1866.

Sir,—Having perused and considered the documents mentioned in the subjoined note relating to the subject of the proposed submarine telegraph between England and Hanover, we are enabled, from the data therein contained, and other information supplied to us, to state the following facts and conclusions respecting the profit results of e undertaking.

The requisite amount of capital will be £150,000; that is to say, £130,175 for manufacturing and laying down the cable, leaving the sum of £19,825 to provide for contingencies and working capital.

Estimating the revenue to be derived under the agreement with the Telegraph Company upon the basis of the minimum number of messages guaranteed to be forwarded by that Company, we find, after paying or reserving to the Company their proportion of the net receipts, that the net profit will amount to at least 15 per cent. per annum on the total amount of the capital required, namely, £150,000.

Having regard, however, to the probability that the actual traffic of the cable will greatly exceed the secured minimum, there is reasonable ground for expecting that the actual rate of profit will considerably exceed 15 per cent. per annum.

We remain, Sir, yours faithfully,
QUILTER, BALL and CO.

To Julius Reuter, Esq.

Note of documents referred to:—

1. Translation of concession granted by the King of Hanover to Mr. Julius Reuter.
2. Copy of agreement with the Electric Telegraph Company.
3. Specification for the manufacture of the cable from Cromer to Norderney, by Messrs. Forde, Fleeming, and Jenkin.
4. Contract with the Telegraph Construction and Maintenance Company for the manufacture and laying of the cable in terms of the foregoing specification.

It will thus be seen that the Directors have indicated only the minimum of profit virtually guaranteed to the shareholders; and that there is every reason to anticipate from the rapidly increasing extension of the traffic that this amount will be largely exceeded.

This minimum is, moreover, entirely exclusive and independent of the continually increasing profits of the business purchased from Mr. Reuter, which will be very considerably augmented by the use of the wire retained by the Company for the purposes of that business.

The durability of cables in shallow waters such as the North Sea, where the Company's cable will be laid, is proved by experience. They are as safe, and can be repaired almost as easily as land wires. The existing cables to Holland have been laid several years, and that between Dover and Calais 15 years, and they continue at the present time in good working order.

The cable will probably be ready for the transmission of messages by the end of August next.

The Telegraph Construction and Maintenance Company have taken one-fourth of the amount of their contract in shares of the Company, but the contract with them is based upon a bona fide cash price, the lowest obtainable in the market for first-rate work, they considering the investment safe and profitable, and looking to the future profits of the concern for remuneration.

There is no promotion money, nor any commission paid for obtaining the concession, Mr. Reuter having handed it over to the Company gratis.

Application for shares to be made in the annexed form, accompanied by a deposit of £1 per share. Should no allotment be made the amount will be returned without deduction.

Prospectuses, with forms of application for shares, may be obtained at the offices of the Company, of the Brokers, or of the Solicitors.

FORM OF APPLICATION FOR SHARES.
(To be left with the Bankers.)

No. ——

To the Directors of Reuter's Telegram Company (Limited).

GENTLEMEN,—Having paid to your credit with the Agra and Masterman's Bank the sum of £ , being the deposit of £1 per Share on Shares in the above Company, I request that you will allot me Shares of £25 each in Reuter's Telegram Company (Limited), and I hereby agree to accept the same, or any smaller number which you may allot to me, and I request you to place my name on the Register of Members in respect of the Shares allotted to me.

I am, Gentlemen, your obedient servant,
Name in full.....
Address in full .....
Profession .....
Usual Signature .....
Date 1866

ASIATIC BANKING CORPORATION,

Incorporated by Royal Charter.

Authorised Capital, £3,000,000. Paid-up Capital, £500,000. Reserve Fund, £175,000.

Head Office, No. 4, Lombard-street.

BOARD OF DIRECTORS.

F. BOYKETT, Esq., Chairman, (Messrs. Timothy Wiggin and Co).
J. A. RUSSELL, Esq., Deputy Chairman (Messrs. Grey and Coles, and Grey and Co. Bombay).
S. D. BIRCH, Esq. (late Accountant-General, Bombay, and President of the Bank of Bombay).
T. CARDWELL, Esq. (Messrs. Thomas Cardwell and Co., and Cardwell, Parsons and Co., Bombay).
C. A. FEARON, Esq. (Messrs. Fearon and Co., late of Messrs. Augustine Heard and Co., China).
W. MAITLAND, Esq. (Messrs. M'Killop, Stewart and Co., Calcutta).
M. H. SCOTT, Esq. (Messrs. Finlay, Campbell, and Co., London, and Messrs. Ritchie, Steuart, and Co., Bombay).

Agencies and Branches are established at Bombay, Calcutta, Madras, Singapore, Penang, Ceylon, Hong Kong, Shanghai, and Melbourne.

The Corporation grant Drafts, collect and negotiate Bills of Exchange, payable at the above places, issue Letters of Credit and Circular notes, and conduct every description of Banking business connected with the East.

They effect the purchase and sale of Indian Securities, the receipt of Pay, Dividends, &c., and undertake the safe custody of securities.

They also receive Deposits, bearing interest, for fixed periods.

Rates of interest and Exchange may be ascertained at the Head Office.

By order of the Board,
F. W. LAWRENCE,
Acting General Manager.

PORT OF AMOY.

SHIPOWNERS, AGENTS and COMMANDERS are informed that the Dock Company's Establishments at the above Port afford every facility for REPAIRING and SPARRING VESSELS, and for CLEANING and PAINTING Iron and Steam Ships.

Their large Granite Dock, 286 feet long on the blocks, is in complete working order, and at average spring tides can take vessels drawing 16 to 17 feet water. The Dock is fitted with a Caisson Gate and with a Centrifugal Steam Pump of great power ensuring despatch in all states of the tide. An ample stock is kept on hand of Timber, Oregon Spars, Sheathing Copper and Yellow Metal, and of every description of material for Dockyard use.

The premises comprise an Engineer's Workshop, Brass Foundry, a large Smithy and Carpenter's Workshops, and the works are superintended by Resident Europeans, viz., a Shipwright, an Engineer, and a Blacksmith. Dry Godowns for the reception of vessel's stores, &c., when requiring to discharge them.

Amoy, March, 1865.

HOLLOWAY'S PILLS.—Chest and Stomach Complaints.—The source and centre of almost every ailment is impurity of the blood; dislodge this poison and disease departs. Holloway's Pills possess the inestimable power of thoroughly cleansing each component part of the blood, and rendering this fluid fit to perform its important functions. They cope most successfully with chest diseases, stomach complaints, liver disorders, and many other maladies which were once the besetting dangers of mankind at certain seasons, in town and country. The directions for use enabled every one to regulate the operation of these Pills with the greatest nicety. Chronic invalids, nervous sufferers, and all whom other treatment has hitherto failed to relieve, are respectfully invited to try Holloway's celebrated medicine, which will strengthen and probably cure them.

THE BANK OF HINDUSTAN, CHINA AND JAPAN (Limited).

1, BANK-BUILDINGS, LOTHBURY, LONDON.

CAPITAL	... ...	... £4,000,000
Subscribed	... ...	... 3,696,100
Paid-up	... ...	... 924,025
Reserve Fund	... ...	120,500

BANKERS.

The Bank of England | The National Bank
The Alliance Bank.

EDINBURGH BRANCH.

DIRECTORS.

William Forbes, Esq., of Medwyn.
Patrick Arkley, Esq., of Duninald.
James Mackintosh, Esq., jun., of La Mancha, and late of Calcutta.
John A. Macrae, Esq., W.S., 39, Frederick-street, Agent.

BRANCHES AND AGENCIES.
Henry Turner, Esq., Inspector.

Bombay	Manila	Hankow
Calcutta	Hong Kong	Nagasaki
Point de Galle	Foochow	Yokohama
Colombo	Ningpo	Melbourne
Kandy	Shanghai	Sydney
Singapore	Kiu-kiang	

Deposits received, subject to ten days' notice, on the usual terms, and for fixed periods at rates subject to special agreement.

Drafts issued, and Bills negotiated, payable in India, China, &c. Circular Notes and Letters of Credit, payable throughout Europe, are also issued for the convenience of Travellers per Overland Route.

The purchase and sale of Indian and other Securities, and the safe custody of the same, undertaken. Dividends, Pay, Pensions, Interest, or other moneys realised, and the registry of Indian Government Loan Notes effected, so that the interest may be paid in England.

Every other description of Banking and Agency business in connection with India, China, &c., conducted on the most favourable terms.

JOHN OUSELEY, General Manager.

IMPORTANT ANNOUNCEMENT

JOSEPH GILLOTT,

METALLIC PEN MAKER TO THE QUEEN

BEGS to inform the Commercial World Scholastic Institutions, and the Public generally that by a novel application of his unrivalled Machinery for making Steel Pens, he has introduced a NEW SERIES of his useful productions which, for EXCELLENCE OF TEMPER, QUALITY OF MATERIAL, and above all, CHEAPNESS IN PRICE, must ensure universal approbation, and defy competition.

Each Pen bears the impress of his name as a guarantee of quality; they are put up in boxes containing one gross each, with label outside, and the fac-simile of his signature.

At the request of numerous persons engaged in tuition J. G. has introduced his WARRANTED SCHOOL and PUBLIC PENS, which are especially adapted to their use, being of different degrees of flexibility, and with fine medium, and broad points, suitable for the various kinds of Writing taught in Schools.

Sold Retail by all Stationers and Booksellers. Merchants and Wholesale Dealers can be supplied at the Works, Graham-street, Birmingham; at 91, John-street, New York and at 37, Gracechurch-street London

ORNAMENTAL STOVES AND FENDERS.

JEREMIAH EVANS, SON, and Co. respectfully call the attention of those Gentlemen who are building or refurnishing their mansions to the most extensive assortment in the United Kingdom of Drawing Room, Dining Room, and Library STOVES, FENDERS, and FIRE FURNITURE, en suite, which, for Elegance of Design and Construction, are unequalled, and are adapted for wood or coal fires. There is also a Large Stock of ITALIAN MARBLE CHIMNEY PIECES, executed by First Class Artists, adapted for every description of apartment, from the plainest to the most superb.

LAMPS AND CHANDELIERS.

The Lamp Department exhibits a Large, Elegant, and Various Stock of LAMPS, for the Table, Sideboard, or the Ceiling, and are fitted for Oil, Candles, or Gas.

This Establishment also combines every article in FURNISHING IRONMONGERY, such as Tea Urns, Coffee Machines, Dish Covers, Table Cutlery, and Japannery; ELECTRO-PLATE—in Forks, Spoons, Cruet and Liquor Frames, Candlesticks, Epergnes, Side Dishes, &c.

MANUFACTORY AND SHOW ROOMS,
NOS. 33 AND 34, KING WILLIAM-STREET, AND
10, ARTHUR-STREET WEST,
NEAR LONDON-BRIDGE, LONDON, ENGLAND.
ESTABLISHED IN 1815.

CHUBB'S
PATENT
SAFES,
AND
PATENT DETECTOR
LOCKS,

CASH, PAPER, AND WRITING BOXES.
ILLUSTRATED PRICE LISTS GRATIS & POST FREE.
57, ST. PAUL'S CHURCHYARD, LONDON

Digitized by Google

SOLID MAHOGANY FURNITURE FOR INDIA, CHINA, AND THE COLONIES.

HEAL & SON are Manufacturing, ESPECIALLY FOR USE IN EXTREME CLIMATES, BED-ROOM FURNITURE, which is entirely free from Veneer. A general assortment always in stock. IRON and BRASS BEDSTEADS suitable for all parts of the World. Their stock consists of 2,500 Bedsteads.

HEAL & SON'S PATENT HORSE-HAIR MATTRESS.

HEAL & SON have patented an improvement in the manufacture of Mattresses, which prevents the material from felting into a mass, as is the case in all mattresses made in the ordinary way. The Patent Mattresses are made of the very best horse-hair, are rather thicker than usual, and the prices are but a trifle higher than those of other good Mattresses.

HEAL & SON'S ILLUSTRATED CATALOGUE for INDIA, CHINA, and the COLONIES, of Bedsteads, Bedding and Bed-room Furniture, SENT FREE TO EVERY PART OF THE WORLD to which there is Book Post.

HEAL & SON, Bedstead, Bedding, and Bed-room Furniture Manufacturers, 196, 197, 198, TOTTENHAM COURT ROAD, LONDON, W.

GELLE FRERES' PERFUMERY.

CHIEF ESTABLISHMENT, 35, RUE DES VIEUX AUGUSTINS, à PARIS.

THE house of GELLE FRERES, celebrated for the superiority of its Perfumery, addresses itself to the fashionable world as much for its essentially hygeianic, refreshing, and tonic preparations as for its delicate and distingué perfumes.

STEAM WORKS AT NEUILLY SUR SEINE

1st Class Paris Exhibition. Medal

DEPOT: BLUMBERG & CO., 55, CANNON-STREET WEST, LONDRES.

DEPOT: H. BRULE, 23, RUE DE L'HOPITAL, BRUXELLES.

1st Class London Exhibition. Medal

Commission. Articles specially Recommended. Exportation

REGENERATEUR GELLE FRERES, a superior pomade for preserving, beautifying, and reproducing hair.
EAU D'ALBION for the toilet, an exquisite production from the juice of flowers and aromatic plants.
CARBOQUINA ROSE superior toothpowder, composed of carbon quinine and Province roses.
CUCUMBER SOAP for softening the skin, the best of all toilet soaps.
LAIT PROPHYLATIC to remove freckles and improve the appearance of the skin.
COMPOSITION ZOUAVE, for the instantaneous dyeing of the whiskers and moustache.
COLD CREAM, AU LOTUS LE LYBIE, to soften and refresh the skin.
NIGRITINE VEGETALE, an incomparable dye for the hair and beard, not staining the skin.
VIOLET ESSENCE and VIOLET WATER for the handkerchief.
CONCENTRATED EAU DE COLOGNE for the toilet.

SPECIAL PERFUMERY WITH A BASIS OF GLYCERINE
SOAP, TOOTH-PASTE, POMMADE, CREAM FOR THE COMPLEXION, EAU DE TOILETTE.
To be obtained of all the principal Perfumers and Hairdressers in Europe and other parts of the world

NOTHING IS MORE REFRESHING THAN
RIMMEL'S

EXTRACT OF LIME JUICE AND GLYCERINE,
Which cleanses and cools the head, and gives the hair a beautiful gloss without greasing it. Price 1s. 6d., 2s. 6d., 5s.

RIMMEL'S TOILET VINEGAR
Will also be found a perfect luxury as an adjunct to the Toilet and Bath and a reviving Perfume. Price 1s., 2s. 6d., 5s.

RIMMEL'S NEW PERFUMES,
The Titiens, Indian, and Chinese Bouquet, all of delightful fragrance from 2s. 6d.

RIMMEL'S RAFRAICHISSEUR,
For producing an Ambrosial dew. Reduced to 6d.

RIMMEL'S PERFUME FOUNTAIN,
An elegant ornament for the Drawing-Room, Ball-Room, Dining Table, &c Price from £1. 10s.

EUGENE RIMMEL, Perfumer by Appointment to H.R.H. the Princess of Wales
96, STRAND, 128, REGENT-STREET, and 24, CORNHILL, LONDON.

BOYVEAU LAFFECTEUR'S ROB.

The only one authorised and adopted in France, Belgium, Austria and Russia.

THIS Vegetable Syrup, prepared and guaranteed genuine by the signature of Dr. GIRAUDEAU DE ST. GERVAIS, is very superior to the purifying syrups. It effects a radical cure, without mercury, in all affections of the skin, scurf, scrofula, &c., and symptoms arising from the acrid state of the humours. The Rob is especially valuable in diseases which have resisted the effect of mercury or iodide of potash. The general entrepot of 12, RUE RICHER, PARIS.

Sold Retail.—London: Jozeau, Hannay. New York: Fougera, Gaudelet, Milhau. Gibraltar: Patron and Danilo. Malta: Dr. Pirotti, Bugeja, Magri, and Rolando, Esperanza. Alexandria: Bellamore, Galette, Perinie, Bombay: Framjee Nesserwanjee and Co. Singapore: Martin and Little. Batavia: L. Platon and Co. Macao J. D. Freati.

RADLEY'S HOTEL,
SOUTHAMPTON,
IMMEDIATELY OPPOSITE THE RAILWAY TERMINUS AND DOCKS

THIS FIRST-CLASS HOTEL, so well-known to most Travellers from the East and West Indies, China, the United States, Brazils, &c., is admirably situated for their convenience, Mr. RADLEY having, by careful organisation, made those arrangements that have tended so much to establish its reputation.

Mr. R. employs no touters or paid agents, but his Porters are always in attendance to meet passengers on arrival, with carriages, &c., as usual. Rooms may be engaged by letter from Malta.

EXPORTERS and SHIPPERS of Books, Plain and Fancy Stationery, Bibles, Prayer Books, Church Services, and Fancy and Miscellaneous Articles generally, should apply for one of Dean's Trade Reference Catalogues of over 300 pages and 400 Engravings.

LONDON: DEAN & SON, 65, LUDGATE-HILL, E.C.,
VALENTINE, CHRISTMAS, & POETRY CARD MANUFACTURERS,
IMPORTERS OF, AND DEALERS IN, FRENCH, GERMAN, AND AMERICAN GOODS.
Lithographers and Printers to the Trade, and Publishers of Children's Books of Wide-World Reputation.
Office of the "STATIONER AND FANCY TRADES' REGISTER;" A medium of Trade Communication. Published Monthly, Price 6d.
Office of "DEBRETT'S ILLUSTRATED PEERAGE AND BARONETAGE."

R. L. SOUTHERN AND Co.
MERCHANTS AND AGENTS,
6, MINCING-LANE, LONDON, E.C.

TUPPER AND COMPANY.
MANUFACTURERS OF PATENT GALVANISED IRON, in Sheets, Tiles, Iron Roof Sheds, Cisterns, Pails, Gutters, Wire for Fencing, &c.
WORKS AT BIRMINGHAM AND LONDON.
OFFICES: 61A, MOORGATE STREET, LONDON.
Merchants' orders executed with despatch.

BRIDGEWATER, JONES, AND CO.,
WHOLESALE HABERDASHERS, HOSIERS and GLOVERS,
WAREHOUSEMEN and MANUFACTURERS,
39, 40, and 41, WOOD-STREET, LONDON, E.C.
Lists of Prices forwarded to Merchants and Traders on application. Remittances to be payable in London.

COWASJEE DINSHAW,
Close to the Landing Place. Depot of
EUROPEAN, CHINA, AND INDIAN WORK.
WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality. Bombay-made Soda Water and Lemonade. Perfumery, Confectionery, Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.
STEAMER POINT, ADEN.
Drawing and Reading-room free to Passengers.
THE "LONDON AND CHINA EXPRESS" ON SALE

UMBRELLAS and SUNSHADES suitable for all Foreign Markets and the Colonies are supplied to Shippers on the most favourable terms by JOHN MORLAND and SONS, Wholesale Manufacturers 50, Eastcheap, London-bridge, City. Silk, Alpaca, Gingham Steel Frames, Canes, Fittings and all kinds of Materia for the Trade. Oiled and japanned silks and cambrics.

CAUTION.
THE GROSS FRAUDS which continue to be practised by obscure manufacturers, more particularly in Germany, by imitating the Labels attached to JOHN GOSNELL and Co.'s PERFUMERY, render it imperative upon the Proprietors to Caution the public against such nefarious proceedings, and to request their friends and patrons to purchase only of respectable dealers, who import direct from JOHN GOSNELL and Co., and invite special attention to the address, 19, THREE KING-COURT, LOMBARD-STREET, LONDON, E.C.

JOHN GOSNELL and Co.'s SELECT PERFUMES.—Ess Bouquet, Royal Yacht Club Bouquet, Jockey Club Perfume, Essence of Wood Violet, Victoria Bouquet, Garibaldi Bouquet, Frangipanni, Military Bouquet, The Bride's Bouquet, Tea Rose, Russian Leather Perfume.
JOHN GOSNELL and Co.'s Toilet Vinegar, Inexhaustible Salts, Aromatic Vinegar, Aromatic Eau de Cologne.
JOHN GOSNELL and Co.'s Prince of Wales Perfumes
JOHN GOSNELL and Co.'s Princess Alexandra Perfume.
JOHN GOSNELL and Co.'s La Noblesse Perfume.
JOHN GOSNELL and Co.'s La Noblesse Pomade.
JOHN GOSNELL and Co.'s La Noblesse Soap.
JOHN GOSNELL and Co.'s Real Old Brown Windsor Soap.
JOHN GOSNELL and Co.'s Golden Oil—Moelline—Macassar Oil, Bear's Grease, &c., for the Hair.
JOHN GOSNELL and Co.'s Extra Highly Scented Toilet and Nursery Powder.
JOHN GOSNELL and Co.'s Stereodesmic or Dentists Tooth Brushes and Trichosaron Hair Brushes, warranted to purchasers.
JOHN GOSNELL and Co.'s Instantaneous Hair Dye.
JOHN GOSNELL and Co's Cherry Tooth Paste is greatly superior to any tooth powder, gives the teeth a pearl-like whiteness, protects the enamel from decay, and imparts a pleasing fragrance to the breath.

NOTHING IMPOSSIBLE.—The Greatest and most Useful Invention of the day, AGUA AMARELLA.—Messrs. JOHN GOSNELL and CO., 19, Three King-court, Lombard-street, London, Perfumers to Her Majesty, respectfully offer to the public this truly marvellous fluid, which gradually restores the human hair to its pristine hue—no matter at what age. The Agua Amarella has none of the properties of dyes; it, on the contrary, is beneficial to the system, and when the hair is once restored one application per month will keep it in perfect colour. Price One Guinea per bottle; half bottles, 10s. 6d.

JOHN GOSNELL and Co., Perfumers to Her Majesty and by Special Appointment to H.R.H. the Princess of Wales, London.

Keating's Cough Lozenges.
JUDGED BY THE IMMENSE DEMAND this Universal Remedy now stands the first in public favour and confidence: this result has been acquired by the test of fifty years' experience. These Lozenges may be found on sale in every British colony, and throughout India and China. They have been esteemed wherever introduced. For COUGHS, ASTHMA, and all affections of the Throat and Chest, they are the most agreeable and efficacious remedy.

Prepared and sold in boxes and tins of various sizes, by THOMAS KEATING, Chemist, &c., 79, St. Paul's Churchyard, London. Sold retail by all druggists and patent medicine vendors in the world.

N.B.—To prevent spurious imitations, please to observe that the words "KEATING'S COUGH LOZENGES," are engraven on the Government Stamp of each Box without which none are genuine.

Digitized by Google

THE CAPE, INDIA, AND CHINA AGENCY.

ORDERS for GOODS of all descriptions executed, and Shipped by the Overland Route or by Clipper Sailing Vessels. Consignments of Produce realised. The Goods are selected by parties who have had personal experience of the requirements of the markets at the

CAPE COLONIES, INDIA, CHINA, AND JAPAN.

TERMS:—One-half the estimated cost to be remitted with the order, and the balance on receipt of Bill of Lading and Invoice.

Commission, 2½ per cent. on Orders over £50, and 5 per cent. on amounts under £50

Orders and remittances should be addressed to the MANAGER.

Office. 12, George-yard, Lombard-street, London, E.C.

PALMER & Co's LAMPS FOR INDIA

SUSPENSION, BRACKET, & TABLE LAMPS

OF THE BEST CONSTRUCTION.

ORIGINAL PATENTEES OF THE CANDLE LAMPS.

MANUFACTURERS OF

LUSTRES, CHANDELIERS, AND GAS FITTINGS

ADAPTED FOR INDIAN AND COLONIAL USE.

COOKING, COACH, and CARRIAGE LAMPS and LANTERNS.

SHIPS' CABIN LAMPS, PARAFFIN AND MODERATOR LAMPS, &c.

SHOW ROOMS,

SUTTON STREET, CLERKENWELL, LONDON.

TO RESIDENTS IN CHINA AND JAPAN.

J.C.&J.FIELD. LONDON

UNITED SERVICE SOAP TABLET

J. C. & J. FIELD,

ORIGINAL MANUFACTURERS OF THE

PRIZE MEDAL PARAFFIN CANDLES,

As supplied to Her Majesty's Government, and the celebrated UNITED SEVICE SOAP TABLETS (richly perfumed and free from cocoa-nut oil), inform their Friends and Residents in Tropical Climates, that their name is on every Candle and Soap Tablet, as also on the NEW PATENT HARD SELF-FITTING CANDLE, *most useful to Colonists, fitting anything from the neck of a bottle to the muzzle of a gun, without paper or scraping.*

WHOLESALE AT THE WORKS,

UPPER MARSH, LAMBETH, LONDON, S.

PEACOCK & BUCHAN'S COMPOSITION FOR IRON SHIPS

THIS is now established as the best and cheapest Composition known for keeping the Bottoms of Iron Ships CLEAN and free from Corrosion or GALVANIC ACTION. Apply to the Manufacturers direct, at SOUTHAMPTON, or to their accredited Agents at all the principal sea ports of the world.

From Captain John Ralph Engledue, Managing Director of the Thames Iron Works Ship Building, Engineering, and Dry Dock Company, Orchard-yard, Blackwall:—

"The Thames Iron Works, Ship Building, Engineering, and Dry Dock Company (Limited),
"Orchard-yard, Blackwall, E., September, 26th, 1865.

"Messrs. Peacock and Buchan.

"Gentlemen,—I shall at all times have much pleasure in bearing testimony as to the value and superiority of your Compositions for Ships' bottoms.

"I have used the No. 2 extensively for the last fifteen years, more particularly on the bottoms of the iron ships belonging to the Peninsular and Oriental Steam Navigation Company, and in every instance successfully. It is easily applied, economical, keeps the bottom CLEAN, and also has the property of preserving the iron.

"I visited, in dock, an iron SAILING vessel, called the 'Chile,' a few weeks since, and found her bottom perfectly clean, which had been coated with your Composition for upwards of twelve months, having made a voyage to New Zealand and back, and in salt water the whole time.

"I have also used your No. 1 Composition for the bottoms of wooden ships, coppered, and found it most advantageous, making the copper last double the usual time, and then only taken off to recaulk.

"I have at various times tried preparations of copper on iron ships, and in every case found the iron and rivets damaged.—I am, Gentlemen, yours faithfully,

"(Signed) J. R. ENGLEDUE."

"Egyptian Navigation Company, Azeeziah Mussriah, 61, Mark-lane, 7th July, 1865.

"Messrs. Peacock and Buchan, 39, Upper East Smithfield.

"Dear Sirs,—I have received orders to send to Egypt three tons of your patent Composition for ships' bottoms, same as supplied me in July, 1864. I now wish to know the soonest time you could have this packed and ready for shipment, as there is one of the Company's steamers leaving London about the end of next week. Please reply by return, and state price.—I remain, yours obediently,

(Signed) D. ABDUL HAMID BEY,
"L. FRICKEN."

Bottled Ales and Wines, &c.

"NO BUYERS for the BEST BRANDS, unless RE-PACKED," in consequence of repeated BREAKAGE.—Melbourne Journal of Commerce, Nov. 16. Heating and Breakage entirely prevented, and 15 per cent. saved in Freight of Cases by using SEYMER'S BOTTLE PACKINGS AND COOLERS.

Price 7½d. per doz. Bottlers contracting for large quantities effect so great a saving in labour, &c., that they can supply them at one-fourth less in price to Shippers, who will find it most profitable to order their goods to be so packed in future. In use by all the leading London houses.—T. WHITEHEAD, 37, EASTCHEAP, E.C. Sole Manufacturer.

WIGGINS, TEAPE, AND CO.,
MANUFACTURERS AND EXPORT STATIONERS.
10, ALDGATE, LONDON.

ALL kinds of Paper and Stationery supplied in quantities on the lowest terms. NEWSPAPER PROPRIETORS SUPPLIED WITH PAPER FOR THEIR JOURNALS. Samples forwarded on application. References to the Proprietors or Agents of this Journal.

CHARTERED MERCANTILE BANK of INDIA, LONDON, and CHINA.
Incorporated by Royal Charter.

Paid-up capital, £750,000. Reserve Fund, £250,000.

BRANCHES AND AGENCIES.

Bombay.	Colombo.	Penang.	Hong Kong.	Yokohama
Calcutta.	Kandy.		Shanghai.	
Madras.	Galle.	Singapore.	Hankow.	Mauritius

The Bank negotiates and collects bills and grants draft payable at the places above mentioned, issues letters of credit and circular notes for the use of travellers by the Overland Route, terms for which can be ascertained at the Head Office in London.

The Bank will effect the purchase or sale of Indian securities, undertakes the safe custody of same, and the receipt of interest, dividends, pay, pensions, and other moneys, for remittance through the Bank or otherwise.

The Bank receives money on deposit, on which interest will be allowed according to the length of time deposited. Particulars as to rates can be ascertained at the Head Office, 52, Threadneedle-street, London.

Office hours from 10 a.m. to 3 p.m.; Saturdays, from 10 a.m. to 2 p.m.

No. 52, Threadneedle-street, London, E.C.

THE CHINESE COMMERCIAL GUIDE.

CONTAINING Treaties, Tariffs Regulations, Tables, &c., useful in the trade of China and Eastern Asia, with an Appendix of Sailing Directions for those Seas and Coasts, by S. WELLS WILLIAMS, LL.D. Fifth Edition.

Hong Kong, SHORTREDE and Co.; London Agent, F. ALGAR, 11, Clement's-lane, E.C. Price Two Guineas.

OVERLAND ROUTE.

COMMUNICATION by STEAM to INDIA, AUSTRALIA, &c., *vie* EGYPT.—The PENINSULAR and ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels at their London Offices for Gibraltar, Malta, Egypt, Aden, Ceylon, Madras, Calcutta, the Straits, and China, by their steamers leaving Southampton on the 4th and 20th of every month. For Gibraltar Malta, Egypt, Aden, and Bombay by those of the 12th and 27th of each month; and for Mauritius, King George's Sound, Melbourne, and Sydney, by the steamers leaving Southampton on the 10th of every month.

For further particulars apply at the Company's Offices 122, Leadenhall-street, London, E.C., or Oriental-place Southampton.

OVERLAND ROUTE VIA MARSEILLES.

SERVICES MARITIMES DES MESSAGERIES IMPERIALES.

FRENCH MAIL STEAM PACKETS.

The 19th of every Month, at 2 P.M. for—

MESSINA, ALEXANDRIA, ADEN, POINT DE GALLE (Ceylon), PONDICHERRY MADRAS, CALCUTTA, SINGAPORE, BATAVIA, SAIGON, HONG KONG, SHANGHAI, and JAPAN.

The 9th of every Month for—

MESSINA, ALEXANDRIA, ADEN, SEYCHELLES REUNION, MAURITIUS.

For passage, freight, and information apply to B. W. and H. HORNE, 4, Moorgate-street, London; G. H. FLETCHER and Co., Liverpool; at the offices of the Services Maritimes des Messageries Imperiales in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

*** Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.

INDIA AND CHINA.

ROBERTSON and CO. will despatch the following first-class VESSELS to their respective destinations. They are well adapted for their several trades, and are confidently recommended to their friends:—

Destination.	Ships.	Docks.	To Sail.
Shanghai	Dartmouth...	E.I.D.	With des.
Hong Kong & Whampoa	Banian ...	W.I.D.	With des.
Kanagawa and Yokohama	Corea ...	W.I.D.	With des.

Apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.

FROM LIVERPOOL.

Destination.	Ships.	Tons	Class.	To Sail.
Shanghai ...	Charlotte ...	589	AA 1	Imm.
Hong Kong & Whampoa ...	Patna ...	325	—	"
Batavia & Sourabaya ...	Triton ...	575	—	"
Batavia & Singapore ...	Ribbleton ...	424	—	"
Calcutta ...	James Crosfield ...	979	—	Mar.28
Calcutta ...	Ravenscraig ...	1263	—	Imm.
Calcutta ...	William Fairbairn ...	—	—	"

For terms of Freight or Passage apply to MCDIARMID GREENSHIELDS, and Co., Liverpool.

STEAM to CHINA from LIVERPOOL.—The following new screw steamers, built for the trade will be despatched for Mauritius, Penang, Singapore, Hong Kong, and Shanghai:—

Vessel.	Tons register	Captain.	To sail.
Agamemnon ...	1672	Middleton.	April 14.
Ajax	1672	Kidd ...	To follow.
Achilles	1672	Russell ...	To follow.

Cargo taken by special agreement. Has good accommodation for passengers.

Apply to ALFRED HOLT, 1, India-buildings, Liverpool.

INDIA, CHINA, AND AUSTRALIA.

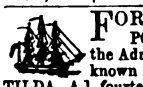
SHAW, LOWTHER, & MAXTON will despatch the following high-classed VESSELS to their respective destinations:—

Ship	Class.	Destination.	Docks.	Date of sailing
Gresham ...	A 1 10 yrs.	Hong Kong & Whampoa ...	E.I.D.	Mar.28
Invincible ...	A 1 13 yrs	Ditto	L.D.	To follow.
Polmaise ...	A 1 14 yrs.	Shanghai ...	E.I.D.	With des.
Racer ...	3 T Veritas, &A1 American Lloyd's	Melbourne...	E.I.D.	Mar.20
Lady Egidia ...	A 1 13 yrs.	Ditto	E.I.D.	Apr.25

For Freight or Passage apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings, E.C.

FOR BANGKOK direct—From LIVERPOOL, with despatch, the fast sailing French barque EMMANUEL, Captain LALLIER DU COUDRAY.

For Freight and particulars apply to the owners, REMI, SCHMIDT, and Co., 11, Billiter-square, London; or to MAUGER DE VOOGD and Co., Brokers, Chapel-street, Liverpool.



FOR HONG KONG and WHAMPOA (under engagement to the Lords of the Admiralty, with quick despatch), the well-known British-built clipper ship YARATILDA, A 1 fourteen years, 720 tons register, JAMES DONOUGH, Commander; loading in the London Docks. This fine vessel is noted for her rapid passages, and has superior accommodation for chief cabin passengers.

TEMPERLEYS, CARTER, and DARKE, 3, White Lion-court, Cornhill, E.C.

To Sail about the 20th.

FOR SINGAPORE.—The splendid clipper EASTFIELD. Captain WATTS, 434 tons register; A 1 at Lloyd's for thirteen years; coppered and thoroughly copper-fastened; well known as one of the finest vessels in the West Coast trade, and having always delivered her cargoes in excellent order, cannot be surpassed as a conveyance for fine goods.

For Batavia and Sourabaya, an A 1 or 3-3rds CLIPPER SHIP.

Apply to MORS LE BLANCH and Co., 42 and 43, The Albany, Liverpool.

FOR SINGAPORE direct (with quick despatch). the splendid new China clipper ship ST. ANDREW'S CASTLE, A 1 14 years, 659 tons register, G. MACBAIN, Commander; West India Docks. This ship has good accommodation for passengers.

For Freight or Passage apply to A. WRIGHT and Co., 19, St. Helen's-place, Bishopsgate-street, E.C.; or to KILLICK, MARTIN, and Co., 28, Nicholas-lane, Lombard-street, E.C.

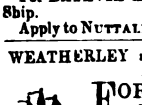
LINE OF PACKETS FROM LIVERPOOL FOR JAVA.

FOR BATAVIA and SOURABAYA, with immediate despatch, having two-thirds of her cargo engaged, the splendid Dutch clipper barque CATHARINA, Captain VISMAR; 240 tons register; built in 1864, and classed 3-3rds L 1 1 for nine years; the highest class in French Lloyd's; coppered and thoroughly copper-fastened, and a most eligible conveyance for fine goods. Loads in Prince's Dock.

For BATAVIA and SINGAPORE, an A 1 twelve years Ship.

Apply to NUTTALL and Co., 19, Chapel-street, Liverpool.

WEATHERLEY and MEAD'S LINE of CLIPPERS for JAPAN Direct.

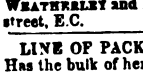


FOR YOKOHAMA (Kanagawa), the splendid clipper barque MINNIE, A 1 twelve years, 407 tons register, DAVID BLACK, Commander; well-known in the China trade, having the greater part of her cargo engaged, will sail with the usual quick despatch of this line.

For Freight or Passage apply to the owners, Messrs. ADAMSON and RONALDSON, 1, Leadenhall-street; or to WEATHERLEY and MEAD, 21, Water-lane, Great Tower-street, E.C.

LINE OF PACKETS FOR YOKOHAMA, JAPAN.

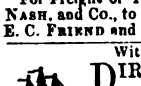
Has the bulk of her cargo engaged, and will have prompt despatch,



THE splendid Liverpool-built clipper barque CARIOCA, D. HUGHES, Commander; 812 tons, A 1 at Lloyd's for thirteen years, only two years old, has proved herself to be one of the fastest vessels belonging to the port, and in every respect an unrivalled conveyance.

For Freight or Passage apply to Messrs. WAKEFIELD, NASH, and Co., to Messrs. C. SAUNDERS and Co.; or to E. C. FRIEND and Co.

With immediate Despatch.



DIRECT for COLOMBO, the well known clipper ship NEVILLE, A 1 ten years, 715 tons register, J. ROBINSON, Commander; West India Docks. This magnificent vessel is noted for her rapid passages, and the good order in which she invariably delivers her cargoes.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street; or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

Will meet with quick despatch.

DIRECT for BOMBAY, the splendid new clipper ship, MARINE MINISTER VON ROON, 3.3rds L 1. 1.—A 1 9 years, 1,018 tons register, J. C. ELLER, Commander, lying in the East India Docks. This magnificent new vessel having the greater portion of her cargo engaged, is confidently recommended to shippers of fine goods.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING, and BRIGGS, No. 31, Great St. Helen's, Bishopsgate-street, E.C.

NEW TEA TABLE, showing the COST of TEA, with all charges (minus freight), as bought by the Picul, for Taels of Sycee or Dollars, and sold by the Pound avoirdupois in England, at the several Exchanges, &c., &c., for the use of Importers from Shanghai and Canton.

Compiled by P. LOUREIRO.
Second Edition, Price 5s.

Also **TABLES** showing the COST of TEA for the use of Importers from Fouchow.

Second Edition, Price 3s.

PUBLISHED BY
"WILLIAM BROWN AND CO.,"
WHOLESALE AND EXPORT STATIONERS, PRINTERS, &c.,
40 AND 41, OLD BROAD-STREET, LONDON.

"CHINA MAIL" OFFICE.

PUBLISHED at this Office, No. 2, WYNDHAM-STREET (back of the Club):—

1.—THE EVENING MAIL,

EVERY DAY.

PRICE,—2 dols. per month.

TERMS OF ADVERTISING.—First insertion, Ten lines and under, 1 dol.; each additional line, 10 cents. Subsequent insertions, per week, 50 cents and 5 cents—("Auction" Notices excepted, for which only One Charge per week is made).

2.—THE CHINA MAIL,

ONCE A WEEK.

(On Thursday Night.)

PRICE—15 dols. per annum; Single Copies, 44 cents.

ADVERTISING.—First insertion, Five lines, 1 dol.; each additional line, 20 cents. Subsequent insertions, 50 cent. and 10 cents.

3.—THE OVERLAND MAIL.

ONCE A FORTNIGHT.

(The Morning of the Mail's despatch.)

PRICE—To Subscribers to the Weekly issue, 8 dols. to Non-subscribers, 12 dols. Single copies, 50 cents.

ADVERTISING.—The same as in the Weekly. All "Notices of Firms" appearing in the Weekly will be inserted in the *overland*, and charged for, unless otherwise ordered.

A. SHORTREDE & CO.

Hong Kong, Jan. 1, 1864.

THE MONEY MARKET REVIEW,

A WEEKLY JOURNAL OF THE HIGHEST CLASS,

EXCLUSIVELY DEVOTED TO THE DISCUSSION OF COMMERCIAL AND FINANCIAL TOPICS.

PUBLISHED EVERY SATURDAY.

TERMS OF SUBSCRIPTION.

PAYABLE IN ADVANCE.

Single Paper ... ... 6d. Yearly ... ... £1 6s.

BY POST.

Single Paper ... ... 7d. Yearly £1 10s

*** Post-office orders to be made payable to FRANCIS FISHER, 23, Birchin-lane, Cornhill, London, E.C.

BASS AND ALLSOPP'S INDIA PALE ALES

GEORGE JONES, No. 8, Billiter-street, London.

Present prices 7s. 3d. per dozen quarts, and 4s. 9d. per dozen pints. Free on board, protected by his own and the Brewer's Labels and Patent Capsule.

THE LONDON AND CHINA TELEGRAPH.

THE EIGHTH Volume of this JOURNAL commenced on the 4th of January, 1866. The Subscription for the three numbers per month is 30s. per annum, including Postage, and to the Export Supplement 12s. Terms for advertising, 2s. 6d. per five lines; and 6d. for each additional line.

Subscriptions and Advertisements received abroad by the following Agents:—

Paris	G. W. YAPP, Rue de la Michodiere No. 13.
Hamburg	Mr. ONCKEN.
Amsterdam	LOMAN AND VERSTER.
Rotterdam.....	HOOG & KRUYT.
New York	WILMER AND ROGERS.
Gibraltar.....	W. SPEED.
Malta	
Alexandria...	F. HAY.
Aden	COWASJEE DINSHAW.
Suez.....	
Bombay	CHESSON AND WOODHALL.
Calcutta	SANDERS, CONES, AND CO.
Point de Galle	G. D. ANTHANISZ.
Colombo.....	J. W. VANDORT.
Kandy.....	W. A. ARCHBALD.
Labuan, Sarawak, and Singapore ...	JOHN LITTLE & Co., Singapore.
Penang	SANDILANDS, BUTTERY AND CO
Bangkok.....	
Batavia	HUNTER, HOUGHTON, AND CO.
Anjer—Straits of Sunda	G. SCHUIT, Anjer Hotel.
Manila	PHILLIPS, MOORE, AND CO.
Hong Kong, Canton, Macao, & Swatow,	JAMES GARDINER, Hong Kong.
Amoy	BELLAMY AND CO.
Foo-Chow-Foo	HEDGE AND CO.
Shanghai.....	H. FOGG AND CO.
Tien-Tsin	JAMES HENDERSON.
Nagasaki—Japan ...	PIGNATEL AND CO.
Yokohoma	HANSARD AND BLACK.

OFFICE, 12, GEORGE-YARD, LOMBARD-STREET, LONDON, E.C.

Printed for the Proprietors by WOODFALL and KINDER Milford-lane, Strand, W.C., and published by JOHN ELLISON, at the Office of the "LONDON AND CHINA TELEGRAPH," 12, George-yard, Lombard-street, E.C. in the parish of St. Edmund the King—Friday March 16, 1866.

Digitized by Google

The London and China Telegraph.

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON ARRIVAL OF THE MAILS, about the 4th, 14th, and 28th, in connection with the "LONDON AND CHINA EXPRESS,"
A SUMMARY OF NEWS FOR THE OUTWARD MAILS OF 10th, 17th, and 26th.

VOL. VIII.—No. 204.] LONDON, TUESDAY, MARCH 27, 1866. [Price 9d., with Sup., 1s. 3d.—Sub. 30s. per ann., postage included, Sup. 12s. extra.

Latest Advices.

	From London.	Arrived out.	HOMEWARD. Arrived in London this day.
JAPAN—			
Yokohama	Nov. 27	Jan. 29	Jan. 31
Nagasaki			„ 30
Hakodadi			
CHINA—Peking			„ 15
Tien-tsin			
Chefoo			„ 20
New-chwang			
Hankow			Feb. 3
Kiu-kiang			„ 4
Chin-kiang			„ 4
Shanghai	Dec. 10	Jan. 31	„ 9
Ningpo			
Foo-Chow			„ 9
Formosa—Tamsuy			
Amoy			„ 10
Swatow			„ 7
Hong Kong	Dec. 26	Feb. 7	„ 15
Canton			
Macao			
PHILIPPINES—			
Manila	Dec. 11	Jan. 31	„ 7
COCHIN-CHINA—			
Saigon			
SIAM— Bangkok			
BORNEO—			
Labuan			
Sarawak			Feb. 18
JAVA—			
Batavia			„ 16
MALACCA STRAITS—			
Singapore	Jan. 17	Feb. 20	„ 22
Penang	„ 10	„ 10	„ 24

The next mail, with dates from Hong Kong to 26th February, is expected on the 5th April. Telegrams of 1st March have been received announcing the leader of the Nien-fei had been shot.

A telegram has been received from Bombay announcing that the "Behar" would convey to Singapore and Hong Kong the cargo, &c., ex "Emeu," noticed in our last as having put back to Galle. The "Benares" left Bombay to tow the "Emeu" from Galle to Bombay for repairs.

List of Passengers.

PASSENGERS INWARD.

Per P. and O. steamer Nyanza, arrived at Marseilles March 23.—From Hong Kong: Comdr. Buckle, R.N. To Suez from Singapore: Mr. W. S. Hale.

By this mail, per P. and O. steamer Syria, arrived at Marseilles March 25.—From Hong Kong: Mr. and Mrs. Brown and infant, and three 2nd class passengers. From Singapore: Mr. G. Crawell, Mr. C. Gray, Mrs. Braddell, Rev. Mr. and Mrs. Jobie, two children, and two native female servants.

To Southampton, per Pera, expected to arrive March 31.—From Shanghai: Mrs. Wright. From Hong Kong: Mrs. McDonald and infant, Mrs. Green, four children, and native servant, Mr. Hillman, Messrs. R. and W. Morewood, Mr. Saunders, Mr. Sinclair and native servant, and four soldiers. From Singapore: Mr. and Mrs. Wood and two infants, Mr. and Mrs. Scott, two infants, and European female servant, Don Caldera, Donna Caldera and child, and Don E. Corales.

Per Annie Archbell from Canton and Macao—Mr. Wm. Harding and two children, Mrs. Castella and one child, Mrs. Browne and one child, Mr. and Mrs. Juegens and three children, Mrs. Samuel Harding and one child, Miss Sargent, Mr. Johnson, Mr. Dore.

PASSENGERS OUTWARD.

Per P. and O. steamer. Massilia, from Southampton, March 20.—To Hong Kong: Mr. H. A. Easter, R.N., Lieut. J. C. Patterson, R.N., Mr. A. G. H. G. Ponsonby, R.N., Mr. W. Miller and two second-class passengers. To Penang: Mr. and Mrs. C. B. Plunket. To Ceylon: Mr. F. R. Bone, Mr. and Mrs. Prime, two infants and child, Mr. and Mrs. T. Ashton, infant, and two children. Mr. G. Plaice and Son, Mr. J. A. Smith, Mr. F. Harper, Captain and Mrs. Roddy, Mr. and Mrs. Nasmyth, four second-class passengers, and one infant. To Calcutta: Mr. and Mrs. Longlands, Mr. J. Barnett, Mr. L. Sparks, Mr. H. J. Barnard, Dr. J. H. Blount, Mrs. G. Ham. Mr. W. Jackson, Mr. and Mrs. Baynes, Mr. D. J. Walch, Mrs. Walch, Lieut. and Mrs. F. H. Thomas, Mr. R. Remfrey, and fifteen second-class passengers. To Madras: Mr. J. B. Thomas, Mr. H. Going, and one second-class passenger. To Aden: Mr. W. H. Salmon, and one second-class passenger.

From Marseilles, March 28.—To Shanghai: Mr. A. Dumelin, Mr. Eric Farquhar, and European male servant. Mr. and Mrs. P. H. Underwood, Mr. and Mrs. E. Morris and infant, Mr. Butler, Mr. G. A. Munro, Mr. J. T. Brand, and one second-class passenger. To Hong Kong: Mr. A. Joost, Mr. H. A. Dircks and friend, Mr. A. Leysner, Mr. and Mrs. G. McKay, Rev. Mr. and Mrs. Piercy, Mr. J. Birdseye, Mr. Jaffray, Mr. F. Abella, Mr. N. T. Armeis, Mr. T. A. Lyon, Mr. Fussell, Mr. Helbling two first and one second-class passengers. To Singapore: Mr. J. A. Lorenzen. To Ceylon: Mr. W. R. Smith, Mr. Fernando G. Carey, and three second-class passengers. To Calcutta: Mr. and Mrs. Stirling and European female servant, Mr. T. H. Wordie, Mr. R. H. Banister, Mr. Maxwell, Mr. Dunbar, Captain Therry, Mr. C. Kelvey, Mr. and Mrs. A. Hills, infant, and native female servant, Mr. Macdonell. To Madras: Miss A. Cherry, Mr. Blaikie, Mr. J. Peirson. To Alexandria: Major Wilson.

Per P. and O. steamer, from Southampton, to Tanjore, April 4.—To Shanghai: Mr. E. Wadman, Mr. C. G. Webb. To Ceylon: Mr. R. Reid, Mr. P. W. Conolly. To Hong Kong: Rev. John Macgowan, and child. To Singapore: Mr. and Mrs. Sinclair and three children (for Labuan).

From Marseilles, April 12.—To Hong Kong. Mr. and Mrs. Thomas Thomas, Mr. P. F. Coare, Mr. John Smith, Mr. W. H. Renshaw, Mr. W. Park, Mr. E. Tobin. To Shanghai: Mr. C. J. Skeggs.

From Suez.—To Singapore: Mr. and Mrs. W. T. Martin and infant. To Hong Kong Mr. A. C. Levysohn.

Per P. and O. steamer, Pera, from Southampton, April 20.—To Hong Kong: Mr. J. W. Lewis, Mr. H. W. Heitmann. To Ceylon: Mr. J. H. Purdon.

Per P. and O. steamer, from Marseilles, May 5.—To Singapore via Bombay: Mr. C. Grey McClelland.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

From this port we have dates to the 31st January. The outward mail of 27th November had arrived. The following items are from the *Japan Herald*:—

We have again to report a period of comparative inactivity in public affairs. The consideration of the tariff has occupied much of the time both of diplomatists and merchants. The Chamber of Commerce has had one well attended meeting, at which the subject was discussed, and the feeling of the majority was against making the open ports free ports—and in favour of fixed duties payable by importers.

At the meeting of the Chamber it was resolved, that the statistics of all exports should be made up from 1st July in each year. Under present arrangements, silk and cotton are made up from that date, and tea from 1st June. It will be far more useful that all be from the 1st July.

On the 24th of January the troops in garrison, assisted by a strong body of men from H.B.M.'s vessel in harbour, were exercised in a series of operations, and repulse of an enemy representing the reception. At nine A.M. the combined forces assembled in the barrack square on the Bluff, for general parade, and marched for Homoco, the village supposed to be threatened with attack. On their way thither, about half way, a reserve was posted, the main body taking possession of the low wooded heights, which project like a cape or peninsula into the cultivated plain which lies between it and the beach village above named. Two fieldpieces were also placed on the heights, one on each flank of the main body, advantage being taken both with these and the troops of positions most effectually commanding the beach itself and the intervening plain. Whilst these arrangements were being made a strong body of skirmishers was thrown out—of R. M. Artillery from the left, and of the 20th Regiment from the right flank,—who were soon lost amongst the trees and shrubs of the village, quickly announcing the supposed approach of the enemy, by a lively fusilade, which was soon followed by the appearance of some, and finally of all, contesting every point of advantage, until, being driven from their last cover, at sound of trumpet, they fled streaming over the heavy rice fields to their respective flanks, the enemy being now supposed to be in full view. Then for the first time spoke the cannon, and as at a signal, a most animated fire broke out from the whole hill side, which lasted for several minutes, and was an exceedingly beautiful spectacle. This being with justice considered sufficient to check the ardour of the invader, the 20th and the blue jackets of the *Princess Royal* were ordered to charge. The arrangements were admirably managed there was no observable hitch. Colonel Brown commanded in chief, Colonel Cobb acting as Brigadier, Captain Jones, of the *Princess Royal*, had charge of

Digitized by Google

the Naval Brigade, Captain Egan commanded the 1st Battalion, and Captain Rochford the 2nd of the 20th Regiment. Sir Harry and Lady Parkes and suite were on the ground, and many of the ladies and residents of Yokohama also enjoyed the scene, which the great beauty of the day, and the judgment shown in choice of position, rendered one not to be soon forgotten. At the conclusion of the affair, the forces held a general pic-nic in the wooded hills, a refreshment well earned by their previous exertions.

On the 23rd January the corvette *Fusi Yama*, the first of the war vessels ordered by the Japanese Government to be built in America, arrived at this port. She is a ship of about 1,000 tons, with an armament of 12 guns—consisting of 49 in. Dahlgrens, four brass howitzers, three 30 lb. Parrot guns, and one 100 lb. Parrot. Her engines are by Murphy and Co., of the Fulton Works, New York.

On the 27th January, H.I.M.'s ship *Duplcix* left for Nagasaki, she had on board as a passenger, Marcus Flowers Esq., lately Acting British Consul in Yokohama. He remains in Nagasaki in a similar position pending the arrival of Captain Vyse.

The *Japan Times* gives an account of an extensive fire at Yedo, in which thirty lives were lost and about 30,000 houses destroyed.

CHINA.

PEKING.

Dates are down to about the middle of January.

Private letters furnish a few items of Court gossip. Wen Seang has left on a visit to his native city, Moukdon, with the avowed purpose of bringing his mother to share his new home. His venerable parent has, it appears, been lately left alone in the world by the premature death of her daughter-in-law who had heroically devoted herself to the task of soothing the old lady's declining years. The real reason of Wen Seang's departure is, however, in all probability, the disturbed state of Mongolia. He left Peking on the 2nd, escorted by a large body of ordinary native soldiers and 200 of the disciplined troops.

Two men have been added to the foreign board. One was many years ago Futai of Fukien, but was disgraced for writing a book on the nature and customs of foreigners, in which much reliable information was given. He has since then remained in retirement, but his recall to public life is a very significant proof of the present tendency of thought in the minds of the members of the Government.

Amateur theatricals were got up at the British Legation, when "Slasher and Crasher" and "Whitebait at Greenwich" were presented to a well-filled house. As the whole thing was started principally for the amusement of the ladies resident in Peking, much disappointment was felt at the refusal of the missionaries and their families to encourage any such pastime.

National anniversaries are not neglected at the capital. St. Andrew's-day was celebrated in Peking by a dinner at H.B.M.'s Legation, twelve gentlemen sitting down to an excellent dinner under the shelter of the flag which is the emblem of the happy union existing under the British Crown. The room was most tastefully decorated, being hung with flags, banners, &c., the cross of the Saint and the Red Lion rampant figuring prominently on the walls. Mr. Munro Fraser, of the Consular service, late of the Highland Rifle Regiment, occupied the chair, and Mr. Murray the vice-chair. After ample justice had been done to the good things under which the table groaned, the cloth was removed, and the health of "The Queen" given with due honour. The Chairman then proposed "The Lord of the Isles, H.R.H. the Prince of Wales." The next toast was that of "The Navy, Army, and Volunteers. The Chairman said in the presence of so many Britons in such a remote place as Peking in winter, it was almost superfluous to sing the praises of the Army and Navy for, but for them, such a thing as a St. Andrew's dinner in the city of the ruler of the sun and moon could surely never have come to pass. Mr. Mann, in returning thanks for the army, mentioned that a Scotch General, a Scotch Admiral, and a Scotch Ambassador had contributed to the opening of Peking, and paid a tribute to the achievement of Colonel Gordon in suppressing the Taiping rebellion. Several other toast were proposed and duly responded to.

NEWCHWANG.

On the 4th December the following notification, calling a meeting of the residents, was issued by Mr. Meadows, H.B.M. Consul :—

"The undersigned begs to inform the foreign community of this port that the Commandant of the district called on him yesterday and made a communication to the following effect : A body of upwards of 1,000 robbers or rebels has, for som months past, infested the northern and north-eastern portion of this province, and has there inflicted a series of severe defeats on the Imperial forces sent out against them. Recently they have taken the city of Hing-king, on which occasion the chief civilian and second military officers of the city, with a number of the soldiers, were slain. Afterwards, a detached body about 300 strong entered the city of Fung-hwang, situated about 150 miles to the east of this port; and this body has since advanced in this direction, being six days ago at a place about 100 miles off. The Commandant, while professing to hold it not very likely that these robbers would advance on Ying-tsze, declared at the same time that such a move was by no means impossible, and intimated that the foreigners would do well to hold themselves prepared. Under these circumstances the undersigned thinks it desirable that the foreign community should meet to consult on such measures of defence and co-operation as may be best suited to their position and means; and he accordingly hereby calls a meeting for to-morrow at 11 A.M., at the court-room of this consulate."

The meeting was attended by Mr. Huntington, Vice-Consul for the United States, France, and Sweden, Mr. S. Schottler, Consul for Prussia and other German States, and by all the other male residents of the port who have remained for the winter. There were about forty, all counted.

The latest accounts represent the danger as imminent, and much dissatisfaction is expressed that Mr. Wade, the Acting Minister at Peking, had refused the Consul's application for firearms.

HANKOW.

The present mail brings intelligence from this port to the 29th January, with full details of the movement on that city by the Nienfei as well as of a threatened attack by a large body of disaffected "braves." The *Hankow Times* gives the following particulars :—

On the 20th January the British and French Consuls were suddenly visited by the Taoutai in persons, and informed that a body of braves numbering some 6,000 strong had revolted at Sung-poo, a town about 80 miles off, and were intending to make a descent on Hankow forthwith. The Taoutai entreated the Consuls to take instant measures both for the protection of the foreign settlement and the aid of the Chinese troops in the defence of the Wall. The night passed by in quiet, but with the following morning came rumours of advance on the part of the braves, which induced the Consuls to meet and concert measures for meeting the emergency. The Viceroy of Woochang also considered the position of affairs so grave that he moved a large body of troops and gunboats across the river to take up their stations on the outer line of defence. On Monday, the 22nd, there was a talk of compromise, the Viceroy having (it was reported) sent offers of pay to the disaffected braves, who were no less than eighteen months in arrears! and demanded 200,000 taels. Whether the offer was accepted or not is uncertain, but the braves certainly stopped their march at the Cheh-kow, a stream about twelve miles distant. These events naturally gave rise to serious apprehensions on the part of the foreign residents, which were strengthened by the entire absence of any naval protection. Hardly had they realised their escape from the first danger, before a second appeared in the approach of the Nienfei, who were emboldened by the disaffection of the braves. On the 23rd they burnt Hwang-pe, a town to the north-east of Hankow, and shortly afterwards the larger town of Yang-lo was seen to be in flames; the rebels then took up a position encircling Hankow from North to East at a distance of 12 to 15 miles. By the following day the French gunboat *Turdif* and H.M. gunboat *Algerine* had arrived, and the Volunteer Corps hastily re-organised. Guns were landed from the steamers, and such other means of defence adopted as were available. Meanwhile the panic in the native city led to a complete exodus, all non-combatants fleeing from it to take refuge on the other side of the river. On the 27th a reconnoitring party from the *Algerine* visited Yang-lo, which town they found partly destroyed; but the Nienfei had fallen back to a greater distance, and the natives complained more of outrages committed by the braves than of the rebels. On their way the reconnoitring party intercepted a band of these rascals who were carrying off a number of women and girls, doubtless for the sake of extorting a ransom; these were recaptured and liberated. The braves were said to be encamped in two bodies, an advanced and smaller body at Le-k'a-ke, and the other, or main camp, at Sin-chow. Their

Digitized by Google

exact force could not be ascertained, but the villagers asserted that they were known to be without matchlocks, guns, or ammunition, and that their only arms were lances and swords. The main body, the villagers reported, had not been near them, but they were daily visited by small mounted parties of from four to eight men, who carried off all the sycee, women, and clothing, they took a fancy to. The Mandarins, although close at hand with gunboats and troops, had, they declared, done nothing for their protection. The reconnoitring party had no time to penetrate further, so returned to the gunboat.

While the troops were thus driven to revolt and plunder by withholding their pay, it is said that the treasury of Hankow contained at least a million of taels, the claim of the braves being less than a third of that sum. The Governor-General had issued orders for the payment of this money, or so much of it as is usually given (for Chinese troops never receive or expect to receive more than a third of their pay, though, of course, the public accounts are charged with the whole); yet, notwithstanding these orders, the treasurer refused payment, alleging that his coffers were empty. Ching Ta Keih, the leader of the braves, after much weeping before the Governor-General, and praying either to be supplied with their pay, or be himself executed at once, actually received from the treasurer an order for 20,000 taels, payable after China New Year.

Private letters dated the 3rd February state that the Nienfei had again advanced to within six miles of Hankow, and that a battle had been fought in which they had defeated the Imperialist forces. At the same time the panic had been in some measure allayed by a rumour that the braves had been pacified by a payment, and would return to their allegiance. Meanwhile the steamers report that for a hundred miles below Hankow the banks of the river were crowded with refugees who had escaped from captured towns and villages in the interior.

We have here given an outline of the alarming story which has caused so much apprehension for the safety of our settlement at Hankow. On closer inspection of the details it appears, however, that the cause of alarm has been unnecessarily exaggerated. The panic was certainly not unnatural; the populous city of Hankow being left without a single soldier for its protection, the garrison at Wuchang existing almost exclusively on paper, and the few troops that were actually within the city being unpaid, undrilled, and ill-officered, it was but natural for the peaceable inhabitants to endeavour to save what they could from the anticipated wreck. The insurgents, who did not perhaps, number more than a few thousand men, were magnified by their fears into 40,000; business was completely suspended, and every preparation was made to escape on the first approach of the Nienfei. The latter probably, in as great a state of terror, would retire to the mountains when they had taken advantage of the revolt of the braves, and satisfied their immediate wants. And as regards the braves themselves, there was little fear that the pay due to them would be long withheld when they adopted such formidable measures to redress their wrongs. It will be seen that our Hong Kong correspondent considers that the importance of the affair has been considerably over-rated; and in this view he is fully borne out by the late telegrams. These, as our readers are already aware, announce that the excitement had subsided and that the rebel leader had been captured and shot; while as no mention is made of the revolted braves we may reasonably suppose that their claims have been satisfied.

The following notification was issued on the 21st January :—

The undersigned have been informed by the Chinese authorities that a large body of braves have revolted at Sungpoo, a place distant about 40 to 50 miles from Hankow, and that there is every probability that these men will march upon Hankow within the next two or three days, the undersigned have been entreated in consequence to concert measures for the defence of the settlement in co-operation with the local authorities, They therefore deem it necessary to make known the danger to the community, and to notify that they are at this moment occupied in concerting plans with the commanders of their Majesties' gunboats, for the protection of as much of the foreign quarter as can be brought within the influence of the limited means of defence at disposal.

As a preliminary measure the undersigned give notice that in the event of the disaffected troops approaching so near to the walls to occasion imminent danger a signal of two heavy guns, discharged in quick succession, will be fired from one of the gunboats, whereupon it is requested that all persons will immediately repair armed to the Club, and endeavours will then be made to organise them into a provisional force of co-operation for the common good. At the same signal all ladies and children should be conveyed to the British Consulate, where their safety will be duly cared for.

The undersigned are likewise making arrangements for having four or six pieces of artillery placed at their disposal for mounting at the most available points of defence, and any persons who care to volunteer for serving the pieces are invited to send in their names at once, so that they may be somewhat drilled to the use thereof as quickly as possible.

It is earnestly hoped that what danger there may be may disappear in the course of the week, either in consequence of the precautionary measures now being adopted, or of some compromise being entered into between the authorities and the braves, or of their finding it to their interest to move in some other direction. But meanwhile it is indisputable that some precautionary measures need to be taken, and should the event prove that they are not called for by the present emergency, they will be of service in case of future alarms from the Nienfei, who are likewise reported to be not very far distant.—P. DABRY, French Consul, W. H. MEDHURST, H.M. Consul.

CHIN-KIANG.

From this port we glean the following scraps. The Chinese military guard, originated by Her Majesty's Acting Consul after the attack on a house in the English concession, still continues to patrol the foreign quarter every night, and no further attempts at burglary have been made there, though it is said many robberies, some on an exceedingly audacious scale, are committed in the native city. This is tolerably common throughout China at this season, and no particular significance need be attached to it. The somewhat extensive settlement on the opposite bank is filled with riff-raff, who will stick at nothing to get money wherewith to enjoy themselves at New Year time, and doubtless many of them find their way to the Chin-kiang side. The local officials are working away perseveringly at the creek, which they are endeavouring to open to the west of the foreign settlement, as an anchorage for junks and other small craft. They are apparently concentrating their energies on the work this winter, as no attempt has as yet been made to clear out the branch of the Grand Canal which skirts the west walls of the city. We understand that the Catholic missionaries are thinking of forming an establishment at Chin-kiang at an early date. Everything is excessively dull, as is to be expected in such a place at this time of the year. Weather fine, but cold.

SHANGHAI.

The dates are down to the morning of the 9th. The P. and O. mail of 10th December arrived out on the 31st of January, and the French mail of 17th on the 6th February.

The following details of the imprisonment of the members of the French Municipal Council is from the *North China Herald*. No doubt the next mail will bring us the result of the meeting of the 9th February, by which we can better judge of the meaning of this extraordinary affair.

In the case of the Members of the Provisional Commission *versus* the Members of the late French Municipal Council, petition to enforce the delivery by the defendants of certain accounts and documents necessary to the well-being of the Municipality, which was opened on the 26th ult., before M. le Vcte. Brenier de Montmorand, and Messrs. Phillippe and Maignan, Assessors, the defendants protested against the legality of the proceedings on the following grounds :—

1. Because the names and residences of the plaintiffs were not mentioned in the summons.
2. Because the Consul General and one of the assessors were interested parties.
3. Because by French law all disputes between Consuls and their nationals must be decided in France.

The objections having been put in writing, the Court retired to deliberate upon them, and after a long consultation returned and declared their intention to decline to entertain the protest of the defendants. The defendants having refused to answer before a tribunal which they believed to be incompetent, the proceedings were resumed. Mr. Ortmans read the correspondence which took place between the provisional commission and Mr. Schmidt, late treasurer, relative to the delivery of the documents in his possession which are absolutely indispensable to the working of the settlement, inasmuch as the accounts rendered by the Chinese, principally in the matter of the new bund, cannot be audited, and the Chinese refuse to work until their claims are settled. The defendants having refused to reply, the Consul General announced that judgment would be given in eight days. Accordingly, on the 2nd February, judgment was delivered to the following effect :—Messrs. Meynard, Schmidt and Baron were ordered to give up to the Provisional Committee all documents and accounts in their possession bearing on the interests of the French Concession, and these documents, &c., when so delivered were to be verified by Mr. Ortmans. This was to be done within 24 hours, under pain of forcible possession being taken of the papers in dispute. The question of damages incurred through the detention of these papers was allowed to remain in abeyance subject to the decision of arbitrators to be subsequently selected. Meanwhile Messrs. Meynard, Schmidt and Baron were required to give joint personal security to the amount of 100,000 francs

Digitized by Google

for the fulfilment of the decree, failing which they were to be arrested and imprisoned. Further the Court inflicted a fine of 500 francs with costs, subject to increase by the Home Government, should it be deemed advisable by it to pursue the matter as a criminal action. On the delivery of the judgment, M. Meynard, in the name of himself and his colleagues, voluntarily surrendered himself a prisoner, and with Messrs. Schmidt and Baron was removed to the Municipal prison, where they remained until the 6th Feb. On that day they signified their readiness to give the security required, and were released. A meeting has been summoned for the 9th, when the members of the late Council will submit their accounts to the Consul General and to such of the longest established merchants as may be interested in the matter.

A meeting of land renters was held at Hankow, when Messrs. Hutchison, Ballance, and Higson were elected to the office of municipal councillors for the ensuing year.

The following notices have appeared :—

I have this day established myself as a general merchant and commission agent at this port, under the firm of Arch. Campbell and Co. ARCH. CAMPBELL. Shanghai, Jan. 8.,1866.

I have established myself at this port as merchant and commission agent, under the firm of William Remé and Co. WILLIAM REMÉ. Shanghai, Feb. 1, 1866.

SWATOW.

A Swatow circular, dated the 7th February, says that the disturbances in the interior previously reported continued up to the 6th of the month, on which day news was received that the insurgents had been defeated. This, it was conjectured, would probably have the effect of strengthening the demand for cotton and cotton goods, but rice will probably not be so firm as it has lately been, should the troops that have been employed in checking these robbers be soon disbanded, supplying them having aided materially in keeping up the price of this article.

HONG KONG.

The P. and O. mails of 26th Dec. arrived out on the 7th Feb. The dates are now down to the 15th Feb.

The following accounts form the piracy items by this mail :—On the 2nd February the Hamburg schooner *Chin Chin* left for Tientsin, and had got so far on her passage as to have been able to beat out through the Lye-moon Pass, where she had only light winds, so that at 7 P.M. on the 3rd she had only got off Pootoy. She then saw a heavily armed junk, that had been in company some time before, tack and stand towards her ; thinking it rather suspicious she at once cleared for action, and, when the junk got within range, commenced firing on her with her three guns ; many shots struck the junk, but she still continued to gain on the schooner, and at last, after about half an hour's firing, the junk boarded her, throwing stinkpots, &c., about the deck. The captain then finding he could no longer resist such superior odds, ordered all his crew to follow him and take to the foretop out of the way ; all did so except one man, who got frightened, and jumped overboard with a life-buoy to save himself ; when the pirates commenced firing on them in the top, wounding one man. They ordered them to come down and point out three boxes of treasure they knew were on board, which of course captain and crew declined doing. They then commenced to ransack the vessel, taking or destroying nearly everything of value, and after remaining on board nearly three hours, and having satisfied themselves with all they wanted in the shape of eatables and drinkables, they took their departure. The captain then shaped his course for Hong Kong, where he arrived on the 4th. Another schooner for whom we have fears is the *Johann Anton*, which left the same time as the *Chin Chin*, but from her being a faster sailer we trust she may have escaped these pests, who seem almost inclined to come and take ships out of the harbour itself, and from under the eyes of our gunboats which are lying there.

The *Nuevo Lepanto*, going over to Macao, was captured on the 5th Feb. ; crew escaped. On the 2nd Messrs. Lane, Crawford, and Co.'s water-boat was attacked while at anchor off the Mint, but the pirates were beaten off.

The *Opossum* gunboat arrived at Macao this morning, having returned from a visit to a pirate village called Paksui. She there fell in with fifteen piratical junks, to which she gave chase. They made towards the shore, and the crew escaped, the junks, guns, &c., being captured and entirely destroyed. She also dismantled the fort at Paksui, and burnt the village. During the conduct of this operation forty mandarin junks were in sight, who offered no assistance whatever to Lieut. St. John ; but on his having completed his work they gallantly advanced, and their crews took whatever had escaped the attention of the *Opossum's* crew.

While endeavouring to set fire to one of the junks a train laid by the pirates blew up, and we regret to say that the gunner and a boy were seriously injured and a private marine and two seamen were also hurt. Mr. Thomas, the gunner, is hardly expected to recover.

The census of Hong Kong at 31st December, 1865, was :—

Europeans and Americans	2,034
Goa, Manila, Indian, and others of mixed blood ..	1,645
Aliens, chiefly seamen and temporary residents ..	150
Chinese in employ of Europeans, &c., ...	6,836
Chinese residing in Victoria	73,803
Chinese residing in villages and Kowloon	11,371
Boat population in Victoria	19,153
Boat population other than Victoria	7,732
Vagrants	2,000
Prisoners	780
	125,504

The screw transport *Orontes* is to leave Hong Kong with invalids and time-expired soldiers and sailors on the 17th Feb., calling at Singapore, Mauritius, the Cape, Ascension, and Madeira, and expected to arrive at Portsmouth in May.

It is reported that orders had been received from the War Office to send the remains of the 11th Regt. to Japan, and the 20th Regt. to Calcutta. From Amoy we learn that H. M. Consul, accompanied by an officer from the *Scylla*, had gone in person to demand the surrender of a Singapore Chinese—a British subject—who had been seized by the native authorities. Mr. Pedder's well known character for determination had its effect, and after a good deal of finessing the man was given up.

The Hong Kong athletic sports came off on the race course on the 10th February. The prizes were well contested, and the whole affair was spirited and successful. The band of the Hong Kong volunteers was in attendance.

On the 7th February a review took place at Canton of the Chinese and Tartar troops which have been drilled as infantry and artillery for upwards of three years past by British officers. About 400 picked men of the Tartar garrison have been instructed in the Artillery exercise, and some 600 of the Chinese force have been drilled in the use of the musket and in simple infantry manœuvres. The inspection took place, at the especial desire of the Governor General, who manifests a strong interest in the efficiency of these troops. They were drawn up under the command respectively of Lieut. Stewart, R.A., and Lieut. Dunn, H.M.'s 9th Regiment, who have continued the work of instruction which was commenced and carried on until the beginning of last year by Lieut. Ellaby, R.A., and several officers of the 99th Regiment. The Tartar Artillery at once attracted attention by their superior size and more soldierly bearing, no less than by the diversity of their uniforms. The Chinese troops, on the other hand, might at a distance be mistaken for Sepoys, their dress consisting of red jackets turned up with white, with light leggings worn knicknerbocker fashion. Their head-dress is the ordinary conical bamboo hat, which is perhaps as light and sensible a covering as could be devised. The higher officials occupied seats of honour together with Her Majesty's Consul, D. B. Robertson, Esq., C.B., and Mr. Mayers, H.M.'s Acting Vice-Consul. A general salute having been given by the troops in line, a march past succeeded, after which some artillery manœuvres were executed by the battery, comprising six field-pieces and served by some seventy officers and men. Thirty rounds of solid shot were next fired at a range of five hundred yards, with an accuracy which surprised all spectators. The firing was succeeded by some infantry evolutions, the most prominent among which were forming square and throwing out skirmishers. The latter manœuvre attracted the special attention of the Chinese magnates, who were also much impressed with the bayonet exercise.

The first ordinary general meeting of the Hong Kong and Shanghai Banking Company was held on the 15th February ; the Hon. F. Chomley in the chair. The report presented by the directors showed that during the eight months in which active operations had been carried on, a net profit amounting to $225,056 had been realised. Out of this it was proposed to declare a dividend at the rate of 8 per cent., which would absorb $133,200, and to carry $33,300 to the reserve fund, which would leave a balance of $12,281 to be carried forward to the

Digitized by Google

next half-year. The report further recommended an increase of capital, the business of the Bank having increased to such an extent as to necessitate it. Not being able to register the Company as a "limited" one under the local ordinance, the directors had applied to Government for a charter, and had received a reply to the effect that such would be acceded on the basis as the charter of the Asiatic Banking Corporation. The Report was unanimously adopted, and the meeting concluded with the usual votes of thanks.

The following items were omitted from our last :—

The rivalry between Messrs. Russell and Co. (American) and the Hong Kong and Canton Steam Company (British) continues. It appears that the Consul at Canton has obtained the privilege for the company of calling at Chun-pee to land passengers and cargo.

The finding in the case of the mutiny on board the coolie ship *Pride of the Ganges* has been published. Full details of the affair were given in our issue of the 27th ultimo, and it will be remembered that the Court adjourned without giving any decision. In reviewing the evidence the Court expresses surprise that the insubordination among the passengers while at Whampoa was not made known to the Consul. It is of opinion that the rice supplied to the coolies was of inferior quality, and suggests that in all coolie ships the crew should be quartered aft, and the Chinese not allowed access to the quarter deck. We do not see any notice of the customs' steamer *Hai-ching* starting again for Hainan to seek information regarding the coolies.

A meeting of the Legislative Council was held on the 22nd January. Present :—

His Excellency the Acting Governor, the Acting Chief Justice, the Acting Attorney-General, the Acting Colonial Secretary, the Colonial Treasurer, the Auditor-General, the Hon. Thomas Sutherland, the Hon. Francis Chomley, the Hon. the Judge of the Summary Jurisdiction Court, the Hon. James Whittal.

His Excellency the Acting Governor said that certain ordinances that had been past last year by the Council had been sent to the Home Government for ratification, and a reply had been received from the Secretary of State for the Colonies, pointing out that in some of the clauses enacted the Legislative Council of this Colony had exceeded its powers; and expressing a wish that the errors might be amended in order to permit of him (the Secretary of the Colonies) laying the above named ordinances before the Queen for her approval. The despatch of the Secretary for the Colonies pointed out that it was not competent for the local Legislature to give a criminal character to acts which were not considered criminal in the jurisprudence of the mother country. The word "elsewhere" was also objected to as part of the ordinance for the punishment of bigamy; the local Legislature having only to deal with offences committed within its own jurisdiction. In regard to this question the Secretary for the Colonies referred to a correspondence between the Home Government and the Governor of New Brunswick, as embodying the views of the Home Government upon that subject. The Secretary of State approves of the extension of the punishment of flogging, and of solitary confinement to certain offences; but recommends that in no case shall the number of strokes administered at one time exceed forty, and that the solitary confinement shall not exceed one month at a time or three months within the year. An ordinance therefore to amend the 4th, 5th and 7th of 1865 had been drafted, expunging such clauses as had been found objectionable by the Colonial Secretary; and his Excellency the Acting Governor now moved that such draft be read a first time. The motion was passed unanimously.

After some inaudible remarks made by the Auditor General and the Acting Chief Justice,

The Colonial Treasurer asked if any communication had been received from the Home Government relative to the limited liability ordinance? His Excellency said he believed that there had not; but that subject was not before the Council, and that the hon. member was not in order in introducing it.

The Colonial Treasurer said that he was not aware that he was out of order; and asked if there had been any communication received from the Home Government on the subject of the rendition of certain Chinese subjects?

His Excellency said the Council had been convened for a special purpose and foreign matter could not be introduced. It belonged to the Governor to initiate motions.

The Colonial Treasurer said that he had not introduced any motion' and was not aware that in asking a question he was going against the standing orders. Before the Council adjourned he would beg to ask, as a matter of great public interest, whether the standard of weight and purity for the new dollar had been fixed, and if so at what? His Excellency said that all those particulars were to be found in the printed correspondence. The Colonial Treasurer said that it did not appear from the printed correspondence what the weight and standard of purity of the new dollar was to be. He had asked the question, and could not reply to it.

His Excellency said that he was under the impression that the standard had been fixed at 10 per cent. alloy, and that he had already answered questions to that effect, thinking that the matter had been already settled. His Excellency further remarked that he was anxious that the draft of the amended ordinance should be forwarded home by the next mail; and this day week having been fixed for the second reading, the Council then adjourned.

The British ship *Agincourt* has been despatched to England with a further instalment, consisting of about 150 invalids, from the unfortunate 9th and 11th Regiments. The following, from the *Daily Press*, is a compact history of the gross mismanagement which has caused the mortality now engaging the attention of members of Parliament and others.

It appears that the 2nd battalion 9th Regiment landed here, in February last, some 839 non-commissioned officers and men, forty-seven women, and seventy-seven children. The last official return of the strength of the same regiment gives but 636 non-commissioned officers and men, fourteen women, and eighteen children, which are accounted for as follows :—

	Men.	Women.	Children.
Deaths	48	6	28
Invalided and sent home	155	27	31
Total	203	33	59

Leaving such a falling off to speak for itself, let us look at the 2nd battalion of the 11th Regiment, which only landed here in May last with 705 non-commissioned officers and men, 54 women, and 92 children, since which we find that, deducting the two companies sent up to Japan, including 150 men, five women and eight children, they have lost through deaths and invaliding :—

	Men.	Women.	Children.
Deaths	59	4	25
Invalided or sent home	189	22	35
Total	248	26	60

In other words, that regiment has lost forty-two per cent. of its entire number in less than nine months in the colony!

The Royal Artillery and Engineers have also suffered, but little, in comparison with the rest, as they are almost all exempted from night duty. The general total of losses in this garrison may be estimated from two returns, one dated 1st June 1865, number of effective men 1,778—sick 93; 1st January 1866, number of effective men 1,093—sick 218. Showing thus a decrease in the effective of men 685—to which must be added those invalids who have since departed in the *Agincourt*, viz. : 132 non-commissioned officers and men besides women and children.

Perhaps Mr. Gladstone forgot for the moment that Her Majesty's service is not limited to the duties of the household brigade, and that the British army has work to do outside the railings of St. James's Park. A servant should always be worthy of his hire, and to enable a man to live out here he requires a certain amount of comfort which would be considered unnecessary in many other places. Merchants find themselves actually obliged to pay their clerks at a higher rate than the country pays a colonel of thirty years' standing.

(FROM A CORRESPONDENT.)

HONG KONG, Feb. 14, 1866.

We are on the verge here of the Chinese New Year's holidays, and already business is well-nigh suspended and the air is sulphurous with the discharge of fire-crackers and artillery, in which, with a strange license our native population is allowed to indulge to the inconvenience and irritation of European ears and noses. One of the many strong points of resemblance between Yankees and Chinese is the fondness for noisy fireworks. The only national holiday that could surpass in inanity and unmeaningness the Chinese saturnalia at the New Year is the celebration of the Fourth of July in New York. As usual, and perhaps even more than usual, Hong Kong has been inundated with bad characters from Canton, and robberies are of hourly occurrence. The latest event of the kind reported is the abstraction of some brass machinery from the Mint, the loss of which will, it is said, seriously delay the commencement of coining operations. It is a pity that Her Majesty's Government, in place of occupying their philosophic minds with schemes for the revision of the Chinese penal code, as regards the punishment of pirates who may be captured and handed over to their own authorities, do not devote a little investigation to the method of securing safety for life and property to residents in this colony. Failing any efficiency in the present police system, the respectable portion of the Chinese inhabitants have recently applied for and obtained permission to maintain a body of native constables at their own expense.

I hear from Canton that one of the coolie emigrants of the *Pride of the Ganges*, the mutiny on board which I mentioned in my last, has been found by the authorities and examined as to the particulars of the affair. His statement has not yet been made public, but I learn that it implicates barely twenty-five of the coolies (out of 300) in the lamentable affair by which the captain and overseer lost their lives. Six ringleaders are mentioned as having originated the rising, having gone about among the remaining coolies, already discontented with the inferior quality of rice served out to them, and stated that a large quantity of dollars were on board, and enlisted volunteers for the scheme of taking the ship. The small body who were induced to put their names down for the attempt appear to have thoroughly intimidated the rest, who looked on passively, Chinese-like, and doubtless took part in the plunder of the vessel after the bolder spirits had initiated the undertaking. This only throws a stronger light on the utter lack of caution

Digitized by Google

prevailing on the unfortunate captain's part. So small a body of mutineers would never have ventured upon the murderous outrage they committed had they not had every reason to feel confident of success. On the whole, however, it is remarkable that not a single disaster of any kind but this has attended the operations of the Emigration Agency at Canton, which has despatched since 1859 some 9,000 Chinese coolies to Demerara, with perfect safety and success. Apart from the high character of the managing agents, the regulations originally devised by the allied commissioners during the occupation of the city, and subsequently continued by the Chinese authorities, preclude any irregularity in the engagement of emigrants. This, of course, must be understood by the British Emigration Agency. The Franco-Spanish houses opened last year at Canton under the violent pressure of the French Consul are the subjects of very ugly stories.

News, apparently somewhat highly coloured, reaches us from Hankow with reference to an alleged mutiny of Imperial braves on account of arrears of pay, and also to the near approach of an army of Nienfei. Experience has however shown that, as a rule, these paroxysms of panic usually end in the payment of the mutinying troops, and in the retirement of the Nienfei hosts, which, as a rule, are mere aggregations of highwaymen bands, armed only with swords and spears, and quite incapable of making an impression on walled places, however weakly defended.

In the Canton Province rebel matters still continue much as they were at the date of my last. The band under the K'ang Wang still occupy the city of Kia-ying-chow, around which the Imperial troops are supposed to be gradually closing. The Governor of the province is about to proceed to the spot, taking with him some of the troops which have been drilled by British officers at Canton. Led only by native commanders, however, it is not likely that these troops will perform many prodigies.

SIAM.

The following Royal proclamation has been issued at Siam, from which it would seem likely that the office of Second King will not be continued :—

Whereas since the Anno Christi 1851. There were two Kings exalted in Siam; one was the Supreme, the other being his Subordinate. The foreigners called and addressed the former "First King," or "Major King," or "Senior King of Siam," and sometimes "Supreme King of Siam," but certain parties or individuals called and addressed him invariably as the "King of Siam," but they called and addressed the latter sometimes the "Vice King," sometimes "Minor King," and sometimes "Junior King," but generally called and addressed "the Second King of Siam," during the last 15 years, and whereas now the latter was deceased on the 7th January, Anno Christi 1866. There is only the former remaining, one King of Siam governing and presiding over both departments of the Royal duties of Siam as sole Ruler.

It is now proclaimed there, that the aforesaid remaining sole King of Siam shall not be called and addressed the "First King," or "Major King," or Senior King." Moreover, he shall be called and addressed invariably, "the King of Siam or Supreme King of Siam," without respect to the other as his Second or Minor or Junior, as there is none yet exalted in place of the Subordinate King just deceased.

STRAITS OF MALACCA.

SINGAPORE.

Dates are down to the 22nd Feb. The P. and O. steamer with the mails of 10th Jan. arrived on the 12th Feb., and the French mail of the 17th on the 21st Feb.

Colonel Cavenagh, the Governor, still continues at Malacca, but is expected to return in the course of a week or ten days. Sir Richard McCausland, recorder, will leave this for Malacca in a few days, to hold his last session at that place; in the meantime, a demonstration of some significance has been raised at Singapore in favour of the retiring Judge, and it has been resolved to commemorate his long and able services in a public way. A deputation for this purpose waited upon Sir Richard two days ago, and it was resolved that the demonstration should have effect in a public dinner.

The M.I. steamer *Capitole*, Captain Champenois, from Marseilles, has arrived. She is intended to supply the place of the M.I. steamer *Hydaspe*, on the Batavia line. H. M.'s steamer *Coquette*, Commander Roe, from Siam, returned to Singapore on the 14th February.

The following items were shut out of our last :—

The forty-seventh anniversary of the foundation of the settlement was passed over two days ago. In 1819, on the 6th February, Sir Stamford Raffles first obtained a footing on the island, and since then its material prosperity has been gradually progressive. How much of this prosperity has been due to its marvellously advantageous geographical position, and how much to the nature of its past government, it is at present impossible to say. It is not unlikely, however, from all we can learn, that ere long we shall have it in our power to compare the old system with a new one, and thus determine whether the expressed desire of the English residents to obtain a separation from the Government of India has been justified or not. By last mail, news of a more than ordinarily definite nature was received, that the Imperial Government had decided upon the transfer of the settlement to the Colonial Office. This change has been long anticipated and long desired, and we think that it will tend very much to continue, if not to hasten, the progress of our prosperity. The patriarchal and non-representative form of government under which the island has up to the present time remained, though well suited to its earlier development, is not calculated to further it beyond a certain point, and this has already been felt, to the extent that the transfer will be welcomed by all who interest themselves in its political concerns.

The Governor left for Malacca two days ago upon his annual visit; the precise duration of his absence is not known. The Recorder, with the Court establishment, proceeds to Malacca in a few days, to conduct the first Criminal Session of the year there.

The first Australian mail by way of Torres Straits reached this by the Batavia mail steamer on the 6th, and will be conveyed to England by the present opportunity. Great success is expected of this line.

Births, Marriages, and Deaths.

(Announcements for subscribers are made free of charge.)

BIRTHS.

BOYD—On the 23rd January, at Amoy, the wife of T. B. Boyd, Esq., of a daughter.
BAPTISTA—On the 23rd March, at 76, Lansdown-road, Notting-hill, London, the wife of J. S. Baptista, of Foochow, of a daughter.
CHOPARD—On the 18th Feb., at Singapore, Mrs. H. D. Chopard, of a son.
FISHER—On the 20th March, at Chatham, the wife of Lieut.-Colonel Fisher, C.B., Royal Engineers, of a son.
GILFILLAN—On the 30th January, at Shanghai, the wife of James Gilfillan, Esq., of a daughter.
GOODWIN—On the 7th February, at Shanghai, the wife of Charles Wycliffe Goodwin, Esq., Assistant Judge of H.B.M. Supreme Court for China and Japan, of a daughter.
HANCE—On the 4th February, at Whampoa, the wife of Dr. H. F. Hance, H.B.M. Vice-Consul, of a son.
HANCOCK—On the 2nd February, at Hong Kong, the wife of Alfred Hancock, Esq., of a son.
JACKSON—On the 3rd February, at Ningpo, the wife of T. W. Jackson, Esq., of a son.
MACKENZIE—On the 21st March, at 69, Chepstow-place, Bayswater, the wife of Samuel Mackenzie, Esq., of a son.
SCRYMGEOUR—On the 15th Feb., at Grange-road Bungalow, Singapore, the wife of John S. Scrymgeour, Esq., of a son.
SMITH—On the 16th Feb., at Duncarn, Bukit Timah-road, Singapore, the wife of G. Smith, Esq., of a son.

MARRIAGES.

ALLAN—SCOTT.—On the 30th January, at St. George's Church, Penang, by the Rev. James Mackay, B.D., John Allan, Esq., to Lucy Margaret, daughter of George Scott, Esq., of Ayer Rajah.
BOWRING—FURLONGER.—On the 24th March, at the Church of the Holy Trinity, Paddington, by the Rev. Thomas Watson, vicar of East Farleigh, Kent, John Charles Bowring, Esq., of Larkbeare, Devon, to Mary, eldest daughter of Charles John Furlonger, Esq., of 75, Gloucester-terrace, Hyde-park. No cards.
EARL—ANTHONY.—On the 3rd February, at St. George's Church, Penang, by the Rev James Mackay, B.D., Alfred H. Earl, Esq., to Sarah, daughter of A. A. Anthony Esq., of Clove Hall.
KERSHAW—GREENWOOD.—On the 17th March, after banns, at Willesden Church, by the Rev. J. C. Wharton, vicar, assisted by the Rev. J. Kirkman, of St. John's Chapel, Hampstead, John, youngest son of William Kershaw, Esq., of Efra Lodge, Brixton, to Louisa, eldest daughter of William Greenwood, Esq., of Heathfield Lodge, Willesden, and 109, Fenchurch-street, E.C.

DEATHS.

BETHAM—On the 8th Feb., at sea, John Edward, only son of Captain Betham, commanding s.s. *John Bright*, aged 5 months.
COOPS—On the 7th February, at the Civil Hospital, Hong Kong, C. Coops, seaman unemployed.
JEPSON—On the 4th February, at the General Hospital, Hong Kong, Samuel Jepson, gunner, Royal Artillery, of fracture of the skull, aged 31 years.
RYRIE—On the 5th February, at Hong Kong, Edith Anne Mary, wife of P. Ryrie, Esq., aged 24 years.
RYRIE—On the 31st January, at Hong Kong, a few hours after birth, the infant daughter of Mr. and Mrs. P. Ryrie.

EXCHANGES ON LONDON.

[For dates, see first page.]

		Bank.	Private.
At Yokohama	6 months sight.	4s. 6¾d. to 4s. 7d.	4s. 7d. to 4s. 8d.
At Shanghai (per Tael.)	6 ditto	6s. 4d.	6s. 4¼d. to 6s. 5d.
At Canton, At Hong Kong, At Macao	6 ditto	4s. 8d.	4s. 8¾d. to 4s. 9d.
At Singapore	6 ditto	4s. 7¾d. to 4s. 8d.	4s. 8d. to 4s. 9d.
At Manila	6 ditto	4s. 3d.	4s. 3d. to 4s. 4d.

Digitized by Google

At Shanghai, Bills on India, Rs. 299 to 301 per 100 taels. At Hong Kong, Rs. 215 to Rs. 216 per $100. Bar Silver at Shanghai, 111 taels; at Hong Kong, 11 per cent. prem. Mexican dollars at Shanghai, taels 73·40 per 100 and Exchange on Hong Kong, 27 discount. Hong Kong and Shanghai Bank shares, 10 per cent. prem.; Gas Company 30 per cent. prem.; Hong Kong and Whampoa Docks, 40 prem.; Canton and Macao Steam Ship Company, 20 per cent. dis.

EXPORT OF TEA AND SILK TO GREAT BRITAIN.

1865-66.

	From Kanagawa.	From Shanghai.	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales.
From June 1 to Dec. 31, 1865	1722939	45263818	42586500	747284	11401339	101721880	53207
Corresponding period last season	890895	49579814	41324756	453017	8478750	100727232	30050

SHIPMENTS SINCE.

		Ship.	From.		
Jan.	1	Ottawa (mail str.)	Shanghai, &c.	—	1,424
—	8	Rajah of Cochin	Do.	1,165,810	
—	9	Ocean Spray	Foochow	437,980	
—	15	Petchilee	Shanghai	429,880	
—	16	Jeddo (mail str.)	Do.	—	1,544
—	16	Cleveland	Kanagawa	89,311	
—	19	Peter Denny	Shanghai	1,243,710	
—	29	Donnai (French mail str.)	Shanghai, &c.	—	737
—	—	Mountain Ash	Canton	579,000	
—	23	Adelina	Foochow	1,003,000	
—	26	Dilkhoosh	Do.	1,050,000	
—	28	Assyrian	Do.	638,600	
—	29	Albuera	—	1,068,000	
Feb.	1	Emeu (mail str.)	Shanghai, &c.	—	799
—	—	Victoria	Canton	371,876	
—	—	Queen of the Age	Do.	931,622	
—	—	Engel	—	—	

TO UNITED STATES.

		Piculs.
From June 1 to Dec. 31, 1865	21515711	165
Corresponding period last season	9055160	—

SAILED SINCE.

		Ships.	From.	
Jan.	1	Flatworth	Yokohama	373 466
—	2	Gem of the Ocean	Canton	399,517
—	—	Memento	Shanghai	571,987
—	—	Formosa	Amoy	273,970
—	6	Antelope	Canton	22,256
—	16	Monkchester	Do.	513,793
—	23	Horatio	Shanghai	482,877
—	—	Grasmere	Do.	572,593
—	—	Indus	Do.	735,194
—	24	Hugo and Otto	Canton	6,345
—	—	Hotspur	Shanghai	620,470
Feb.	6	Constantia	Amoy	475,241

TO THE CONTINENT.

		Bales.
From June 1 to Dec. 31, 1865	352900	...
Corresponding period last season	488634	...

SAILED SINCE.

Jan. 19	Taffarette	Hong Kong	396,200

TO SAN FRANCISCO.

		Tea pkgs	Boxes.
From June 1 to Dec. 31, 1865	23425	407	
Corresponding period last season	22723	56	

SHIPMENTS SINCE.

Jan. 8	Oracle	Hong Kong	1,653	24
— 10	Jeanie	Yokohama	4,760	
— 27	Louise Kohn	Hong Kong	23	2

TO AUSTRALIA.

From June 1 to Dec. 31, 1865	8,790,715
Corresponding period last year	2,160,238

SAILED SINCE.

Jan. 7	The Cedars	Foochow	430,760
— 12	Ceres	Hong Kong	216,920
— 28	Nightingale	Do.	21,500

TO GREAT BRITAIN.

From 1843 to 1844	51,022,600	...
„ 1845 to 1846	57,334,200	16,604
„ 1850 to 1851	63,972,000	22,143
„ 1853 to 1854	77,327,800	61,280
„ 1855 to 1856	92,240,300	50,480
„ 1857 to 1858	76,990,255	68,311
„ 1858 to 1859	65,789,792	83,136
„ 1859 to 1860	85,560,452	64,163
„ 1860 to 1861	90,066,160	70,644
„ 1861 to 1862	109,854,040	79,199
„ 1862 to 1863	121,273,580	72,848
„ 1863 to 1864	117,463,586	46,605
„ 1864 to 1865	121,236,870	32317

EXPORT OF SUNDRIES TO GREAT BRITAIN.

	Cotton Piculs.	Wool Piculs.	Camphor Piculs.	Cassia Piculs.	Aniseed Oil Boxes.	Japan Wax Piculs.
From June 1 to Dec. 31, 1865	...	26	1187	2769	113	...

TO THE CONTINENT.

	Cassia Piculs.	Aniseed Oil Boxes.	Camphor Piculs.	Preserves Boxes.	Galangal Piculs.	Crackers Boxes.
From June 1 to Dec. 31, 1865	...	36	...	459	235	4543

TO THE UNITED STATES.

	Crackers Boxes.	Matting Rolls.	Fans Boxes.	Cassia Piculs.	Silk Pongees Pieces.	Wool Piculs.
From June 1 to Dec. 31, 1865	31263	15924	1474	3935	...	...

SHIPMENTS SINCE.

Jan. 6	Antelope	500	1711		
	Gem of the Ocean	5541	2336	... ...	100

TO SAN FRANCISCO.

	Emigrants Number.	Sugar Piculs.	Rice Piculs.	Crackers Boxes.	Matting Rolls.	Opium Prepared Taels
From June 1 to Dec. 31, 1865	47	5383	123512	1700	3795	209300

TO AUSTRALIA.

	Emigrants Number.	Sugar Piculs.	Oil Piculs.	Matting Rolls.	Prepared Opium Taels.	Crackers Boxes.
From June 1 to Dec. 31, 1865	—	...	707	1402	1200	...

The picul is 133⅓ lbs. weight; the tael at Shanghai is equal to 1 dollar and 40 cents. and is divided into decimal parts of ten.

SHIPPERS OF SILK.

(From Shanghai from July 1st to Jan. 31st.)

Names.	No. of bales.
Geo. Barnet and Co.	2155
W. Birt	28
Birley, Worthington and Co.	32
Blain, Tate and Co.	33
Borneo Co. (Limited)	2086
Bourjau, Hübener and Co.	620
Bovet Bros. and Co.	83
Bower, Hanbury and Co.	3472
Bradwell, Bloor and Co.	349
J. T. Brand	46
Buissonnet and Co.	1231
Bull, Purdon and Co.	21
P. F. Cama and Co.	120
Carter and Co.	33
Chinese	114
Cumine and Co.	15
J. C. Coutts	45
Dent and Co.	117
Dow and Co.	273
C. Droege and Co.	3
E. Fajard	26
Fierz, Bachmann and Co.	49
F. R. Gamwell	458
Gibb, Livingston, and Co.	2051
Gilman and Co.	501
S. Gilfillan	114
Gundry and Co.	16
Chas. Gutschow and Co	196
Augustine, Heard and Co.	130
Hogg, Bro. and Co.	255
Holliday, Wise and Co.	21
J. W. Howell	70
Jardine, Matheson and Co.	3214
Nichol Latimer and Co.	99
Martins, Latham and Co.	593
Meynard Cousin and Co.	116
Moses and Co.	10
Olyphant and Co.	21
Oxford and Co.	9
Oppert and Co.	156
Overweg and Co.	239
Petrocochino and Co	393
Phillips, Moore, and Co.	9
Preston, Brenell, and Co.	110
Wm. Pustau and Co.	341
Reid and Co.	731
Reiss and Co.	718
Russell and Co.	231
D. Sassoon, Sons, and Co.	172
Shaw Brothers and Co.	1140
Siemssen and Co.	673
H. Smith	16
Sayn and Co.	10
Smith, Kennedy, and Co.	41
Theric and Co.	119
Trautmann and Co.	528
Turner and Co.	133
Waller and Co.	543
A. Wilkinson and Co.	4705
F. G. White	2
Received from Japan	8190
Total bales	83081

[The exact accuracy of this list cannot be guaranteed.]

Digitized by Google

COMMERCIAL REPORTS.

CHINA EXPORTS.

TEA.—CANTON.—The market has been very dull, and no very important transactions have taken place. The stock of country congous, however, has been disposed of. The six chops were settled early in the fortnight at Taels 22 to 23½. The crop of Country Greens have been taken for America at Taels 44½. Canton made teas have been neglected.

FOOCHOW.—The only settlements reported since our last are: Congou, 711 chests 2.086 hf.-chests at Tls. 8.5 to 22.5. Oolong.—Inferior to common cargo, 800 hf.-chests at Tls. 9.8 to 17. Scented.—Medium kinds, 2220 boxes at Tls. 20 to 23.5.

AMOY.—Congou: Only a few hundred half-chests have come forward. Settlements are 413 half-chests at $11 to $15 per picul for every box to rather common. Oolongs: Supplies have been small and the business has been confined to the settlement of 2325 half-chests and 379 boxes, very common; Ankoi to fair cargo Ningyong, at $13 to $27 per picul, which shows a decline of about $1 per picul on previous rates.

SHANGHAI.—Black.—Small stocks are being taken up very slowly, at prices which show no alteration from former quotations. The season is now almost closed, there being but a small quantity left unsold on the market, and but very few parcels still to come forward from Hankow and Kiukiang. Green: During the last fortnight the market has been very flat, only two chops having been settled. Holders are still, however, firm, although stocks are heavy, in anticipation of a more favorable market at the conclusion of the Chinese holidays. Quotations are unaltered. Settlements for the fortnight,—5722 hf.-chests. Re-shipments on owners' account 2150 hf.-chests.

HANKOW.—The shipments since last mail have been 520 chests, the only purchase being a small chop common Oonahm. Quotations were: Oonams, common 15.5.0 taels to 16.2.5. taels.

KIUKIANG.—Black Teas: Arrivals amount to about 1500 packages, which have been taken off the market at a further advance of 0.5.0 taels to 1 tael. No stock now remains. Seven chops Ningchow have been settled during the fortnight at 22.5 taels to 23 taels. Quotations were: Ningchows, common to fair, 22.5. taels to 23 taels. Green Teas: During the past fortnight there has been but little doing, only one small parcel having been bought. Receipts have been moderate, and although the advices received have been unfavourable to descriptions, holders are firm in their demands, and no change can be quoted. One chop has been settled at 30 taels.

YOKOHAMA.—The large amount of business noticed in the last report has been followed by a quieter tone, owing to the fact of most of the orders having been fulfilled by the *Cadiz*, which brought the English mail of the 26th November, with telegrams to the 6th December. Advices were received that the New York market had declined materially and the high prices in London were only feebly maintained; since then only a moderate amount of business has been done, at a decline of about $5 per picul from the extreme rates; again for the American market. Supplies are falling off and stocks are reduced, but the Japanese new year is coming near, and money being scarce amongst the native merchants no rise in prices is expected.

RAW SILK.—The quantity of silk by this mail is as follows:—911 bales and 23 cases for Southampton, and 189 bales for Marseilles.

CANTON.—Only 20 bales are reported as having been settled for Europe during the fortnight, the greater portion of settlements having been effected by Parsee firms for India at prices equal to those paid last mail. Loong-kong, No. 1, $630 to 640 per picul.

SHANGHAI.—Business in China Silk has been but very trifling since the last report, barely 500 bales having been settled. Prices may be quoted in some instances about Tls. 15 lower, but the concession has only been made by those holders who required to realise their Silk previous to the Chinese New Year. Settlements for the past fortnight, 1000 bales; stock, 1000 bales; total settlements since 1st January, Chinas 1000, Japans 1444, 2444 bales; Tsatlees, Chops No. 1, Tls. 650 to 655 per picul; Taysaams, Chops No. 1, Tls. 530 to 540 per picul; Taysaams, Chops No. 3, Tls. 460 to 470 per picul.

YOKOHAMA.—The business in this staple for the fortnight since the last report has been most remarkable for the difficulty that buyers have experienced in finding suitable parcels of Silk to supply their wants, the returns to the dealers having been more numerous than ever for inferiority to muster, and this circumstance must seem to afford convincing proof that the supply of good hanks, at least, is nearly exhausted. The buying has again been confined to few houses, and the total business for the fortnight is but small. Settlements for the fortnight may be put down at about 600 bales, making the export to date 8600 bales, against 9800 bales last season. The arrival of the 27th November mail from England has not had any appreciable effect on the market, but if anything the feeling is rather quieter. Prices for really fine parcels may be said to be fully maintained, but for medium and ordinary Mybash they rule somewhat irregular, according to the capacity of the buyer to take a quantity or not; the approach of the new year and the desire on the part of the natives to close up accounts may induce a concession on a parcel here and there, but, considering the small business doing in the staple, the dealers are wonderfully firm. Stock has been replenished regularly, and there are now about 1500 Japanese bales on offer, including every description, coarse and fine. Quotations: Ida, medium, $830 to 860; do. inferior, 750 to 800: Mybash, best parcels offering, 920 to 940; and medium, 840 to 870; Sinchu, inferior, 800 to 820.

DRUGS, &c.—CANTON.—Cassia Lignea: Quoted at $18.60 to $18.70; stocks seem nearly exhausted in the interior, and sales amount to about 100 piculs; no stock left. Cassia Buds: Are again cheaper, and can be bought at $41.50; sales, 60 piculs, and further supplies are shortly expected. Galangal: No change; 300 piculs are being offered at $2. China Galls: Remain scarce at $18 to $19. Vermilion: $38.50 per box. Rhubarb: No transactions. Musk: Has been purchased at about previous prices for the northern ports. No stock left, nor any supplies expected for some time to come.

COTTON.

HONG KONG.—Since the last report 1500 bales of Bombay cotton have come in, but holders are unwilling to sell, though prices have gone up 1 dol. to 1.50, preferring to wait till the Chinese holidays are over, when a large business is anticipated. Some sales have been effected at 22 dols. 20c. to 25 for Bengal, and 26 dols. to 28.50 for China sorts according to quality. Quotations are,—Bengal, 22.75 dols. to 25; Bombay, 24 dols. to 26; China, 26.50 dols. to 28.50. The stock of Bengal is computed at 25,000 bales, but as prices have risen in Calcutta, shipments from that port will be checked.

SHANGHAI.—There are three vessels on the berth loading for Liverpool; the market is quiet, and has not been materially affected by the further rise at home. Quotation:—Taels 18½ to 19½ per picul.

YOKOHAMA.—There are accounts of the purchase of 1000 piculs of Japanese cotton at a considerable decline from the prices hitherto asked by the Japanese, which can only be accounted for by the pressing wants of money on account of the approaching New Year holidays, which, as in China, is the period for settling accounts. There are great stocks in Yedo, but no supplies will be sent unless foreigners can afford to pay higher prices than offered hitherto.

CAMPHOR.—HONG KONG.—The last arrival still remains in the hands of the importers unsold; our stock, therefore, consists of 2000 piculs of Formosa, for which buyers offer 24 dols. packed, the holder asking considerably above that price.

CHINA IMPORTS.

HONG KONG.

Grey Shirtings: Sales include about 11,700 pieces sold at auction. American Drills, &c.: None here. Quotations nominal. Brocades, Damasks, Chintzes: No sales to report.

WOOLLENS.—Have been but little sought for and sales are very limited. A few Long Ells have found buyers, but there is little or no demand.

IRON.—Has advanced in price, and clearances considerably exceed those last reported. Lead: Continues in brish demand both by speculators and consumers, and prices continue to advance. 2400 piculs have been sold in Canton. Quicksilver: 250 flasks sold in Canton.

COALS.—HONG KONG.—The arrivals during the fortnight have reached 5000 tons, of which 4700 are English and North Wales, and 300 Australian. Holders are firm at dols. 13.50 to dols. 14 for Welsh and dols. 13 for English. The above parcel of Australian realised dols. 11.75, but a cargo has subsequently been sold to arrive at dols. 11.25. Shanghai.—We have again to note large receipts, arrivals since our last having been 5673 tons from Great Britain, 840 tons from Sydney, and 1090 from Formosa. Foreign purchasers having supplied their immediate wants from previous arrivals, have shown less inclination to meet the demands of sellers, while the Chinese being out of the market until after the holidays, sales have been but 930 tons British, 125 tons Sydney, and 870 tons Formosa, at declining prices, and in view of the dead lock in all branches of trade at this season, holders will probably have to land their cargoes or submit to lower rates still. As shipments from Great Britain in October were not excessive, and in November small, while supplies on the way from other quarters are trifling, we do not anticipate a material and permanent decline. We quote:—American Anthracites, tls. 11 to 11.5. (67s. to 69s. 11d.); English, tls. 9.7.5 to 10.2.5. (59s. 4d. to 62s. 4d.); Welsh, tls. 11 to 11.2.5. (66s. 7d. to 68s. 5d.); Sydney, tls. 8.7.5 to 9. (53s. 3d. to 54s. 9d.); Newcastle (N.S.W.), tls. 8.5 to 8.7.5. (51s. 8d. to 53s. 3d.) per ton of 2,240 lbs. from ship's side. Japan, tls. 7 to 8; Formosa, tls. 5 to 6.

SHIPPING INTELLIGENCE.

ARRIVALS.

At YOKOHAMA.—From Amsterdam: Jan. 25, Bantam.

At SHANGHAI.—From London: Jan. 28, Maiden Queen; 30, Sir W. F. Williams; Feb. 4, Antipodes; 5, Lansdowne. From Cardiff: Jan. 29, Electricity; Feb. 5, Ironside; 6, Monarchy. From Swansea: Jan. 31, Georges; Feb. 5, Moldavian. From Newcastle: Feb. 1, Talbava. From Hamburg: 5, Mathilde.

At HONG KONG.—From London: Feb. 1, Taitsing. From Liverpool: 5, Sir Lancelot; 11, Lochnagan. From Cardiff: Feb. 1, Catharina Laroba Henriette. From Sunderland: 10, Anne Longton. From Bergen: 5, Madura.

At MACAO.—From New York: Feb. 4, Harlford.

At MANILA.—From Liverpool: Jan. 27, Ameliana. From Glasgow: 24, Mastacia.

At SINGAPORE.—From London: Feb. 20, Couranto. From Liverpool: 14, Charmer; 20, Queensburg. From Sunderland: 10, O'Shyen. From Cardiff: 14, Oceanus; 18, Robert Lowe (str.). From Newport: 14, Pania. From Hamburg: 8, Melissa. From Marseilles: 9, Capitole (str.).

At PENANG.—None.

At BATAVIA.—From London: Kaap Hoorn. From Glasgow: County of Renfrew.

At HONG KONG.—From Havana: Feb. 10, J. A. V.

DEPARTURES.

From YOKOHAMA.—None.

From SHANGHAI.—For New York: Jan. 26, Indus; 28, Hotspur.

From FOO-CHOW.—None.

From AMOY.—For New York: Feb. 6, Constantia.

From HONG KONG and CANTON.—For London (via Macao): Feb. 2, Queen of the Age, 3rd Victoria. For Liverpool: Jan 31, Engel. For New York: Feb. 1, Dan; 10, Peep o' Day. For Hamburg: 1, Iris.

From MANILA.—For Liverpool: Feb. 25, Feliz. For Falmouth: 23, Ferozepore; 27, Cinco Hermanos. For Hamburg: Feb. 3, Voladora. For Boston: Jan. 27, Mindoro; 30, Dorchester; Feb. 1, Bengal, Sacramento.

From SINGAPORE.—For London: Feb. 14, Nancy Brysson. For Falmouth: 14, Leontine. For Bordeaux: 20, Felix. For New York: 10, Herschel. For Boston: 14, Newcastle.

From PENANG.—For Boston: Feb. 14, Agnes.

From HONG KONG and CANTON—For Havana: Feb. 1, Baron Killner; 7, Antoinette, Mousse de Nantes; 11, Constantin.

Digitized by Google

LOADING.

At YOKOHAMA.—For London: None. For New York: Louisa, Bragington.

At NAGASAKI.—For London: Chanticleer.

At SHANGHAI.—For London: James Sheppard, Jubilee. For Liverpool: Ærolite, Empress, Scawfell. For New York: Resolute, Catalpa.

At FOOCHOW.—For New York: Anglo-Saxon (full).

At AMOY.—For New York: Marco Polo, Amaranth.

At HONG KONG and CANTON.—For London: The Ethels. For New York: Eastward Ho.

At MANILA.—For London: Margaret Wilkie. For New York: Santee, Endeavour.

At SINGAPORE.—For London: Como, Moneka, Golconda. For Liverpool: Fortuna. For New York: Apellina, Jane Anna (via Padang).

At PENANG.—For London: Kinnaird, Ocean Home.

At BATAVIA.—For Channel: Insulaneren, Wilhelmina, Ann Buckle, Almonde, Duc de Richelieu, Nornen. For Boston: Cezard. For Amsterdam: Maria, A. R. Fatck, Ouderkerk and Amstel. For Rotterdam: Johanna, Medea.

FREIGHTS AND CHARTERS.

YOKOHAMA.—To Shanghai, per steamer; for silk, $3.50 per bale; measurement, $5 per ton; per sailing vessel, $3 50 to 4 measurement 40 cubic feet nom. To London, cotton, and tea £2 to £2. 10s. per ton. Silk, £4 to £4. 10s. per ton of 50 cubic feet.

SHANGHAI.—Nothing has been done in charters for Europe or America. In coasting charters there is an improved activity. The rates to London are £2. 10s. to £3 per ton of 50 cubic feet. To Liverpool, £2. 5s. to £2. 10s.

FOOCHOW.—No vessel on the berth either for Europe or America. One small vessel is expected to hand for London, which will complete the shipments for the season.

HONG KONG AND CANTON.—To London the Ethels has taken the berth at £2. 10s. per ton. There is less demand for vessels to the rice ports. To New York the rate is £2. 10s. per ton of 40 feet. The circular of Geo. Holmes estimates the number of disengaged vessels in harbour (exclusive of Siamese) at 41, representing a tonnage of 23,786.

MANILA.—The Margaret Wilke has been laid on for London, taking 200 tons of clayed sugar at £2. 10s., 70 tons of unclayed at £2. 12s. 6d., and filling up with light goods at £4 per 50 cubic feet.

SINGAPORE.—There is less activity in the freight market, and tonnage in the harbour is large; the rates for dead weight for Europe is £2, and measurement goods £2. 10s.

PENANG.—The Kinnaird and Ocean Home are both on the berth for London, the former at £2. 2s. 6d. for dead weight and light freight, and the latter £2 for dead weight, £2. 10s. for light freight and £3 for measurement. The vessels are experiencing great difficulty in loading, as there is none of the latter article offering, while the former is to be had in any quantity.

VESSELS PASSED STRAITS OF SUNDA.

From ENGLAND AND CONTINENT TO CHINA, &c.—Feb., 12, Albert Victor, Liverpool to Singapore.

From CHINA, &c., TO ENGLAND AND CONTINENT &c.—Jan. 21, Caroline, Canton to Havana; 23, Lombard, Macao to Havana; 27, Layard, Hong Kong to London, M. Thorbecke, Batavia to Rotterdam, Reconnaissance, Hong Kong to Bordeaux; Feb. 1, A. D. Ruyter, Batavia to Holland; 2, Light Brigade, Amoy to Demerara; 3, Emigrante, Macao to Havana; 4, St. Agincourt, Hong Kong to Spithead, Taffarette, Hong Kong to Havre; 5, County of Ayr, Singapore to London; Mountain Ash, Macao to London; 6, William Simpson, Singapore to London; 6, Rajah of Cochin, Shanghai to London; 7, Petchelee, Shanghai to London; 8, M. and Hillegonda, Batavia to Rotterdam; 9, A. Petronelia, Batavia to Rotterdam; 11, Feliz, Manila to Liverpool, Cinco Hermanos; 12, Manila to Cork, Roslin Castle, Singapore to Liverpool.

From CHINA, &c., to UNITED STATES.—Jan. 22, Lucerne, Japan to New York; 31, Marco Polo, Amoy to New York; Feb. 6, Goethe, Manila to Boston; 9, Royal Saxon, Zebu to New York.

CASUALTIES.

The Loda, Melbourne to Shanghai, has been destroyed by fire; crew saved. Telegram from Point de Galle, March 17.

The well-known China clipper ship Dora, Captain Carty, has been given up as lost, not having been heard of since leaving Shanghai for Foochow, on the 11th of November last. She was bound to Foochow to load tea for London.

COMMERCIAL POSTSCRIPT.

ARRIVALS NOT INCLUDED IN THE TABLES.—March 23, at Falmouth from Moulmain, Frans Scharlow; 21, at Texel from Banjoewangie, Abel Tasman; at Helvoet from Batavia, Candati; 18, at Ile Dien from Singapore, Maria; 25, at Ballycotton Bay from Moulmein, Alarm; at Deal from Ceylon, Elizabeth Douthwaite; at Liverpool from Shanghai, Patna; March 25, at London, from Foo-chow-foo, Juanpore, from Columbo, Woodcote; 24, at Deal, from Foo-chow-foo, Jubilee; 27, from Macao, Santon, from Ceylon, Gladiator, Star of Devon.

DEPARTURE.—March —, from Rotterdam for Batavia, Kosmopoliet II.

SPOKEN.—Elizabeth, Batavia to Rotterdam, 25 Jan., 26 S. 5 E.; Verena Collet, Macao to Havana, 23 Jan., 30 S. 10 E.; Bothwell Castle, Canton to New York, 31 Jan., 19 S. 4 E.; Lottie Warren, Manila to London, 18 Feb., 17 S. 5 E.; Johann Christoph, Foo-chow to Falmouth, 11 Dec. in Straits of Sunday; Daniel Draper, Boston to Batavia. 2 Jan. 22 S. 26 W.; Rhoderick Dhu, Shanghai to New York, 1 Jan. 49 (?) S. 108 E.; Robin Hood, Shanghai to London, Feb. 15, 40 N. 33 W.; Aquila, London to Ceylon, Feb. 26, 4 N. 24 W.; John Norman, Cardiff to Yokohama, Feb. 27, 5 N. 24 W.

CASUALTIES.—The Seringapatam, Wyeth, from Yokohama to London, put into St. Helena, February 12, with loss of mainmast, foretop-gallantmast, &c., having experienced a typhoon November 14, in lat. 18 N., long. 127 E., which lasted 36 hours. She left again on the 13th, under jury mainmast.

MISCELLANEOUS.—At St. Helena: Feb. 5, from Singapore, G. H. Wappous, Kammann, and sailed 6, for the Channel; 6, Burnswark, Bugstocke, and sailed for Liverpool; 7, From Yokohama, Anita, Askins, and sailed for New York; from Shanghai, George Becker, Bencke, and sailed for New York; 12, from Batavia, Doelwyk, Hoefman, and sailed 13 for Rotterdam; 17, from Bankok, Bessie, Jones, and sailed 18 for Queenstown or Falmouth. Off St. Helena: Feb. 8, from Singapore, Rosella.

At Table Bay: Jan. 18, from Macao, Aml Trehoult, Catte, and sailed 21 for Havana; from Sourabaya. B. D. Metcalf, Andersen, and sailed 20 for Rotterdam; from Macao, Verena Collet, Vigoureux, and sailed 21 for Havana; 20, Ottilia, Messel, Ange Gardien, Boju, and both sailed 23 for Havana; 22, Woizlava, Malchin, and sailed 25 for Hamburg; 27, from Newcastle, Suomi, Nordberg, and sailed 31 for Singapore; 31, from Sarawak, Wye, Houston, and sailed 1st Feb.; for London, Feb. 9; from Mainla, Fort George, Welch; 10, from Colombo, Dunphaile Castle, Fleck; 13, from Sourabaya, Webfoot, Sturrock, and sailed 14 for Amsterdam; from Macao, St. Julian, Nolte; 14, Emma, Mathilde, Behrens; from Hong Kong, Gitawa, Dugdale.

LAID ON.—At London: for Colombo, Spanker; for Hong Kong and Canton, Portland; for Singapore, Caldbeck.

THE LATE SECOND KING OF SIAM.—A ludicrous instance of the ignorance frequently displayed even by the leading journals on subjects connected with the Far East occurred in a late nuber of the *Illustrated London News*. That paper, in giving a memoir of the Second King of Siam, accompanied it with an authentic portrait, not of the subject of the memoir, but of the First King. We understand that the office of the Second King will now remain dormant, no other prince having been elevated to that dignity.

Continental Intelligence.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, MARCH 23.

The most important Parliamentary fact, before the Easter recess, was that Mr. Thorbecke entered again the House and took his seat for Groningen. He was much cheered both from the Opposition as well as from the Liberal benches. There was general enthusiasm amongst the members of Parliament, and every one was eager to congratulate him. The business of the last few days was, of course, not of much interest, the discussion about the cattle plague excepted. The Minister of the Home Department again asked a credit of 200,000f. for this purpose, and consequently every one had to say something thereabouts. But in spite of the measures taken by the Government, and all the talking of the members of Parliament, the plague spreads more and more.

The First Chamber of the States-General will meet on the 4th of April, to approve the Bills which are voted in the Second Chamber.

The financial condition of our trade here is very bad, and a crisis is feared. Several houses, especially in the tobacco trade, suspended payment; amongst the most important houses appear Bergsmans Brothers (with 250,000f.), and Terpstra (with 200,000f.). The failure of P. C. Starckenborg van Straten at Amsterdam was also made known to-day. The fact that the house of W. van Dorp (distillers) here had also stopped payment has created much sensation; it was one of the oldest and most respectable firms in that branch.

From the 14th to 19th of April a monster flower-show will be held at Amsterdam, in the Crystal Palace. The capital will be visited by the King in May next, when their Majesties intend making a further trip to Friesland.

COMMERCIAL.

COFFEE.—Since the auction of the Trading Company there is much demand for the numbers offered there, but holders decline to operate without a considerable advance. The private transactions include: 1,600 b. Java, ex Galilei; 2,040 b. do., ex Madura; 1,500 b. do., ex do., at 43c. to 44 c.; 1,200 b., ex Dageraad, at 43½c.; 431 b., ex Pudsey Dawson, at 48¾c. The market closes firm.

SUGAR (RAW).—The market was very firm in the contrary of the London market, were the tendency in prices is still downwards. The Trading Company's public sales of 70,300 baskets Java, which was held on the 21st inst., has for the brown and yellow qualities gone off at ¼ to ¾ guilder below November rates, but for the white (Nos. 16 to 20) at 1 guilder above November. Refined: With a good demand, since the results of the auction were known.

RICE.—The market remains without alteration, the demand for cleaned being moderate and for uncleaned limited. On the 27th will be offered in public sale 13,000 bags Kandanghauer Table, ex Malabar, imported via Havre, much or less damaged.

SPICES.—Prices nominal, and without much business doing. The quotations are, Nutmegs: No. 1, 84c. to 85c.; No. 2, 78c. to 79c. Mace: D, 102c.; E, 100c. Amboina Cloves: No. 2, 27½c.; but the latter cannot be sold under 28c., in consequence of the small quantities in first hands.

DRUGS.—Market unaltered. The Dutch Trading Company announced its public sale of 971 b. Japan Camphor on the 17th of April. Gummi Damar cannot be bought under 33 c.

Digitized by Google

INDIGO (JAVA).—The market is still firm, but a trifling business is doing by want of stock. Only 13 ch. were sold at previous rates. 100 Cer. Guatemala arrived, and will be brought shortly in the market.

BANCA TIN.—Before the auction of the Trading Company the market was rather firm. Several parcels, amounting to 3,000 slabs, were sold at 52¾f. to 53f., but since the auction the market is excited. The Trading Company sold the whole quantity, say 111,746 slabs, at 49¾f. to 52¼f., an average of 49f. 86c. There were so many foreign orders that every buyer will be shortened.

TEA.—The trade are inspecting the cargo ex Hydra, which, without any doubt, will be sold at full prices. The Company have announced the Java tea auction, at which are to be offered 1,577 ¾ and 857 ½-chests.

SAPANWOOD.—164 piculs are brought into the market at 8⅞f., but are still unsold.

HIDES.—Although the market continues relatively quiet, prices remain nearly on a par with former quotations. The sales are 227 p. Sourabaya Rinder ex Dageraad, at 42⅛ (3 to 3¼ no.); 3,170 p. Samarang ex Paul Johan (3¼ no.); 697 p. do. ex Kosmopoliet, 11 (3¾ to 4 no.); 3,251 p. ex Tuisko (4¾ to 5.)

CHANGE.—London: 3 mo., f.11. 71½; 2 mo., f.11.77½; short, f.11.89. Paris: 3 mo., f.46.57½; 2 mo., f.46.72½; short, f.47.05. Hambro: 3 mo., f.34.87½; 2 mo., 35; short, f.35.20. Bremen: 2 mo., f.189.40.

ARRIVALS.—March 16, at Hellevoet, from Batavia, Schwinge, Lichtstraal; 19, at Brouwershaven, from Batavia, Kosmopoliet I., Hendrick Ido Ambacht; from Tjilatjap, Emilie; 20, at Texel, from Banjoewangie, Abel Tasman, Prinses Amelie; 21, at Hellevoetsluis, from Batavia, Candati; 22, at Brouwershaven, from Batavia, Marie.

DEPARTURES.—March 20, from Brouwershaven, for Batavia, Kosmopoliet II.

LOADING AT ROTTERDAM.—Susanne, for Batavia and Sourabaya; Willem Poolman, Bestevaer, for Batavia and Samarang; Jacob, for Decima and Kanagawa; Krimpen ad. Lek, for Hong Kong (direct); Koning Willem III., for Macassar; Francina Willemina, for Melbourne (H.B.); Brouwershaven, for Padang; Vijf Vrienden, for Samarang; Henr. Gerar. Susanne, Petronella, for Singapore; Ellina, for Singapore and Hong Kong; Madura, for Sourabaya.

PASSENGERS INWARD.

From JAVA.—Per Lichtstraal: Messrs. H. Steffens and H. J. van Hoogenhuyze. Per Hendrik Ido Ambacht: Mrs. E. Schultz, Messrs. C. C. van Demelen and S. A. Quack.

LATEST.—Tin (Banca): The Dutch Trading Company held its auction on the 23rd, and offered 111,746 slabs, which were sold at 49¾f. to 52¼f., in average f.49.86. There were but a few orders for outward ports, but the orders here were of so much importance and so extensive that buyers obtained 20 pcs. less than they desired. The market closes firm, and an advance of ½f. is paid for 500 slabs. Arrack: 150 casks ex Walloroo, Batavia, were offered by inscription, but they were not sold; they are brought now into the market at 150f. Tea: The Trading Company and others will sell in auction on the 25th April 19,346 chests Java. Yesterday the auction of China tea ex Hydra took place, 6,579 chests were sold, and 385 chests were bought in. The Congou was paid with 91 to 139 c., the Souchong from 166 to 168. The quality was excellent for our market, so that prices were paid above valuation. A parcel of Java tea, ex Madura, consisting in 108 chests, was sold at very firm prices. 50 chests ordinary China Hysans Schin were paid with 38c. to 43c. The quotations of good ordinary China Congou is 95c. to 100c., and ditto Java 93c. to 95c. Rattans: The Trading Company sold by auction 120,700 bundles, which were paid with f.8.10 to f.16.80 for Banjermassing; f.13.40 for Padang; f.8.80 to f.11.20 for Koetie. Java Indigo: On the 1st and 3rd of May the Trading Company will sell in public auction 4,000 chests Java Indigo. The quotation now is 30c. higher than on the 1st of January for good quality. Coffee: To-day 1,500 bags Java ex Schwinge were sold at secret prices. Arrivals: March 22, at Texel from Java, Maria Elise; 23, Friedrich, Schwinge; 24, Grootmeester Nationaal; 24, at Brouwershaven from Batavia, Macassar, Vooruit; 25, at Texel from Banjoewangie, Koning Willem III.

RUSSIA, GERMANY, &c.

(FROM OUR CORRESPONDENT.)

HAMBURG, MARCH 23.

Great excitement has been created at St. Petersburg by the discovery of one of those mysterious links between the present and the past in the shape of a full-grown Mammoth, not petrified into rock, but imbedded in the ice, and in as perfect a state as when the animal died, though many centuries have elapsed since then, for the race has long been extinct. Hitherto, there have been but two specimens discovered, the first by our fellow-countryman Mr. Adams, who accompanied Count Golowkin on his mission to China in 1806 in the capacity of a *savant*, and on his return overland through Siberia heard by chance that an unknown animal of gigantic proportions had been discovered by some of the nomadic tribe of the Tungoose at the mouth of the Lena. He contrived to obtain the skeleton, though by no means in a perfect condition and sent it to St. Petersburg, where it is now exhibited in the Zoological Museum of the Imperial Academy of Sciences. When first discovered the meat of the animal was so well preserved by the ice, that when thawed it was greedily devoured by the wolves, wild dogs, and other beasts of prey. The second exemplar was found on the banks of the lake, near the great Bay, in 1839, into which the River Jenissei falls, and was brought to Moscow in 1849, and placed in the museum of that city.

As the truth of the new discovery has been fully confirmed the Emperor, by decree of the 12th of February, ordered a scientific expedition to be organised, to examine the body of the animal on the spot, and take measures to have it transported to St. Petersburg, though the distance is as great as from St. Petersburg to Madrid, as the exact locality is on the banks of the Bay of Tas or Tasow, lying west of the mouth of the Jenissei, and east of the meridian of Nova Zembla. Mr. Schmidt, M.A., of the University of St. Petersburg, is appointed to command the expedition. This gentleman is favourably known to the public by his geological researches in various parts, as well as by the travels he made in the Amoor country and his discoveries in the Island of Sachalin at the expense of the Russian Geographical Society a few years ago. He will be accompanied by a sufficient staff of assistants, among whom is one of the Preparators of Animals in the service of the Zoological Museum. The commission appointed by the Emperor to make all the arrangements for the expedition consists of the Academicians, Messrs. F. von Brandt, von Baer, G. P. von Helmersen, and L. J. von Schrenck, whose names alone are a sufficient guarantee that the instructions they have drawn up for the guidance of Mr. Schmidt will be as perfect as possible. According to the present arrangements the expedition will start on the 22nd inst., in order to travel by sledges as far as Dudinskoye, and thence continue their journey to the Tundra.

The first intelligence of this wonderful discovery was conveyed to Germany in a letter from the celebrated Arctic traveller and Academician Herr von Middendorf to Dr. Petermann of Gotha, and the latter gentleman considers this a proof of the mildness of the winter in the high latitudes, and thinks it a good prognostic for the German Arctic exploring expedition, which is to start as early in the spring as is commensurate with the safety of the ships and crews, without over hurrying the preparations.

The Oldenburg Eastern Ship Company, now in course of winding up and liquidating its affairs, is understood to have lost no less than 250,000 dollars during the few years of its existence. There is, however, sufficient left not only to pay off all outstanding claims, but to make a trifling return to the shareholders.

The Senate of Hamburg, in conjunction with the Senates of Lubeck and Bremen, have appointed Mr. James Milisch to be Hanseatic Consul at Tam-Sug, on the Island of Formosa.

Owing to the threatening aspect of the quarrel between Austria and Prussia, which, unless some peaceable solution be found, may easily lead to hostilities between those two countries, it is understood that the Austrian expedition to the Far East is given up for the present, and postponed till a more favourable conjuncture. In the meantime the corvette *Archduke Frederick*, Captain Wiplinger, that was to have taken part in it and rendezvoued with the *Schwartzenberg* at Singapore, left Kiel—where she has passed the winter—for Bremerhaven, at the mouth of the Weser, where she will be docked and thoroughly overhauled, so as to be prepared for any emergency. As Kiel is now the head quarters of the Prussian navy, it was nothing more than prudent to remove the corvette to a neutral port; for in the event of hostilities she would have been infallibly caught as in a trap, had she remained at Kiel.

COMMERCIAL.

COFFEE.—Market unaltered, firm at late advance. The large deliveries daily begin to tell on the stocks in warehouse, and have produced a lively demand, which justifies holders in requiring higher prices. The firm attitude of the market is further increased by the result of the sales in Holland, and favourable advices from the Brazils. Sales, 12,000 bags.

SUGAR.—Raw continues calm, and prices depressed, with but trifling demand. Of Refined 10,000 loaves were taken at last week's quotations.

RICE.—After a long period of calm a considerable demand has sprung up, and a good deal of business has been done at full prices. Our assortment of the most current descriptions is very poor, or the sales would have been of far more importance.

SPICE.—Cassia lignea is again in favour, but not higher; 4,000 chests were sold for delivery on arrival at previous rates. Ginger: Firm, but not higher, with a fair demand. A trifling improvement has taken place in the value of Mace, and Nutmegs command more attention. The opinion for Pepper is better. No alteration in Cloves.

SPELTER.—A calm has set in; the only sales recorded are 1,000 centners for spring delivery at 16.2, and 1,000 centners for July and August at 16.3. Prices are considered too high to answer in foreign markets; but as no forced sales were required, holders see no reason to lower their demands, and thus prices remain as last quoted.

SHIPPING.—Arrived: March 15, Asia from Foo-chow-Foo. Sailed: March 19, Carlota to Singapore.

THE HONG KONG MINT.

(To the Editor of the *London and China Telegraph.*)

SIR,—In the "China Overland Trade Report" of the 1st Feb. last is a letter signed "Colonist," condemnatory of the Hong Kong Mint establishment, and foretelling its failure. The arguments advanced by "Colonist" in support of his opinions appear to me to tell against him. The

Digitized by Google

very fact of the great variations, through scarcity or otherwise, in the value of the coin of authorised currency at present shows how advantageous it is to have, as currency, a coin at all times procurable at a fixed premium (viz. Mint charges), or its intrinsic value in bullion. When foreigners retired from Canton to Macao at the time of the Elliot war, the currency for foreign trade consisted of "chopped" pillar dollars; and, owing to the Chinese hoarding these, the foreign merchants were much inconvenienced to meet engagements contracted in that currency, although possessed of ample means in Sycee silver and Mexican dollars. Mexican dollars were then at a considerable discount, and their ever becoming the currency was looked upon as unlikely to take place. They have since become the currency, yet in times of scarcity the perfect coin obtains a considerable premium on the same coin when classed as a chopped dollar and current only by weight. If the Empire of Mexico become a reality the present republican dollar must of necessity cease to be coined; and unless a substitute be soon provided there will be a recurrence of former monetary disturbances. The British dollar will become the substitute, and, with a mint at Hong Kong, any possible demand for the coin can be met. The cost of placing the dollar in China for produce purchases, now a matter of uncertainty to those who do not wish to speculate in exchanges, will no no longer be an uncertain item in their calculation.

Although approving of the establishment of a mint, I cannot but express my regret that it has been decided to have the likeness of the reigning Sovereign on the coin. It would have been better to have had some device not requiring change on the accession of a new ruler—say the Royal arms, or the figure of "Justice blinded."—I am, Sir, your most obedient servant,

CURRENCY.

London, March 24, 1866.

AGRA AND MASTERMAN'S BANK (LIMITED).

On Saturday the 17th inst. the annual general meeting of the proprietors of this bank was held at the London Tavern, Bishopsgate-street. GEORGE GORDON MACPHERSON, Esq., the chairman of the board of directors, presided.

Mr. MACKINTOSH BALFOUR (the general manager) read the notice convening the meeting. The report of the directors (which appeared in our last) was taken as read.

The CHAIRMAN said: I shall, with your permission, and as is usual on such occasions, offer some observations on the management of the affairs of this bank during the past year, previously to moving for the adoption of the report. In the first place, I would remark that, although the dividend earned and paid is not so large as that of last year, nor as I fear so large as some of our friends expected, still it cannot but be considered, in what I would term a legitimate banking point of view, a handsome one; and I think that the shareholders have good reason to be satisfied with the amount resulting from the operations of a year which has proved so disastrous to many commercial establishments, both at home and abroad, occasioning at times, as you may well imagine, considerable anxiety on the part of your directors. (Hear, hear.) A year, too, which has been by no means propitious for banking in, and more especially for carrying on exchange transactions with, those countries with which we are most intimately connected; owing not so much to the dearness of money ruling on this side (which of course had some effect), but to the constant fluctuations in its value, evinced by the fact that the Bank of England rate has been altered no less than 16 times during the period embraced in this report, and now under review. (Hear, hear.) It will be recollected that at the last general meeting I took occasion to refer to the then very unsatisfactory and unsettled state of monetary and commercial affairs in almost every direction, but more particularly in China and Bombay. I stated on that occasion that we had no reason to anticipate any loss from our transactions in China. Contrary, however, to our anticipations, firms of high position and long standing, in whom we had every confidence, collapsed; our instructions in some instances were not attended to, and loss accrued. To add to this unpleasant state of affairs, we had the misfortune to lose our manager, Mr. Henry Noble, at Hong Kong, a gentleman highly esteemed by us, who was drowned in a voyage to Foochow, undertaken for the benefit of his health. This melancholy news was communicated without delay by telegram to Calcutta, and fortunately Mr. Barnes, our inspector of branches, who was then at Bombay on his way home to report, at once, with that promptitude and decision which he has always evinced in the service of the bank, proceeded to Hong Kong, and there assumed the management, which he retained until satisfactory arrangements were made for the conduct of all our affairs in China. We trust that the ordeal through which China has passed will lead to a sound description of business, where the field is large, and ought, under good management, to prove remunerative. (Hear, hear.)

In Bombay, on the other hand, there had been an extent of speculation, or, more properly speaking, gambling, almost unprecedented, in schemes for the reclamation of land from the sea, and in fact for every conceivable purpose, which soon terminated, as you were led to expect, in a total collapse and panic, reducing many who but a short time previously considered themselves possessed of great wealth to utter ruin and beggary. I mentioned at the last meeting that this bank had not only kept entirely aloof from such business, but that, owing to the very serious aspect of things, your directors had long before the crisis arrived deemed it prudent to curtail local business in that presidency, and to limit the shipments of gold from Australia—precautions, as events have proved, most salutary; and so zealously were their instructions responded to by Mr. Ilbery, the manager on the spot, that the losses sustained by the bank during that eventful period were comparatively very small. (Hear, hear.) The position of our manager at the time alluded to was a most difficult one, requiring not merely a thorough knowledge of his business, which he eminently possessed, but great firmness of character and tact, inasmuch as, having large funds at the time alluded to under his control, he was beset on all sides for assistance—and many of us know how difficult it becomes to resist such appeals in a small community—he, however, managed to steer his vessel, almost uninjured, as I have stated, through all the shoals and breakers that surrounded him, for which he has had the cordial thanks of your directors. (Cheers.) In Calcutta and other parts where we have ranches there has been no excessive speculation, but the markets have been influenced by the state of the times, and interest on money has for many months during the year ruled unusually low—a state of things which has prevailed over the most of the East; consequently very large profits could scarcely be expected, but on the whole we have no reason to complain of our returns.

After long and careful consideration on the part of the directors, we opened, as stated in the report, a branch at Paris, our object being to facilitate transactions between the continent of Europe and the East, which had long been steadily increasing; and the working of this branch since its establishment fully equals our expectations. (Hear, hear.) It will be gratifying to learn that the branch has already been appointed the agents of several banking establishments. (Hear, hear.) You will observe from our balance-sheet that our property account continues to increase; we have purchased, as mentioned in the report, freehold premises in Paris. There, as elsewhere, the directors have recognised the very great advantages the bank derives from being its own landlord, and that property, you will be glad to learn, stands in our books at a much lower figure than could readily be realised for it, wherever it is situate. (Hear, hear.) As regards the London or home business, it is unnecessary for me to say much about the amalgamation, which has now become an old story, further than that we continue to get on most comfortably in every respect. One or more of the partners of the old firm are regularly to be found in the bank—(hear, hear)—where they have frequently to confer with some of their old customers, who as yet do not, strange to say, quite recognise the superiority of a joint-stock over a private bank in transacting their business. (Hear, hear, and laughter.) The balance-sheet shows that our progress has been satisfactory as regards the increase of deposits. The increase of our connections cannot be so easily measured by figures, but we may fairly hope that the results will more prominently appear hereafter. (Hear, hear.) Before closing it affords me pleasure to tell you that our business at home and with our branches during the current year has been such as to give fair promise for the rest of the year. (Hear, hear.) No other point suggests itself to me; but I shall be happy to answer any question, or furnish any information that may be desired. I shall conclude by moving, that the report and accounts now submitted to the meeting, and previously circulated to the shareholders in Europe, be adopted.

Mr. F. MILDRED (deputy-chairman) said, after the full and lucid statement of the worthy chairman, it would ill become him to take up the time of the meeting, and therefore he would content himself by seconding the adoption of the report and accounts.

Mr. MORLAND said he could not but congratulate his co-proprietors upon the result of the past year's operations, and no one, he was sure, could say that, under the circumstances, the dividend that had been earned was otherwise than highly satisfactory. (Hear, hear.) There were, however, two points upon which he should like some little information, because he felt assured that the replies to his questions would be perfectly satisfactory. The first question he would ask was, whether the bank would realise from the building purchased in Paris anything in the shape of rent; and the second was, what connection the bank had with the Marseilles Land Company?

The CHAIRMAN said the directors considered themselves most fortunate in having secured the premises in Paris, because from all the inquiries made, extending over a period of fully six months, nothing so eligible was met with. The directors found that the demand in the shape of rent for buildings such as would suit this bank was something fabulous; they, therefore, determined to make this purchase, and they fully expect—in fact they know—that that portion of the building not required for the purposes of the bank could be rented upon such terms as would enable them to sit in that splendid locality for less than one-fourth of the amount for which they could have rented a similar office in an equally good site. (Hear, hear.) As regarded the Marseilles Land Company, he might state that when he first saw the prospectus—and he only did so after publication—he was by no means pleased with the manner in which the bank was made to appear mixed up with the financial company. The bank was simply one of the bankers of the Marseilles Land Company, and did not hold the smallest interest in it. He might add that the account was such that any bank in London would be glad to have. (Hear, hear.)

A SHAREHOLDER inquired the amount of loss incurred in Bombay and China, and also the amount of profit realised by the Paris branch.

Mr. MORLAND, as a proprietor, protested against those questions being answered, for the secrets of the bank must never be divulged. (Hear, hear.)

The CHAIRMAN thought it was perfectly sufficient for the directors to state—as they had done in their report—that all losses had been provided for, and that the accounts had been audited by gentlemen whose position was a guarantee that everything was implicitly correct. (Hear, hear.) As he had said upon previous occasions, their audit was conducted altogether differently from general audits. Theirs was a continuous audit, and the auditors had at all times every access to all the books. Their visits were frequent and long, and the manner in which they devoted themselves to their duties was beyond all praise. (Hear, hear.)

The motion adopting the report and accounts was then put and carried unanimously.

Upon the proposition of Mr. BRACKEN, seconded by Sir GEORGE POLLOCK, G.C.B., and K.S.I., the retiring directors were re-elected. Upon the proposition of Mr. MORLAND, seconded by Mr. W. T. FAWCETT, the auditors were re-appointed. Upon the proposition of Mr. P. C. FRENCH, seconded by Colonel MACGEORGE, votes of thanks were passed to the board of directors, to the general manager, to the London managers, to the inspector, and to the local committees and managers of the branches, for their able and satisfactory conduct of the bank's affairs for the past year, and to the auditors for their efficient supervision of the accounts.

Mr. G. HAY DONALDSON esteemed it a privilege to acknowledge the compliment which had been paid to the directors and management. There could be no greater encouragement to those entrusted with the conduct of the bank's affairs than to feel that they possessed the entire confidence of the shareholders. They had always done their utmost to promote the best interests of the bank, and it would be their aim to continue to do so. The proceedings closed with a vote of thanks to the chairman.

Digitized by Google

NOTICES TO CORRESPONDENTS.

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be authenticated by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

A REGISTER is kept of the addresses of all persons connected with the FAR EAST, and reference can be made to the same by personal application at the office or by letter.

Any information required by Subscribers, in reference to Commercial or General matters in CHINA, JAPAN, SINGAPORE, *and other parts of the* FAR EAST, *will be supplied on application at the Office, where files may be seen of the Journals published in those countries.*

THE LONDON AND CHINA EXPRESS.

PUBLISHED on the departure of the Mails *via* Marseilles on the 10th, 17th, and 26th, contains a Summary of European, American, and General News; Commercial and Shipping Reports, and Special notices of Trade with the FAR EAST.

Subscription 54s. per annum, including Postage. Export Supplement 12s. extra.

The London & China Telegraph.

LONDON, TUESDAY, MARCH 27, 1866.

—o—

PROPOSED TELEGRAPH ROUTE TO CHINA.

"ON every occasion that projected lines of railway and telegraph to the Far East have been brought before the public, the practicability of the proposed routes has always been a matter more or less of conjecture; and until some survey be taken, no matter how general in its character so long as it is accomplished by competent parties, all such schemes will remain mere paper projects. It is too much the fashion for "fireside travellers" to sit at home and draw lines across a map, pointing out the shortest cuts from one place to another, with the most superficial knowledge of the intervening country—as if by a stroke of the pen they could overcome all engineering difficulties. Even those who are resident in China, or who have visited the country for railway or telegraph purposes, have not based their plans upon trial sections or examination of the geographical obstacles to be overcome; but have contented themselves with loose statements, obtained chiefly by hearsay from native sources, which are not to be relied on. Hence the public have shown no desire to support, or the Government to encourage, the proposed routes of communication between India and China put forward by Sir MACDONALD STEPHENSON from Calcutta, and Captain SPRYE by way of Rangoon. In like manner the submarine route proposed by the Anglo-Australian and China Telegraph Company, *via* Singapore, has met with no encouragement on account of the insufficient and uncertain data on which it is supported. As far, therefore, as any actual survey is concerned, or fresh geographical data is before the public, no advance has been made to shape out a more feasible scheme than those referred to. Yet the question of direct telegraph communication between China and England by way of India is once more the topic of the day amonst the colonists and the press of Hong Kong.

In the *China Mail* the subject is not only discussed in an impartial manner regarding the projects already on foot, but a new route is proposed that demands the attention and consideration of all who have an interest in China and India. Instead of following the coast line, or traversing the southern provinces, the writer recommends a line through Central India and Tibet, into Sze-chuen and the other central provinces to Hankow. Judging this proposed route by the same standard as the others, on the want of engineering information, it might fairly be consigned to the limbo of paper projects. But the author of the scheme bases its probable success on political considerations, which in this case are of more importance than a mere geographical foundation. On this head he discusses the proposed lines through Burmese territory, assuming that they could be protected by the King of that country to the boundary of his dominions, and asks, "What is likely to "be the further course the electric line must pursue? "Across the frontier from the Burmese forests stretch "the forests of Yun-nan, the wildest and least known region "of China Proper;' a land of dense jungle and rugged moun- "tains, inhabited by wild tribes owning scarcely a nominal allegi- "ance to the Emperor of CHINA, and devastated for years past in "its more civilised departmeurts towads the north and east by "chronic insurrections, which the central Government of the "Empire has scarcely so much as endeavoured to repress. "When the distrust of a Government at once feeble and obsti- "nate is to be counted on, together with the intractability of "mountain tribes and the lawlessness of half-civilised "marauders, it must be confessed that belief in the completion "and maintenance of the enterprise requires both a sanguine "disposition and a considerable degree of happy ignorance. "For our own part, we refrain equally from professing such a "belief, and from accepting the likelihood of any trade in the "direction of Yun-nan, for many years to come, of sufficient "value to weigh with our Government in establishing official "posts at such places on the frontier as the semi-fabulous "Esmok, and the other cities respecting which enterprising but "ill-informed Chambers of Commerce have of late years im- "portuned the Foreign-office."

Having shown the political and social difficulties that in all probability would attend the line through the turbulent districts of Yun-nan, the writer goes on to show the favourable condition of the central route. And it is worthy of remark that, appearing as it does in a Hong Kong journal representing the interests of the southern ports in China, it is of more than ordinary weight, and evincing a wide and liberal policy. "Our view, then, is that marine telegraphy being yet too little "developed to command perfect confidence, and the land line "*via* Yun-nan being, as we consider, thoroughly impracticable, "a third means of transit should be sought for, and may be "found in a route traversing Nepaul, Tibet, and the Chinese "province of Sze-chuen, arriving eventually at Hankow as a "central station for the whole Empire. It is not at random "that we have selected Nepaul as the region through which the "telegrapic line on leaving British India should first be carried. "The amicable relations existing between the present ruler of "that State and the British Government in India is universally "known, but the public may not be equally familiar with the "fact that the same JUNG BAHADOOR is also a direct tributary "of the Emperor of CHINA, and subject, nominally at least, to "the control of the Chinese High Commissioners resident at "Tibet. So lately as the 29th November last, indeed, "the *Peking Gazette* contained a rescript addressed to one of "these functionaries, giving orders in reply to a memorial by "the Nepaulese ruler respecting the tribute due in 1867; and "so suggestive a fact as this should not be lost sight of." Then, as regards the authorities of Tibet. "The Dalai Lamas, "whose spiritual influence extends from the gates of Peking to "the borders of Bengal, have on more than one occasion mani- "fested a friendly spirit towards their British neighbours; and, "in any case, with a Chinese High Commissioner at Lassa "specially instructed by his Government to advance the nego- "tiation, we cannot conceive much difficulty in enlisting the "authority of the Budhist Pope on the side of the elec- "tricians."

Under these circumstances the protection of the posts and wire might be maintained to the frontier of Sze-chuen, where it would pass through a "comparatively tranquil and sub- "missive region, under the authority of the central Govern- "ment." "The *primum mobile* to be acquired, ere the "enterprise can in anywise be commenced, whether through "Yun-nan or by any other route, is undoubtedly the consent "and co-operation of the Chinese Government." In this opinion we fully concur. Until their sanction is obtained, or a decided expression of their views upon the subject, it is just so much time wasted in planning schemes that are merely futile. Action on this point should be taken by the residents in China memorialising the British Minister at Peking to bring the subject before Prince KUNG. We are afraid, however, that the most influential merchants would not stir themselves in the matter, where it would be against their interests to obtain direct telegraphic information *pro bono publico*. The old leaven of monopolising special information for speculative purposes is not yet eradicated, and we fear that the old firms will give the "cold "shoulder" to any project, railway or telegraph, that will interfere with their self-aggrandisement. This, coupled with the jealousy of the Chinese Provincial Governments at any foreign innovation that would bring them nearer the central authorities, will maintain the barrier of exclusiveness for some time to come. Meanwhile it would be advisable that the mercantile community in India trading with China brought the question before Government, who might possibly entertain it favourably. It is to be regretted that Sir FREDERICK BRUCE did not permit Captain BLAKISTON and Mr. MARQUIS to proceed to explore the route as they proposed in 1862.

Digitized by Google

THE GARRISON AT HONG KONG.

OWING to the repeated efforts of Colonel NORTH, the deplorable condition of the Hong Kong garrison has at length come to be recognised as a question of great public importance. By reference to our Parliamentary Intelligence it will be seen that on the 20th instant the honourable and gallant colonel moved for a select committee to inquire into the late mortality among the troops there, the causes which led to it, and the conduct of those departments whose duty it is to administer to their wants. The motion was of course assented to by the Government; indeed no possible excuse could have been found for refusing to accede to it. As Colonel NORTH justly said, it was no party question—but one which equally enlisted the sympathies of members on either side of the House; and the Committee having been granted without opposition we have every reason to hope that the matter will have a thorough and searching investigation. Unfortunately, Colonel NORTH'S motion came on at a very late hour, when the House was dwindling away, and a general desire was exhibited to terminate the sitting. Had it been otherwise, the debate would probably have been better sustained and more light thrown on the subject; as it is however we must wait patiently the result of the inquiry, which necessarily involves some delay. In the meantime, it is worthy of remark that the Marquis of HARTINGTON distinctly states that no intention ever existed on the part of the War-office to replace the native troops who served in Hong Kong last year by a British regiment. With regard to the truth of this assertion we must leave our readers to form their own opinions; for ourselves we are inclined to doubt its accuracy. We most distinctly believe that it was intended by the War-office to withdraw all native troops, as they really did, in order to save the Indian batta allowances; and that what followed has made them anxious to ignore this proceeding.

OUR RELATIONS WITH JAPAN.

IN our last issue we had the satisfaction of publishing the official correspondence respecting the ratification of our treaties with Japan, which we consider must set at rest the doubts raised by some persons interested in the Japan trade. True, the ratification has been followed by rumours of the immolation of the officials connected with the transactions, but this is simply a sample of what we have been long accustomed to in China. True or not true, it is next to impossible to ascertain. In one of the despatches of Sir HARRY PARKES it will have been seen that the Tycoon distinctly declines to avail of Earl RUSSELL'S alternative of opening new ports in lieu of the payment of the remaining instalments of the indemnity, and in confirmation of this we have now the intelligence that the second quarterly instalment of the indemnity, amounting to $500,000, has been paid at Yokohama, leaving four payments of similar amount to complete the full sum of $3,000,000 stipulated for in the Simonoseki convention. We may add, that the whole complexion of our official relations with Japan is in a highly favourable condition.

REINFORCEMENTS FOR JAPAN.

NOTWITHSTANDING the fatal experience which the War-office has gained during the past year in landing troops in Hong Kong during the hot season, we find that they are about to perpetuate it by despatching, per *Gresham*, to leave on the 2nd April, a detachment of the 9th Regiment. This vessel will, according to the usual passage at this season of the year, arrive at Hong Kong about the 20th July, just the very hottest time of the year, and, in fact, just in time to take a share of the fever, dysentery, and other ills which prevail throughout July and August, culminating in the burial-ground which is designated as the "Happy Valley." Why these troops, which are intended for service in Japan, should be sent to Hong Kong at all while they could be sent by one of the vessels now loading for Yokohama direct, is a problem that we cannot solve. This we do know, that the cost will be very materially increased.

PIRACY IN CHINA.

OUR merchants, shipowners, and underwriters will be glad to know that we are authorised to state, that the subject of piracy in China has been seriously considered by Her Majesty's Government, and with a view to obtaining the immediate consideration of the Chinese Government, a combined representation has been made by all the Treaty Powers on the subject. We trust therefore shortly to see that steps have been organised for the suppression of this now long-felt curse. Considering that we have been instrumental in procuring the collection and due payment into the Chinese Treasury of the duties, we think a distinct claim is established that our commerce should be protected from the depredations of these mosquitoes of the sea. With regard to Hong Kong, we observe that cases of piracy on board of vessels actually in the harbour are reported, and it certainly weakens our claim on the Chinese Government that we permit such under our very noses. We hold it to be distinctly our duty to keep Hong Kong and its immediate neighbourhood clear, and we trust soon to hear of the completion of arrangements to this end. We feel convinced that nothing short of having a gunboat or two at the disposal of the local Government will meet the case—in addition to an improved police force—and we are glad to know that Mr. Cardwell, the Secretary of State has rendered the colony most valuable aid in carrying out this project by procuring the consent of Her Majesty's Government to permit one-half of the military contributions, viz., £10,000, to be appropriated towards this object. The carrying out of this matter and relieving our navy from a repetition of the errors they have committed, through the overzeal of the officers in the service, is well suited to engage the attention of Sir Richard MacDonnell on his arrival. A reference to our correspondent's letter will fully confirm the importance of this subject.

THE SURRENDER OF THE ALLEGED MO-WANG.

THE despatch of Mr. MERCER, the Acting-Governor of Hong Kong, in reply to the request of the SECRETARY of STATE as to the allegation made against him in the *Daily Press*, and brought to the notice of Government by Colonel SYKES, has now been published, and according to this it seems quite clear that the man surrendered was one HO-YU-TEEN, charged with the robbery of a Chinese boat. The identification of Chinese to the satisfaction of the European mind is always a most difficult matter, but as we have stated in a previous issue we think Mr. MERCER used every precaution to avoid being imposed on by the Chinese, and we quite agree with the SECRETARY of STATE in acquitting him of any blame in the matter. The following is an extract from Mr. MERCER'S despatch:—

In a reduced and intelligible form, then, the charges against me are two: that the man was wrongfully surrendered, and that I surrendered him knowing him to be the Mo-Wang, a Taiping chief.

The above papers will, I think, show that Ho-yu-teen, the criminal in question, was not wrongfully surrendered, and that every legal and other precaution was taken against the possible surrender of an innocent man.

As to his being the Mo-Wang, or a Taiping chief, I beg to point out that his counsel (for he was defended by an able barrister), Mr. Pollard, Q.C., endeavoured to elicit this in cross-examination, and failed. I also enclose extract from a news-sheet published in Canton, in which it is stated confidently that the said Mo-Wang was killed before Soochow on the 29th November, 1863.

To recapitulate, the real facts are briefly these:—On the 22nd April last the Viceroy of the Two Kwang made formal demand, under Treaty, for the rendition of Ho-yu-teen, charged with robbery from a boat on a certain river in Chinese territory, and within Chinese jurisdiction.

The accused was arrested, and in due form, as laid down by Ordinance, was taken before the sitting magistrate.

At the same time, as the Canton authorities had recently complained of the discharge of Chinese subjects similarly demanded, I requested the Attorney-General to watch the case, the prisoner being defended by counsel.

Ho-yu-teen was committed on the charge, and, as the Attorney-General shows, there was no alternative but to hand him over to the officers of his own Government.

This was done, and the British Consul properly notified.

There the action and control of this Government ceased, and I submit that throughout the proceedings every care was taken and all due caution observed.

The following is the despatch of the SECRETARY of STATE:—

It is shown by the explanation now before me, that a man carrying on business in Hong Kong, under the name of How Hoi Low, was claimed by the Chinese Government in virtue of the Treaty of Tien-tsin as having committed robberies in China; that he was brought before the police magistrate in pursuance of the Ordinance, No. 2, of 1852.

The charge rested on the evidence of two witnesses. How Hoi Low was defended by counsel, and although a variety of technical objections were raised, it does not appear to have been alleged that he was a political refugee, still less that he was the Taiping Mo-Wang, as now stated. If the statements which have been laid before Her Majesty's Government respecting the mode in which this man was put to death are at all true, it must be a matter of great regret that he was delivered to the Chinese Government, and as you are aware, fresh instructions have been issued which will prevent such an occurrence hereafter. But having reference to the terms of the treaty under which Mr. Mercer was acting, I am satisfied, after full consideration, that he adopted every precaution in his power to carry the provisions of the Treaty of Extradition into proper execution. The man was not charged with piracy, which would be justifiable at Hong Kong, but with robbery, which brought him within the terms of the treaty. The case was properly investigated, and there was abundant evidence to support the decision of the magistrate.

I have, therefore, much pleasure in stating that no blame attaches to Mr. Mercer in this matter whilst he was administering the Government of Hong Kong.

Digitized by Google

CEYLON.

THE steadiness of purpose with which the resources of Ceylon are being developed is well calculated to excite the attention and interest of other British communities, if only for the energising strength of character contributing to the force of the impulsion. In the announced policy and projects of the Government, such as the reorganization of the Works Department, in municipal action and well-considered local combination, we have an earnestness of the rapidity with which past inertia is being thrown off. Every impediment that unduly hampers political action, will, in like manner, be counted with the things that were. Mr. GEORGE WALL's representations when in England are known to have had an excellent effect in stimulating official appreciation of the British community in Ceylon, and we attribute to the manly course he adopted no small portion of that urbanity which marked Mr. CARDWELL's reception of the late deputation of the Ceylon League. The advices brought by the last mail from Ceylon as to the prospects of the coffee crop have been widely canvassed; and the differences of opinion here very fairly reflect those of Colombo. Whatever the proportions of the crop, confidence is entertained that not only will present rates maintain their buoyancy, but that even in face of large arrivals from other quarters prices will exhibit an upward tendency. The supply on hand in the principal continental ports on the 1st inst. was actually 5,000 tons less than at the same time in 1865, notwithstanding our large export European trade. As to augmenting continental consumption, the increasing preference for Ceylon descriptions is observable, and this added to the demand from the United States, and the curtailment of our supplies through direct shipment from Ceylon to that country, Australia and elsewhere, renders it probable that even were the present Ceylon crop reported higher, no apparent effect would be produced on our quoted rates. The anticipation of a much increased foreign consumption is confirmed by the advance made on previous prices at the Dutch sales on the 14th inst. It is worth noting that the stock in Holland on the 1st inst. was but two-thirds of the amount held at the corresponding period of 1865. Even with a superabundant supply of East India descriptions, it is little likely that prices would give way to anything like the extent witnessed in April of last year. Mindful of the experience of that year, which witnessed an advance of 5s. per cent. on many descriptions of coffee in November, and this in view of a rising Bank-rate, holders will be inclined to more firmness throughout the current year, putting greater trust in the export trade; and as a result we are likely to have more steady prices. We have hopes that the increased care and skill applied in Ceylon to the manufacture will induce for 1866 higher average rates than in 1865, both for native and plantation.

THE BRINDISI ROUTE.

WE noticed in our last the convenience afforded by the Italian railway companies connected with the Brindisi route. We now find that our Government has at last consented to despatch an officer to report on the above line with a view to the conveyance of the India and China mails, as it involves a saving of nearly three days, and on the completion of the rail over Mont Cenis, as also through a tunnel, the time will be further shortened. Captain Tyler, R.E., one of the inspectors of the Board of Trade, has been appointed to proceed on this mission. It is also announced that the French propose to shorten their route between Marseilles and London by about 200 miles by the formation of a direct line from Marseilles to Calais.

THE JAPANESE EXCHANGE QUESTION.

The appended letter calls attention to statements made by the Hong Kong correspondent of the *Daily Telegraph* regarding the Exchange privileges allowed to officials in Japan. The inferences deduced by the writer are palpable enough, and exactly coincide with those we have already put forward. The letter comes very opportunely as corroborative evidence of the truth of the testimony brought forward by "ICHIBOU," and of our own remarks on the subject. The report of Mr. Arbuthnot, promised by Mr. Gladstone in reply to Lord Stanley's motion, has not yet been published.

(To the Editor of *The London and China Telegraph.*)

SIR,—It is a somewhat curious coincidence that at the very time I was addressing you here on the subject of the Ichibou exchanges to officers in H.B.M.'s service stationed or residing in Japan, the Hong Kong correspondent of the *Daily Telegraph* should have been writing to his principals on the same subject, with the same line of argument, and with the same end in view. He writes thus on February 1st (see *Daily Telegraph* this date under the head of "The Garrison at Hong Kong"):—

"Generals and admirals in this part of the world have a great weakness for going to Japan, and of course the salubrity of the climate is enough to account for the propensity; but it is unfortunate that the arrangements of the Japanese Custom House should be calculated to throw suspicion on motives which may often be perfectly innocent. The Japanese have established a scale at the Custom House, in accordance with which they give native currency in exchange for dollars at the rate fixed by the treaty to Europeans of the naval, military, and diplomatic services. The rate is unfavourable to the Japanese, so much so that a double exchange transaction gives the European a profit of about 30 or 40 per cent. On the part of the mercantile community the claim to exchange at the treaty rate has been waived by the consuls; but the Japanese have, as I say, established a scale in accordance with which they grant par exchange to officials in proportion to their rank. The Oriental idea is, of course, to bribe the governing class; but, although I do not wish to hint that English officers and consuls are influenced in their dealings with the Japanese by the privilege, nevertheless they do take advantage of it to the utmost limit of the right conceded. Generals and admirals do not think it wrong to benefit by the prevailing custom, but they regularly pass their pay through the Yokohama Custom House when in Japan, and turn every three hundred dollars into four hundred by this simple process. To me it seems injurious to our moral influence on the Chinese and Japanese Governments; but some people defend the practice on the ground that the rate is that fixed by the treaty, and that the abandonment of it by us—so far as merchants are concerned—was a concession on our part. In reality, it could not have been kept up. The Japanese Government must have been ruined, and the concession was dictated by the necessities of trade. While the old rate is continued to the official class, the native Government is the loser, and of course this loss is only accepted because it is under one of two impressions—either it thinks that the British ships-of-war would be applied to the treasury if the applications of officers were refused, or that by bribing them voluntarily it will gain some advantage at the expense of the mercantile community. Anyway, the officers and consuls cannot, so long as the system goes on, be regarded by the Japanese with much personal respect."

It is curious, too, that this support of the statements which you have published should appear in the same columns which report the assent of the Secretary at War to Colonel North's motion for a committee of inquiry, and his acknowledgment that "undoubtedly both the House and the country, and more especially the friends of those who have perished, have the fullest right to demand investigation and inquiry as to whether the causes of that mortality resulted from the action of the Government or that of the commanders of the troops."—Yours very truly,

March 21, 1866. ICHIBOU.

IMPERIAL BANK OF CHINA—APPEAL CASE.—This appeal from the judgment of Lord Romilly, the Master of the Rolls, was decided by the Lords Justices on the 24th inst. The Master of the Rolls had dismissed with costs the petition of Mr. R. Montgomery Martin and another for winding up the company. Lord Chief Justice Turner now delivered his judgment—that the petitioners be authorised to use the name of the Imperial Bank of China against the Bank of Hindustan for the recovery of their claims. The petitioners and other dissentients are holders of 1,045 shares on which £5 per share has been paid.

THE CONSUL AT MANILA.—According to a semi-official organ Mr. Randall Callander will not proceed to Manila, but to Stockholm, and Mr. Harry Rainals has been appointed to Manila. The antecedents of this gentleman are—Admiralty Agent for the British fleet in the Baltic from 1854 to 1856; was appointed Vice-Consul at Copenhagen, Feb. 16, 1859; was employed on special service for the purpose of instituting inquiries into and reporting upon the state of affairs in the Duchy of Schleswig, in December 1860 and January 1861; and was appointed Consul at the Danish Island of St. Croix, in the West Indies, June 18, 1863.

Literature.

The Colonial Office List for 1866. By W. ROBINSON and A. N. BIRCH, of the Colonial Office. Harrison, Pall Mall. The fifth annual publication of this most useful hand book is now before us, with a preface dated the 20th December. We can heartily reiterate our former commendation of the manner and spirit in which the compilers have carried out the arduous and toilsome task they set before themselves. The errors we noticed in the volume for 1865 have all been rectified, and a continuation of similar watchfulness and painstaking care will at last render this List accurate and complete as anything of the kind can hope to attain to. The plan of the book is excellent and the arrangement all that can be wished; but a stricter editorial supervision is yet requisite to get rid of some remaining faults. Entries of the kind following are rather too numerous:—

Maycock, Colonel J. G.—Adjutant-General of Militia; appointed May, 1861. Is a Captain 1st Batt. 14th Foot.

It will be observed that the locality—probably one of the West India islands—in which Colonel Maycock holds his appointment, is omitted. The Cape of Good Hope seems to have received a very insufficient share of attention, Mr. Denyssen still appears in the list of the House of Assembly, though he vacated his seat early in 1865, on being appointed one of the Judges of the newly-formed Court for the Eastern District. It is clear that to render the book useful to the

Digitized by Google

extent contemplated by the authors, every page should be withheld from the press to the latest possible moment. Mr. Melmoth Osborn was gazetted on the 9th November last as Resident Magistrate for Natal; but, though his name is duly registered in the alphabetical list at the end of the book, it does not appear under the head of "Natal" in the first portion of the volume. We could point out other oversights of the same class, but have contented ourselves with adverting to two or three only, which are just enough to stimulate the evidently zealous editors to increased vigilance, and to show those interested in the colonies how full to minuteness is the information within their reach, and how comparatively few are the deficiencies to be detected after a severe search. We observe that important additions have been made to a most useful and indeed invaluable portion of the book, that which, under the geographical and historical account of each, gives a clear statement of the legal constitution of every colony. In times like these, when the constitutional question becomes of absorbing interest, as in those two great dependencies of the British Crown, Victoria and Jamaica, the information afforded by the List is peculiarly acceptable, and indeed is nowhere else to be met with in a handy and collected form. The various Colonial Governments should make it a point of duty to supply the compilers with regular announcements of all changes that affect the immense mass of appointments and senatorial and official positions so laboriously catalogued in this work, for the authors are fairly entitled to every aid and assistance that can be afforded them in making the COLONIAL-OFFICE LIST a perfect and unimpeachable record.

A work that will interest political circles, and probably be honoured by frequent reference and quotation, is Mr. A. G. Stapleton's *Intervention or Non-Intervention*, a criticism on the Foreign Policy of Great Britain from 1790 to 1865. If we are not mistaken, the author was in his earlier days Private Secretary to the illustrious Canning, and is known to have been all his life long a thoughtful politician. His indictment, therefore, against the system pursued for more than a quarter of a century by the various Ministers who have directed the course of Britain in her European and Asiatic relations is eminently worthy of perusal and reflection. Each reader must form for himself an estimate of the force of the writer's argument, which he will probably do according to his own preconceived sentiments. It will be enough here to give the author's conclusions, which will serve to indicate with some definiteness his train of reasoning. They are as follows:—"(1.) That the reign of force without any real moral antagonism is now established throughout all the four quarters of the globe. (2.) That Great Britain is no longer honoured and trusted as she was—her statesmen having lost that moral influence which, quite as much as physical fear, serves to restrain unscrupulous Governments in a career of wrong-doing."—Belonging to the same grave political class is Dr. Herbert Broom's *Constitutional Law*, which will be found of great service for consultation by persons holding official positions abroad. It is not a mere laudatory comment on English institutions, but a thoroughly practical work, being a selection from the Reports of the "leading cases," by which the doctrines of our constitutional law were established; or, which, by attracting the attention of Parliament to the point discussed, led to a settlement of the question in dispute. A note is added to each case, in which its significance is explained. The arrangement is simple, so that an unprofessional person may easily refer to any point on which information is desired.—Mr. A. M'Neil-Caird's *Mary Stuart, her Guilt or Innocence*, adds another to the innumerable dissertations that have been written in defence or accusation of the unfortunate Queen of Scots. However much the stern moralist and philosopher may differ from Mr. Caird's partiality towards the subject of his book, he will yet have to admit that it is an agreeable and useful *resume* of her history, and that of the "dour" and ruthless men among whom she lived, and sinned, and suffered.—Mr. Farley's *Turkey* is a sound and solid work on the actual state of the Ottoman Empire. He is no new writer on the topic, has benefited by a personal experience of the country, and has had access to official papers; so that he has produced a book, containing an amount of authoritative *data* nowhere else to be met with in so handy a form.

In Fiction, Mr. Mark Lemon has come out with a clever and interesting tale called *Falkner Lyle*—well-written, and with a healthy tone throughout. It professes to be a Story of Two Wives, and is altogether so good that we can heartily recommend it to general perusal.—In *Land at Last* Mr. Yates gives us new characters, new positions and a new plot We are introduced to the London Bohemia of painters and picture-dealers, and many of his portraits are so sharply drawn as almost to justify the assertion that they are individual sketches from the life. The feminine delineations in the volumes possess the merit always to be found in those emanating from Mr. Yates's studio; though we must object to the character of Margaret Dacre as needlessly and inconsistently wicked. However, the ordinary novel-reader will not trouble himself to investigate the reasons for her eccentric course, but will find himself carried swiftly forward by the vigour of the style and the highly dramatic nature of the various scenes, till he arrives at the goal intimated in the title.—*Sans Merci, or Kestrels and Kites*, by the author of "Guy Livingstone," is a stronger, healthier, and more satisfactory novel than either the one just named or "Sword and Gown." We have laid before us several groups of well-contrasted characters, and though the artist has embarrassed himself by attempting to work out a double story, he deserves much credit for the distinctiveness which he has given to each. The women, too, placed on the stage of the incidents are all flesh-and-blood, such as one may readily encounter in the world. In fact, the volumes overflow with characters and events, and stand out from the common run by their redundancy of strength.

Among the Illustrated publications that have been issued since our last notice, of the kind for which the firm is famous we must particularise three from Messrs. Day and Son—a *Visit to the Suez Canal*, described by pen and pencil; a folio volume of examples of *Chinese Ornaments*, selected from objects in the South Kensington Museum by Mr. Owen Jones; and an illuminated edition of *Gray's Elegy* by Lady Willoughby.

Clarke's Catechism of the Rudiments of Music; West's Questions relating to the Theory of Music; Hamilton's Dictionary of 3,500 *Musical Terms; Hamilton's Modern Instructions for the Pianoforte.*—The above, all published by Cocks and Co., of New Burlington-street, have established for themselves a high reputation as is evidenced by the number of editions they have passed through. The titles convey a very definite idea of the contents of each, and we need do no more to recommend them to the use of public or private teachers, or to the self-instructed, than to add our commendation of the type, engraving, paper and general appearance of the whole of them, in addition to their extremely moderate price.

Parliamentary Intelligence.

HOUSE OF COMMONS.

THE EAST INDIAN SQUADRON.

(March 19th.) Mr. MOFFATT (Southampton, L.) inquired why a portion of the expense incurred by keeping up a naval force on the coast of India was not borne by the Indian Government. It was quite true the fleet of seven ships stationed there might not be exclusively employed for purposes connected with India, but it was mainly so, and for that reason he thought some portion at least of its cost should be charged against the revenues of the Indian Government, instead of being wholly borne by the Imperial Government.—Lord C. PAGET remarked that, although the fleet of seven ships referred to undoubtedly did duty in behalf of India, they also performed Imperial duties. He believed Sir Charles Wood had expressed the opinion that the requirements of the Indian Government would be satisfied by an occasional ship in the Persian Gulf, and another to visit the Red Sea. Indeed, if the fleet in that neighbourhood was only wanted for the protection of the Indian coast, it would be very small; but he was under the impression that at least three of the vessels composing the East Indian Squadron were constantly employed in the suppression of the slave-trade in the Mozambique, where it was carried on extensively by means of small vessels. The Government had not overlooked the matter, but, upon consideration, thought it inadvisable that any charge on the account referred to should be thrown upon the Indian Government.

MORTALITY OF TROOPS IN HONG KONG.

(20th.) Colonel NORTH (Oxfordshire, C.) rose to move for a select committee to inquire into the mortality of the troops in China, the causes which led to it, and the conduct of those departments of the Government whose duty it was to administer to the wants of those troops. He said as the Government had expressed their willingness to grant the committee he would make but very few remarks upon the subject. The fact that the committee would be granted was *prima facie* evidence that he was not about to give unnecessary trouble by the motion which he was about to make. On the 8th of December last the feelings of the people of this country were most painfully excited by a statement in *The Times* of the deplorable condition in which a detachment of the 11th Regiment landed in Japan, and of the melancholy state of health of the force at Hong Kong. Feeling the deepest interest in these unfortunate men, and especially in those of the 11th Regiment, in which he commenced his military service, and in which he was subsequently adjutant, he communicated his intention to his noble friend that as soon as the House met he should move for all the correspondence, and for any information which could be given on the subject of this deplorable event. It was only fair to his noble friend opposite to say that every request which he had made for information in connection with the case had been instantly complied with with his

Digitized by Google

al courtesy. The question, he might add, was no party question. on. gentlemen on both sides of the House had relations and friends in he army; but, independent of all such considerations, it was, he thought, the duty of the House to bear in mind the interests of a body of men who always served with fidelity their Sovereign and their country, and who never shrunk from exposing their lives to the unhealthy influences of climate or the bullets of an enemy. As there would be no opposition to the granting of the committee, he should merely call attention to two or three of the letters contained in the correspondence which had been placed in his hands. It opened with a letter from General Guy, the commander of the forces in China, dated 12th of November, 1864, which, after stating his intentions as to the accommodation of the 9th Regiment on its arrival, and pointing out the difficulty of providing for them, closed as follows:—"I would therefore request your Lordship's instructions as to the disposal of the 2nd battalion 11th Regiment, which by Horse Guards' letter of the 26th August last it is proposed to send to China, as under existing circumstances it will be impossible to provide for it in this country." The result of that statement not having been attended to, he would presently show. The second battalion of the 9th Regiment landed at Hong Kong on the 7th of February, 1865. Its strength on landing was 34 officers, 839 men, 47 women, and 19 children. Within eight months and a-half one officer, 36 men, five women, and 23 children—amounting in all to 65 persons—had died, while one officer, 78 men, 20 women, and 27 children were invalided, making a total, dead and invalided of 193 persons. The second battalion of the 11th Regiment landed at Hong Kong on the 28th of May, 1865. It consisted of 25 officers, 784 men, 54 women, and 92 children, and out of that number, in the course of only 4½ months two officers, 49 men, three women, and 48 children, or in all 102 persons, had died; while three officers, 124 men, 16 women, and 14 children were invalided—making a total of 259 dead and invalided. That report was made up to the 15th of October last, and did not include the Artillery, the Engineers, or the Staff. A ship, he might add, was freighted for the purpose of taking many of the invalids to England, but on the passage from Hong Kong to the Cape, out of the 234 persons who embarked on board the *Gresham* 31 men, three women, and six children, making a total of 40, died. He should, with the permission of the House, read an extract from a letter dated Capetown, December 18, 1865, which said:—"The *Gresham* left Hong Kong on the 13th of October, 1865, with 239 persons on board, and arrived at Simon's Bay on the 6th of December, having lost by death 31 men, three women, and six children, principally from dysentery, the remaining invalids being in a very unhealthy state. The commodore had the troops immediately removed from the ship, some, the healthiest, were put into huts; some not so well were sent on board Her Majesty's ship *Seringapatam*, and the remainder, 21, were sent to the Royal Naval Hospital, of whom five men and one child have already died, and there are but slight hopes that any of the others will recover. In consequence of the state of debility that many of the men and women were reduced to, and very advanced stages of their diseases, it was considered advisable some should be left behind. I therefore made a careful selection, and regret to state that there we 34 men who did not present any favourable hope of arriving in England." On the arrival of the *Gresham* and *Portsmouth* his Royal Highness the Commander-in-Chief had ordered a report to be made, with the view of ascertaining whether the mortality was attributable to any defect in the ship, and the following was the letter of Deputy Inspector-General Innes, dated Portsmouth, February 5, 1866:—"Sir,—I have the honour to report that a Board of officers on which I attended was ordered by his Royal Highness the Field-Marshal Commanding in Chief to ascertain whether the mortality on board the hired transport *Gresham*, on her late voyage from Hong Kong to Spithead, is to be traced to any of the arrangements on board that ship. The result of a careful and minute inquiry into all the circumstances was a unanimous finding in the negative. The accommodation for the troops was spacious, thoroughly ventilated; the supplies and medical comforts good and abundant; the *excreta* from the sick were promptly thrown overboard, and disinfectants freely used. The ship was easy at sea, carrying her ports always open. The soldiers and their families on board expressed the fullest satisfaction with the treatment and accommodation they had received. The Board ventured to express a high opinion of the attention and care displayed by Captain Burland, the officer commanding, and Staff Assistant-Surgeon Adams, in medical charge. The detailed proceedings of the Board were forwarded to the military authorities." The amount of the deaths and invalidings in those two unfortunate detachments was, in the case of the 9th, 193; and the 11th, 259; making a total of 452 persons—of whom 40 died on the passage to the Cape; at the Cape, 5; 34 being left at the Cape, as there was no favourable prospect of their reaching England. The *Agincourt*, he might add, was now on her way home with the remainder of those regiments. The expense, according to the account which he had received the other day as being paid by the Government from China was £29 10s. per head for 235 men, or no less a sum than £6,827, and that merely for one detachment. He did not wish to impute to anybody blame in the matter, but it was, he thought, the duty of the House to ascertain to what cause the frightful mortality to which he had called their attention was to be attributed. He could not close his observations without expressing the greatest admiration for the conduct of the military medical department, and especially for the conduct of Dr. Saunders, surgeon of the 9th Regiment, who, in the absence of his senior, took the whole responsibility on his own shoulders and saved many valuable lives. (Hear.).—Sir H. VERNEY (Buckingham, L.), in seconding the motion, thanked the hon. and gallant gentleman for the manner in which he had submitted it to the notice of the House, observing that the officers and men of our army, unlike that of other countries, were frequently obliged to spend a considerable time away from their homes in unhealthy climates, and that it was the duty of the House of Commons to see that the necessary precautions were taken to provide for their health and safety.—The Marquis of HARTINGTON, in assenting to the motion, said that the Government, in common with the House and the country, deeply regretted the unfortunate occurrences narrated. Undoubtedly, both the House and the country, and more especially the friends of those who had perished, had the fullest right to demand investigation and inquiry as to whether the causes of that mortality resulted from the action of the Government or that of the commanders of the troops. While acknowledging the candid and impartial manner in which the subject had been brought before the House, he must state that he should be prepared to deny that these unfortunate events had occurred through the shortcomings of the Government. It might be said that the matter might have been disposed of in the House, and that the question of the responsibility of the Government, or of individuals, might have been decided there, but there were circumstances which rendered it more advisable that the subject should be investigated in a committee. In a discussion in that House when the conduct of individuals was called in question, assertions were often made and rumours were referred to which it might be impossible at the moment to deny, but which on further investigation might prove to be perfectly groundless, and such rumour and charges could be more properly met in a committee than in a debates. So far as he was aware, every one connected with the Government and with the War Department, including his noble predecessor, was anxious that the affair should be thoroughly investigated, and was ready when called upon to state what had passed in reference to these transactions. His hon. and gallant friend had said that the mortality had occured in consequence of the Government not having attended to the recommendation of the General; but his representations were not neglected by the War Department, as two letters in the correspondence would show. In the first reply of the War-office to General Guy he was told that the distribution of the troops which would remain at his disposal in the command between Hong Kong, Kowloon, and Japan, was left to his discretion, subject, of course, in the case of Japan, to his consulting Her Majesty's Minister there. A subsequent letter, dated the 23d of March, contained the following more specific instruction:—"With regard to the difficulty which you anticipate in providing sufficient accommodation for a second regiment at Hong Kong and Kowloon, I am to acquaint you that the Lords Commissioners of the Admiralty have decided on withdrawing the Royal Marines now serving in Japan. There will, therefore, be no objection to your sending the 2d battalion 11th Foot on its arrival from the Cape, or such portion of it as you may be unable to accommodate at Hongkong, to Yokohama, where the climate is better suited than that of China to the European constitution." It never was intended, as had been stated in the press, to replace the Indian troops who were last year serving in Hongkong by a British regiment. What was intended was the reduction of the garrison in China. It was thought that a force of three battalions was an unnecessarily large one to be stationed at Hong Kong, as it was never intended that the force there should exceed one or one and a half battalion. It was possible the Government might be accused of attempting to get rid of some responsibility in leaving the matter to the consideration of a Committee; but if it were thought necessary afterwards to bring forward a motion impugning the action of the War Department, he would then make any statement which he was now prepared to make. If it were said they were delegating to a committee a duty which more properly devolved upon that department—an inquiry as to the degree of responsibility that ought to attach to any of the officers of the army,—he repeated, as far as he was personally concerned, he was quite ready, if it were the wish of the House, to undertake the responsibility of an investigation. After a few words from Colonel NORTH, the motion was agreed to.

Naval and Military.

The reinforcements proceeding per Gresham were detailed in our last. The names of the officers are—Capt. G. H. French and Ensign C. H. Shepherd, 2nd battalion, 9th Regiment; and Capt. A. N. Adams, 2nd battalion, 20th Regiment.

The Icarus, 3, screw steam sloop, 580 tons, 150-horse power, recently commissioned at Sheerness by Commander S. P. Townsend, was taken for a final trial at the measured mile off Maplin Sands, previous to leaving Sheerness for foreign service. The vessel was in charge of Capt. G. G. Randolph, of the Sheerness Steam Reserve, and the trial was most satisfactory, the vessel making a speed of nearly nine knots an hour. The Icarus, it is reported, will leave Sheerness for China to-day.

It is stated that the Indian reliefs will all be provided from Regiments on home service this year, and that the following battalions will embark about July or August next:—2nd battalion 1st Royals, 1st battalion 2nd Queen's, 1st battalion 3rd Buffs, 1st battalion 5th Fusiliers, and the 37th Regiment.

The *Army and Navy Gazette* announces that the unattached majorities and lieutenant-colonelcies about to be given with the view of facilitating the reduction of the battalions on home service by two companies each will be confined to the officers of the reducible regiments, but will be distributed through the infantry generally, and mainly, if not altogether, having regard to the seniority of the regimental captains and majors who may desire to obtain them.

Messrs. Laird Brothers have just completed another iron-cased turret ship for sea-going and coast defences, named the Bellona. She is 1,340 tons, and is fully protected by armour-plates 4½ inches thick, tapering slightly at the ends, is fitted with double screws, and rigged as a barque, and has two turrets on the principle of Captain Cole's, fitted for four 150-pounders Whitworth rifled guns, two in each turret.

Capt. Hall, private secretary to the Duke of Somerset, is appointed Captain Superintendent of Pembroke Dockyard, vice Rear-Admiral Loring, C.B. Capt. F. A. Campbell is to succeed Capt. Hall as private secretary to the First Lord.

Her Majesty's screw steam vessel Sylvia, of 4 guns, was launched in a most successful manner. The Sylvia was laid down about six years ago, but her completion was suspended in consequence of the decision of the Admiralty to discontinue the building of timber vessels.

Lord Clarence Paget, who proceeds in May to assume command of the Mediterranean fleet, will hoist his flag at first on board Her Majesty's ship Victoria. His lordship's flag captain will be Captain Allan Gardner, and his flag-lieutenant the Hon. Victor Montagu. Colonel Hamley, R.A., will succeed Colonel Elwyn, as member of the Council of Military Education. Colonel Hamley has been for five years a professor of the Royal Military College Sandhurst. He is the author of a well-known work on the Crimean war, and also of "Lady Lee's Widowhood." It is under-

Digitized by Google

stood that he has at the present moment in the press a work on military tactics.

Mr. H. H. Shanks, Paymaster, late secretary to Admiral Sir Augustus L. Kuper, K.C.B., will be appointed secretary to Lord Clarence Paget.

Letters received from Her Majesty screw troopship Adventure, dated at Hong Kong, January 30, state that she was expected to be paid out of commission there, and the officers and crew sent to England in the Orontes screw troopship.

Captain Oliver J. Jones is to be appointed Commodore, 2nd Class, at Hong Kong, and will hoist his flag within a very short period to proceed to his destination. We believe Mr. Francis A. Carter, Assistant-Paymaster of Her Majesty's ship Achilles, will go as his secretary.

We hear that Major-General Milman will have the command at the Mauritius. This officer served with his regiment, the Coldstream Guards, in the Canadian Rebellion, and was employed in India during the Sepoy War.

The movements on the Flag List will promote Vice-Admiral Sir Charles Talbot to be a full admiral, and it is rumoured that he will be succeeded as Commander-in-Chief at Sheerness by Vice-Admiral Sir George Rodney Mundy, K.C.B.

Lieutenant James C. Patterson, recently appointed to the command of Her Majesty's gunboat Grasshopper, vice Morant, promoted, proceeds by this mail. Also Mr. A. G. St. G. Ponsonby, Second Master, recently appointed to Her Majesty's ship Rifleman, for surveying service, and Mr. Easter, Second Master, appointed additional to the Princess Royal.

The following is a list of the ironclads we now possess either actually in commission or nearly ready for sea, and exclusive of those which, like the Hercules, &c., have not long been laid down :—

Ship's Name.	Tonnage.	Horse Power.	Length.	Beam.	No. of Protected Guns designed for	Thickness of Armour.	Thickness of Backing.
			Ft.	Ft.		Inches.	Inches.
Achilles	6,221	1,250	380	58	26	4½	18
Black Prince	6,109	1,850	380	58	26	4½	18
Warrior	6,109	1,250	380	58	26	4½	18
Agincourt	6,621	1,350	400	59	36	5½	10
Minotaur	6,621	1,350	400	59	36	5½	10
Northumberland ...	6,621	1,350	400	59	36	5½	10
Hector	4,089	800	280	56	32	4½	18
Valiant	4,063	800	28	56	32	4½	18
Defence	3,720	600	280	54	16	4½	18
Resistance	3,710	600	280	54	16	4½	18
Caledonia	4,125	1,000	273	59	32	4½	Wood ship, side 29½in. thick.
Ocean	4,047	1,000	273	58	32	4½	Ditto 29½
Prince Consort ...	4,045	1,000	273	58	32	4½	Ditto 29½
Royal Alfred	4,068	300	273	58	32	6 and 4½	Ditto 29½
Royal Oak	4,056	800	273	58	32	4½	Ditto 29½
Lord Clyde	4,067	1,000	280	59	34	4½ and 5½ and 6in.	Ditto 31½
Lord Warden	4,067	1,000	280	59	34	4½ and 5½ and 6in.	Ditto 31½
Zealous	3,716	800	252	59	16	4½	Ditto 30½
Bellerophon	4,246	1,000	300	56	12	6	10
Pallas	2,572	600	225	50	5	4½	Wood ship, side 22in. thick.
Favourite	2,094	400	225	47	8	4½	Ditto 26
Research	1,253	200	195	38	4	4½	Ditto 19
Enterprise	993	160	190	36	4	4½	Ditto 19½
Viper	737	160	160	32	2	4½	10
Vixen	754	160	160	32	2	4½	10
Waterwitch	777	167	162	32	2	4½	10
Prince Albert	2,529	500	240	48	6	4½	18
Royal Sovereign ...	3,765	800	240	62	5	5½	Wood ship, side 36in. thick
Scorpion...	1,857	350	220	42	4	4½ and 3	9
Wivern	1,857	350	220	43	4	4½ and 3	9

Among the gentlemen presented at the late *levée* were the following :—Mr. Randal Callander, Her Majesty's Consul at Manila, by the Earl of Clarendon; Mr. Townsend Farquhar, on his appointment as Second Secretary to Her Majesty's Mission in China, by the Earl of Clarendon; Ensign Richard Andrews Mitchell, 2nd battalion 9th Regiment, by the Adjutant-General; Colonel W. G. Suther, C.B., R.M., on return from foreign service, and being nominated a Companion of the Bath, by Major-General Strantham; and Captain H. B. Vaughan, 20th Regiment, by the Adjutant-General.

PROCEEDINGS OF LEARNED SOCIETIES.—At a late meeting of the Royal Asiatic Society there was exhibited the photograph of a large picture brought from Peking by Colonel Barnard, representing the celebrated sandalwood figure of Buddha, and some notes by the Rev. S. Beal, concerning its history were read.—At the Entomological Society, Mr. S. Stevens and Mr. Tegetmeier severally exhibited collections of Japanese insects, one from Hakodadi, the other from Nagasaki. Mr. E. Saunders read a paper entitled, "Catalogue of Buprestidæ, collected by the late M. Mouhot in Siam, &c., with descriptions of new species." Thirty-four species were enumerated, of which thirty three were described as new, and three new genera were characterised under the names of Cardiaspis, Engycera, and Oncomœa.

RIVALS OF THE SIAMESE TWINS.—Two negro children are now on exhibition at Raleigh, North Carolina, that excite much curiosity. They are 14 years of age, and were born of slave parents in Anson county. The connection between these girls is closer than in the Siamese twins, there being more of the physical and mental organs common to each. The connection begins below the neck and terminates at the extremity of the spine. To touch one at any point of her body below the connection sends a sensation to the brain of each; while a touch of either above the connection is felt by that one only. They can talk to different persons at the same time on entirely different subjects; and one can engage in a game of whist while the other reads or sings.

LAUNCH OF THE P. & O. CO.'S STEAMER "SURAT."—The screw steamer Surat—noticed in our last—built for the Peninsular and Oriental Company, was launched from Messrs. Day and Co.'s shipbuilding yard at Northam, Southampton, on the 17th inst., in the presence of several directors and leading officials of the company, and a large concourse of spectators. This vessel is the largest ever built at Southampton, and will also be one of the largest and finest in the noble steam fleet of this powerful company. Her leading dimensions are as follows :—Length between perpendiculars, 318 ft. 5 in.; length over all, 350ft. 6in.; beam, 41 ft. 5 in.; depth of hold, 33 ft.; tonnage, builders' measurement, 2,666. She will be fitted with engines of 500-horse power, cylinders (which are steam-jacketed and provided with expansion valve) 80 in. in diameter and 3 ft. 6 in. stroke, and superheater and boilers on Lamb and Summers's plan. The surface condensers are fitted with ten miles of copper tubes, tinned inside and out to prevent the internal corrosion of the boilers. The screw propellor has four blades and a diameter of 18 ft., with 24 ft. pitch. The Surat is built of iron, with steel plates to form her top sides, thus saving about 60 tons of top weight, and at the same time obtaining a greater amount of strength. The spar and main decks are of teak, and she will be brig-rigged, the masts being of iron. There is great height between decks, and her ports are higher out of water than most other vessels carry them, which will enable passengers to keep the ports open in ordinary weather. The side ports are large, and in addition the most ample means for ventilation are provided throughout the ship. She will have accommodation for about 200 passengers. The ice-house has stowage room for 20 tons, and she has capacity in her bunkers for 800 tons of coal, or about 18 days' consumption at full speed.

BURNT AT SEA.—The *Maggie Atkinson* left Tuticorin November 16, with a cargo of cotton for London. On the 13th of February, lat. 26 N., long. 39 15 W., smoke was observed issuing from the after cabin, and, although every effort was made to suppress the fire, it gained on the crew. At 10 A.M. the mizen boom fell on the quarter, the foot of the mizenmast caught fire, and the flames blazed furiously. The crew got into the long boat and pinnace, but the latter being leaky they were obliged to abandon her. They kept close to the wreck as long as she was burning, in hopes that the flames might attract some passing ship. At sundown they examined their stock of provisions, which consisted only of four pumpkins, a live pig weighing 30 lb., and 20 gallons of water. They had no chronometer, compass or chart. February 14, rigged a small sail and stood to the eastward; at noon served one half a pumpkin with a gill of water to each man; caught a little rain. 15th, at noon, the estimated course and distance from the Cape Verde Islands was S.E. 190 miles; P.M., killed the pig, and served a small quantity of blood to each man. 16th, served one half a pumpkin, and the remainder of the pig's blood, with a gill of water to each man; scurvy of a mild character made its appearance; at noon the course and distance was S.E. 100 miles. 17th, at 4 P.M., a sail being reported on the lee bow standing to the northward, all hands were put on the oars and the boat kept close to the wind; at 5.30 the stranger shortened sail and bore down. She proved to be the *Manfred*, from Hong Kong, with tea for London. Captain Scott took all on board, and treated the starving men very judiciously. On the 28th Captain Scott went on board the *Gustave Adolphe*, and on representing his condition Captain Bolstein received the chief officer and four of the crew, supplied them with clothing, and shared with them all the comforts he possessed. The *Gustave Adolphe* arrived safely at Plymouth on the 17th inst., and the *Manfred* a few days later.

MONUMENT TO ENGLISH OFFICERS KILLED IN CHINA.—The *Illustrated News* gives an engraving of the monument, or rather obelisk, erected by subscription among the European residents at Shanghai, in memory of the officers who lost their lives while serving under Colonel Gordon in the memorable operations which resulted in the virtual extinction of the Tai-ping rebellion.

M. HILDEBRANDT'S PICTURES.—The *Illustrated News* has published engravings from some of these clever drawings—among others, the Circular street at Peking, and interior and exterior views of the Chinese theatre at Macao.

THERE were in China, in 1865, 187 missionaries, including ladies. Of these 92 are American, 77 are English, and 18 are German.

Monetary and Commercial.

The report of the Delhi and London Bank, for presentation at the annual meeting on the 29th inst., shows a clear profit for the year of £27,176, out of which two dividends have already been declared, amounting to 9 per cent. per annum, and the sum of £4,676 is carried forward.

The report of the annual meeting of the Agra and Masterman's Bank will be found in another column.

The biddings for £350,000 in bills on India took place at the Bank of England. The proportions allotted were, to Calcutta, £241,200; to Madras, £8,800; and to Bombay, £100,000. The *minimum* price was as before—1s. 11½d. on Calcutta and Madras, and 1s. 11¾d., on Bombay. Tenders on Calcutta and Madras, at 1s. 11¾d., will receive about 11 per cent., and on Bombay, at 2s. ¼d., about 37 per cent.; above those prices in full. The terms thus obtained indicate no material change in the demand for means of remittance to the East.

A general meeting of the shareholders of the Chartered Bank of India, Australia, and China is called for the 18th of April, when a dividend is to be declared.

At the meeting of the Scinde, Punjaub, and Delhi Bank Corporation the resolutions for an amalgamation with the National Bank of India were confirmed.

The second ordinary general meeting of the Commercial Bank Corporation of India and the East is called for the 25th April.

The following with regard to the silver market is from the Circular of Messrs. W. C. Sillar and Co. :—

Digitized by Google

"Silver has been in fair request, and our market closes with firmness. We have had a good inquiry for Bombay by way of Marseilles, the steamer which sailed from that port on the 20th having taken £216.445; and the Messageries Imperiales steamer Said, on the 19th, £440.000 for India and China, and £20,000 for Alexandria. The bars by the Seine were placed on the 20th inst. at 5s. 0⅞d., being the rate at which those by the previous packet were disposed of. Mexican dollars: The price of those by the packet was fixed at 4s. 11½d.; they have been in more request, owing to an unfavourable movement in the Chinese exchanges, and some parcels have been placed by way of Marseilles at 5s. 0⅛d. Specimens of the new Mexican dollars, with the head of the Emperor Maximilian, have been received in London: and it becomes a very interesting question with exporters whether the old Republican dollar will not go to a premium in China, until the new British coin shall become known in the silk and tea districts. From our experience of the Chinese we think it improbable they will receive the Mexican dollar in its altered form."

The Board of Trade returns for the month of January are of a favourable character, the increase in the articles imported extending to nearly all descriptions. The total declared value of exports for January of the present year was £14,354,748, against £10,489,339 in 1865, and £10,413,586 in 1864, which is an increase of £3,865,409 on the former period and of £3,941,162 over the latter. With regard to the exports, there has been an increase in alkali, beer and ale, coals and culm, cotton yarn, cotton manufactures, haberdashery and millinery, linen yarn, linen manufactures, metals, seed-oil, thrown silk, silk manufactures, wool, woollen and worsted yarn, and worsted manufactures. On the reverse side the only articles are machinery and British spirits. With respect to imports, there has been an increase in raw cotton, hides, leather manufactures, flax seed and linseed, tallow, wool, spirits, unrefined sugar, tobacco, and wine; with a falling off in clocks and watches, flax and hemp, saltpetre, raw silk, woollen manufactures, cocoa, coffee, and tea. The returns before us present the following figures referring to trade with the Far East:—

EXPORTS TO CHINA AND HONG KONG.

	Quantity for the Month ended 31st January, 1864.	1865.	1866.
Cotton yarn	1,000 ..	153,722 ..	388.080 lbs.
Cotton manufactures ..	2,135 981 ..	4,138,368 ..	12,996,763 yds.
Worsted stuffs	743.014 ..	576.978 ..	935,820 „
Woollen & Worsted cloths.	78,293 ..	65,604 ..	244,875 „
Lead	506 ..	333 ..	467 tons
	Value for the Month ended the 31st January.		
Cotton yarn	£180 ..	£17.571 ..	£41.908
Cotton manufactures ..	63.251 ..	101.093 ..	316.100
Worsted stuffs	53.865 ..	48,437 ..	72.453
Woollen and worsted cloths	16.947 ..	13.207 ..	33.370
Lead	10,810 ..	7,710 ..	10,360

The Cotton Manufactures exported to other ports and countries of the Far East during the month of January were in quantity and value as follows:—

	Quantity for the month ended 31st January, 1864.	1865.	1866.
Ceylon..	1,728.083 ..	542.912 ..	1,305.297 yds.
Singapore	660,508 ..	2,653.494 ..	2,210,429 „
Java	361,415 ..	1,386.297 ..	—
Philippine Islands ..	2,213,905 ..	3,051,403 ..	1,746,608 „
	Value for the Month ended 31st January.		
Ceylon..	£53.471 ..	£16,620 ..	£33,050
Singapore	15,818 ..	62 588 ..	50,490
Java	11,125 ..	36,435 ..	—
Philippine Islands ..	61,003 ..	79,872 ..	50,516

Of Cotton Yarn 46,600 lbs. were forwarded to Singapore during the month, of the value of £5,603. To Ceylon 14,000 lbs. were despatched, of the value of £2,700.

IMPORTS.

From the following it will be seen that China has disappeared, for the present, from the list of countries supplying us with Raw Cotton. The import of that material for the month of January in the present and two preceding years is thus given:—

	1864.	1865.	1866.
British India..	22,973 ..	27.861 ..	91,465 cwts.
China	7,851 ..	17,396 ..	—
All parts	81,639 ..	151,264 ..	373.944 „

We are now furnished also with the value of the Raw Cotton imported during the past and two preceding years; and as the items form an interesting indication of the whole course of the trade, we present them in full:

From	Import of Raw Cotton for the year ended 31st Dec. 1863.	1864.	1865.
United States	£644.138 ..	£1,711,890 ..	£12,035,484
Bahamas and Bermuda ..	2,983,801 ..	4,884.504 ..	1,379,338
Mexico	2.067,939 ..	2,954,127 ..	2,834,187
Brazil	2,077,688 ..	4,379,793 ..	4.373,811
Turkey	1,032,208 ..	1,745,878 ..	1,276,711
Egypt	8,841.557 ...	14,300,507 ..	13.906,641
British India	34.700,661 ..	38,214,723 ..	25,005,856
China	2,164,995 ..	6,242 504 ..	1,593,405
Other Countries	1,764,966 ..	3,769,803 ..	3,626,760
Total	£56,277,953	£78,203,729	£66,032,193

Of Unrefined Sugar there was no import during the month of January last from Java and the Philippine Islands.

The article of Hemp from the Philippine Islands presents a similar, return; but of this latter we can now give the value of the import for the year—

	1863.	1864.	1865.
Of Hemp from the Philippine Islands	£421,004 ..	£309,251 ..	£309,516

The import of Coffee from Ceylon was as follows:—

	1864.	1865.	1866.
Quantity to 31st January (lbs).	3,619.207 ..	2,812,099 ..	244,986
	1863.	1864.	1865.
Value for the year ended 31st December	£2.898.086 ..	£2,370,129 ..	£3,112,765

The value of the Exports of British and Irish Produce and Manufactures will form part of the next return, when we shall also have the value of the Imports from the various parts of the world for the last and two preceding years.

The amount of bullion by the P. and O. Company's steamer *Massilia*, from Southampton on the 20th inst., was—in gold to Madras, £6,251. In silver, to Singapore, £4,000; to Foochow-Foo, £2,000; to Shanghai, £14,450. Total—in gold, £6,251; in silver, £20,450.

BANK AND MISCELLANEOUS SHARES.

Shares.	Joint-Stock Banks.	Paid.	Closing Prices.	Prices Mar. 10.
£20	Asiatic Bank Corporation, new shares	£10	18 to 20	19 to 21
50	Agra and Masterman's	25	52 to 53 xd.	52 to 54 xd.
20	Chartered Bank of India, Australia and China	All	23⅞ to 24⅛	24 to 24⅛
25	Chartered Merc. of India and China	All	46 to 48	46 to 47
25	Commercial of India and the East	All	25 to 27	26 to 28
20	Eastern Exchange	5	1⅛ to ⅛dis xd	1⅛ to ⅛ dis.
50	London Joint Stock	15	47 to 48	48 to 49
100	London and Westminster	20	95 to 96	95 to 96
25	Oriental Bank Corporation	All	51 to 53	52 to 53
50	Union of London	15	52¼ to 53⅛	53 to 54
100	Hindustan, China, and Japan	25	15 to 17	18 to 20
100	Do. Issued at 2 pm.	25	16 to 18	18 to 20
100	Do. New	25	16 to 18	17 to 19
20	Scinde, Punjab, and Delhi	10	5 to ¼ dis	5 to 4 dis.
25	Bank of Egypt	All	31 to 33	31 to 33
20	Bank of London	10	26 to 27	27 to 28
20	Land Mortgage Bank of India	4	⅛ to ¼pm.	⅛ to ¼pm.
	MISCELLANEOUS			
10	Mediterranean Extension Telegraph	All	3 to 4	3 to 4
50	P. and O. Steam Company	All	70 to 72	70 to 72
50	Do. New	35	14 to 16pm.	14 to 16pm.
20	China Steamship & Labuan Coal Co	9	8 to 7 dis.	7 to 6 dis.
5	Bombay Gas	All	5 to 5¼	5¼ to 5⅜
10	Hong Kong Gas	All	2 dis to par	1 dis. to 1pm.
5	Singapore Gas	5	—	—
20	E. I. Irrigation and Canal	13½	4½ to 3½ dis.	4½ to 3½ dis.
20	Madras Irrigation and Canal	All	16½ to 17⅛	17 to 18
5	Oriental Gas	All	5 to 5⅛	5⅛ to 5⅜
10	O. Inland Steam	All	1 to 2	1 to 2
100	West India Steam Company	60	117 to 120	119 to 120
—	Ceylon Deb., Nov. 1868, 6 per cent.	100	102 to 104	102 to 104
—	Do. Do. 1875	100	106 to 108	106 to 108
20	Ceylon Company	7	2½ to 3 pm.	2⅝ to 3½ pm.
20	Do. A shares	2	¼ to 1 pm.	¼ to 1¼ pm.
10	Ceylon Coffee Estates Co.	10	—	—
20	International Finance Society	5	⅛ to ⅜ dis.	⅛ dis. to ⅛pm
20	General Credit & Finance Company	4	¼ dis to ¼pm.	⅛ to ⅜ pm.
20	Egyptian Com. & Trading Company	6	2¼ to 1½ dis.	1⅛ to 1½ dis
20	Société Financière d'Egypte	10	5 to 4 dis.	5 to 4 dis.
10	Upper Assam Tea	5½	2 to 1 dis.	2 to 1 dis.
10	Do.	All	8 to 10	8 to 10
50	Overend, Gurney, and Co.	15	1⅛ to 1⅛pm.	2⅛ to 2⅛pm.

MANCHESTER MARKETS.

The markets are quiet, both for yarns and goods. Prices are nominally a shade higher, but any advance on recent rates serves to check the disposition to purchase. Grey Shirtings, 7 lb., 14s. 9d. to 15s.; 8 lb. 4 oz., 18s. to 18s. 6d. Mule Twist, Nos. 16 to 24, 2s. 3d. to 2s. 4½d.; 28 to 32, to 2s. 4½d. to 2s. 6d.

ARTICLES OF IMPORT.

TEA.—Our market has been extremely quiet, there still being an unusual absence of orders both for home consumption and export, whilst during the past ten days the arrivals have been very numerous, amounting in all to twenty-one vessels. The further reduction in the Bank rate to 6 per cent. has as yet had no effect, but as the shipments from China now seem very moderate we trust that shortly there may be some revival of demand. Importers generally are giving support to the market, but the great bulk of the samples from the recent arrivals have not yet been placed on the market. The supplies of the dusty and broken-leaf kinds of Congou have been large, and prices show a decline of ¼d. to ½d. per lb. Fair to good common show no alteration. In fair flavory kinds there has been but little doing, and prices must be quoted rather easier. In good Kaisows the few sales have been at former prices. In fine to finest there has been scarcely anything doing. Common black-leaf Congous have sold rather higher, there being now but little to be met with under 1s. per lb. Fair qualities continue difficult of sale. The good medium kinds remain firm, also fine up to 2s. 2 per lb., but in the finest kinds there have been no sales of importance. In new-made Canton kinds the medium sorts have been sold at public sale at a decline of 1d. to 2d. per lb. In Oolongs transactions have been limited, and prices show a reduction of 1d. to ½d. per lb. Souchongs have sold to a fair extent, but the medium qualities about 1d. per lb. lower. Flowery Pekoes show no alteration. Scented Teas remain much as before;

Digitized by Google

the fair qualities of Orange Pekoe have sold steadily, also common to fair Capers under 1s. 4d. per lb.; the good to fine kinds remain difficult to move. Uncoloured Japans have sold readily at extreme prices, there being a good demand for export. In Green Teas there has not been much business. The great bulk of the recent arrivals have not yet been shown, but prices have been firmly supported for all the better kinds, common qualities still remaining dull of sale. In Canton Young Hysons and Gunpowders further sales have been made at the decline last quoted.

SILK.—We have as yet no real improvement to notice in the silk market, though, perhaps, within the last few days the feeling amongst buyers has been less desponding. China Silk: Good qualities still hold their ground much better than ordinary and inferior sorts; hence a few bales of classic No. 3 Tsatlee have been sold from 29s. to 29s. 6d., while for any commoner grades buyers can only be found at relatively very low rates. Japan Silk: Some 600 bales of Mibash just entered by one importer have been placed, it is generally supposed, at rather a low figure, though the actual price paid has not transpired. Deliveries from 1st to 23rd inclusive—China, 1,900 bales; Japan, 586 bales; total, 2.486 bales. Quotations are—No. 1 Tsatlee 31s. to 31s. 6d., Taysaam, No. 1 27s. to 27s. 6d., Mibash, No. 1 33s. to 35s.

COTTON.—Owing to the advance reported in our last not being responded to in Manchester, together with heavy arrivals in Liverpool, and free receipts at the American ports, holders have since shown more anxiety to realise, and prices have again declined ¼d. to ⅜d. per lb., closing irregularly at barely last week's quotations. In the early part of the week there was considerable inquiry for Bengal afloat, and prices advanced 1d. per lb., which, however, has since been lost. 3,600 bales of Tinnivelly have been sold in the London market at from 15d. to 16¼d. for fair to fully good fair. Sales to arrive have been 2,000 bales Tinnivelly, at 15d. to 15¾d., March to November, guaranteed good fair, closing at 15d. for January shipment. The report from Liverpool is—The supply of East India at the early part of the week was quite inadequate to the demand, and prices improved about ¼d. per lb.; but with the quietness that has existed during the past three days, and the supply from the recently-arrived vessels, the market has become somewhat irregular, losing the previous advance, and closing flatly. Holders of China having submitted to about ½d. decline, a few small sales have been effected at this reduction. The following are the official quotations:—Fair Orleans, 21½d.; middling, 20d.; fair Mobile, 20¾d.; middling, 19½d.; fair Uplands, 20⅛d.; middling, 19½d.

SUGAR.—The market was depressed during the whole of the week, continuing so to the close, and prices, with few exceptions, ruled, at the close of business on the 23rd, 6d. to 1s. per cwt. below those of the 16th. By private contract, on the 23rd, 1,500 bags clayed Manila were sold at 30s.

COFFEE.—Prices are steadily maintained. At public sale on the 23rd a small parcel of Plantation Ceylon went off steadily, and 950 bags Native were half sold, good ordinary 67s.

RICE.—A quiet tone has pervaded during the week, and only limited sales have been effected at the former value.

CARDAMOMS.—Firm; 23 cases Malabar at auction mostly sold at 5s. 6d. to 6s. 1d. per lb. for fair to good; and of 20 bags Madras three-fourths sold at 5s. to 5s. 6d. per lb. good to fine Aleppy, and 3s. 5d. to 4s. ordinary to middling.

CAMPHOR.—Subsequently to our last, prices further advanced to £6. 10s. per cwt. for China, and £6. 12s. 6d. Japan, with a very fair extent of business; more recently the drug has become flat, and prices have gone back 5s. for China, and 2s. 6d. Japan.

CASSIA LIGNEA.—Very firm: with large business privately upon fully former terms to 2s. per cwt. advance. Buds: Retail business done at the advanced quotations.

CINNAMON (CEYLON).—We quote 1st sort 2s. to 2s. 10d. per lb., superior, 3s. to 3s. 4d.; 2nd, 1s. 9d. to 2s. 9d.; 3rd, 1s. 8d. to 2s. 4d.; 4th and Jungle, 1s. 4d. to 1s. 9d. Market quiet. 180 bales at auction partially sold at about previous value.

COCOA-NUT OIL.—This market has been very firm at 20s. per ton advance for Cochin, and 10s. Ceylon. Transactions not large: 18 casks Cochin, 228 casks Ceylon, 16 casks Sydney, and 9 casks Zanzibar at auction.

DRUGS.—Cubebs: Cheaper: of 390 bags at auction, one fourth sold at 82s. to 82s. 6d. per cwt. Dragon's Blood: Of 20 cases at auction, two-thirds sold at £6 10s. to £8 17s. 6d. per cwt., being, on the average, fully the former worth. Galangal Root: Flat: of 220 bags, very few sold at 13s. 6d. per cwt. Rhubarb: Dearer: considerable busines done privately; and of 103 boxes at auction, one-third (a recent importation) sold at 8s. 9d. to 9s. 4d. per lb. for fair flat and round; and 3s. 9d. to 3s. 10d. inferior.

GUMS.—Benjamin: Siam is £2 to £3 per cwt. cheaper; of 69 chests at auction, half sold: 2nds at £38 per cwt.; 3rds £30 to £32; 4ths £25 to £28 10s.; seed drop in block £20 10s; dust in block £15 to £15 5s.; and dark brown gum with few almonds £20 to £24 15s. Sumatra steady; but of 122 chests offered, only one-fourth sold, 2nds at £12 10s., and 3rds at £7 per cent. Damar: Firm; but of 203 cases at auction, only a few sold at 60s. per cwt. for very good picked. Gamboge: Very scarce, and again dearer; and of 18 cases at auction, one-half found buyers at £19 10s. to £23 per cwt. for fair to good pipe; and £14 15s. ordinary broken.

GUTTA PERCHA.—Quiet; and of 121 baskets and 105 tons at auction, a small portion only sold at 1s. 6d. to 1s. 10d. per lb. for middling to fair natural; and 5¼d. to 7½d. reboiled.

HEMP.—Manila: Firm; auctions unimportant; private business moderate, upon fully previous terms.

HORNS.—Buffalo: Are 2s. to 3s. per cwt. dearer, the greatest advance being on the large horns; Tips are likewise 2s. dearer: 57 tons Madras, 6 tons Siam, and 10 tons Calcutta sold at auction at 49s. 6d. per cwt. for 3 lbs. average; 39s. 6d. to 41s. for 2 lbs.; and 27s. 6d. to 34s. 6d. for 1¼ to 1½ lb.; 8 tons Calcutta Tips sold at 35s. 6d. to 36s. 6d. Deer: Are rather easier; and 36 tons Madras, 1 ton Siam, and 1 ton Calcutta sold at auction at 55s. to 60s. per cwt. for 1⅝ lb.; and 41s. to 51s. for 2½ to 1¼ lb.

INDIA RUBBER remains depressed. 63 baskets Singapore, and 106 baskets Assam at auction all retired. Limited business privately within our quotations, of 1s. 9d. to 1s. 11d.

JAPAN WAX steady: Of 528 boxes at auction half sold at 73s. 6d. to 84s. per cwt. for ordinary to good saucers, and 72s. to 74s. middling block.

OILS.—Anniseed: Very quiet, and selling in retail at our quotations of 9s. 5d. to 9s. 6d. Cassia: Flat, and lower, the latest transactions having been at 8s. 3d. per lb.; business very limited. Cinnamon: Only 2 cases at auction, retired. Citronelle: Remains firm; of 39 cases at auction, one-third sold at 4d. per oz., at which price there are still buyers. Lemon Grass: Of 4 cases at auction, 3 sold at 1s. 3¾d. to 1s. 4d. per oz., being a shade cheaper.

PEPPER.—Black: Has become very quiet, with most restricted business, but no reduction in terms; 354 bags Sincapore at auction, retired; and of 2,752 bags Penang, a few only sold at 3⅞d. per lb. White: Is also flat, and 107 bags Penang at auction were all retired; very little doing by private treaty.

SPICES.—Cloves: Quiet for all descriptions; 300 bags Zanzibar at auction all retired. Mace: Auctions confined to 45 packages Batavia, of which half sold at 1s. 4d. to 1s. 6d. per lb. for ordinary to middling, being barely the previous worth. Nutmegs: Have gone back 1d. to 2d. per lb.; and of 46 cases Penang, 6 cases Sincapore, and 29 casks Batavia at auction, one-third sold at 1s. 3d. to 2s. 1d. for ordinary small to fair medium.

SAGO.—1s 6d. per cwt. cheaper: of 1,751 boxes at auction, half sold at 21s. 6d. per cwt. for good bold, and 18s. 6d. to 19s. 6d. middling to fair small. Flour: Rather dearer; moderate business done at 15s. 9d. per cwt. for good; 804 bags at auction retired.

TERRA JAPONICA.—Cutch, Pegue: Quiet, and 1,560 packages at auction all retired. Gambier: Rather dearer, and 749 bales at auction mostly sold at 21s. 3d. to 22s. per cwt. for middling to good.

TIN.—This market has been active, with large transactions and material variations in value; the lowest cash price for Straits having been £83 10s., and highest £86; for arrival £87, 3 months' prompt. At the Periodical Dutch Sale, 22nd inst., 111,800 slabs sold at f.49¾, eqnal to £87 10s. delivered in London.

MISCELLANEOUS.—Black Lead: Dearer, especially fine lump; of 878 barrels at auction, three-fourths sold at 11s. to 22s. per cwt. for ordinary to fine lump; 16s. to 16s. 6d. chips, and 9s. 3d. to 9s. 6d. dust. Ebony Wood: Quiet; only 8 tons Ceylon at auction retired. Galls: All Galls of the Bussorah character remain very flat; China steady, and of 211 cases at auction a few sold at 70s. per cwt., and small private sales also made at the same price; Japan inquired for. Musk: Scarce and firm; on grain, at auction, 13 tins sold at 50s. to 57s. 6d. per oz. Rattans: Quiet; of 18,850 bundles Singapore at auction, half sold at 3s. 1d. to 4s. 6d. per 100. Sapan Wood: Steady, but without any trade of consequence. Mother o' Pearl Shells: Dearer; sales effected privately at very high prices; no auctions. Soy: Quiet; 20 casks at auction retired; arrivals of Japan. Star Anniseeds: Quiet; and of 80 cases at auction, a few only sold at £7. 2s. 6d. per cwt. for fair. Sticklac, Siam: Steady; of 265 cases at auction, one-fourth sold at 52s. 6d. to 53s. per cwt. for good. Tortoise Shell: A single case Singapore at auction sold at 12s. 6d. per lb. for ordinary, being the previous worth. Vermilion: Scarce; 6 boxes at auction retired at 4s. per lb.

ARTICLES OF EXPORT.

IRON.—The quotations in London are for Welsh bars, £7.; nail rod, £8. 10s. to £9; hoops, £9. 15s. to £10; sheets, single, £10. 10s. to £10. 15s.; Staffordshire bars, £8. 10s. to £9. 15s.; rails, £6. 10s. to £7.

STEEL.—Swedish keg, £15. 10s. to £16.

COPPER.—Sheet and Sheathing, £96 to £98 per ton; yellow metal, 8¼d. to 9d. per lb.

TIN.—£91 for block; £92 for common bars. Tin plates, best charcoal, I.C. 34s. to 35s.

LEAD, &c.—English pig, W.B., £22. 5s. to £22. 10s.; shot, patent, £23. 15s.; sheet, £21. 15s.; spelter, £24. 5s. to £24. 15s.; zinc, English sheet, £32; quicksilver, £8.

The following is from the Circular of Messrs. French and Smith:—There is little of importance to notice in the metal market. The Scotch pig iron speculation, in spite of increasing stock, has been maintained with some little fluctuation. Copper: Reduced £5 per ton since our last. Tin Plates: Remain firm, and for some brands the manufacturers oversold. Lead: Steady; and for Spanish a 5s. advance has been obtained. Tin: The sale in Holland went at 43¾ guilders, equal f.87.10 here.

EXPORT OF BULLION TO CHINA, &c.

The following return shows the shipments of bullion from Southampton from the 1st January by the P. and O. Company's mail steamers.

	Gold.	Silver.
Shanghai	—	£17,808
Foo-chow-Foo	—	£4,446
Amoy	—	—
Hong Kong	—	£62,960
Singapore	£1,600	£42,750
Penang	—	—
Yokohama	—	—

FROM MARSEILLES.

(BY THE P. AND O. COMPANY'S STEAMERS.)

	Gold.	Silver.
Singapore	—	—
Penang	—	—
Hong Kong	—	—
Foo-chow-Foo	—	—
Shanghai	—	£8,632
Yokohama	—	—

PER FRENCH MAIL STEAMERS.

	Gold.	Silver.
To Singapore	—	£40,000
To Saigon	—	£22,313
To Batavia	—	—
To Hong Kong	—	£216,300
To Shanghai	—	£28,124
To Yokhama	—	£1,900

GOLD AND SILVER.

Bar Gold (per ounce)	£3 17 9
Spanish Doubloon	3 16 0 to 3 17
United States Gold Coin	3 16 4
Silver in Bars	0 5 1
Mexican Dollars	0 4 11½

Digitized by Google

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Mar 14	Storm King	Cormack	Moulmein	Plymouth.
— 15	Zodiac	Diruelou	Batavia	Do.
Feb.23	Arizona	Galparda	Macao	Havana.
— 27	Esmeralda	Beck	Amoy	New York.
Mar 15	Annie Archbell	Blacklock	Canton	London.
— 15	Whitehall	Chapman	Shanghai	Deal.
Feb.28	Wild Gazelle	Humphrey	Amoy	New York.
Mar 15	Lord Macaulay	Carr	Foo-chow-Foo	Deal.
— 15	Chrysolite	Varian	Hong Kong	Off the Start.
—	Maggie	Gruchy	Singapore	Falmouth.
—	Red Riding Hood		China	Trinidad.
— 16	Ensign	Black	Shanghai	London.
— 16	Merse	Red	China	Deal.
— 15	Portland	Peters	Shanghai	Motherbank.
— 15	Lady Alice		Sourabaya	Falmouth.
— 16	Xantippe	Rees	Singapore	London.
— 16	The Kildare	Mabley	Do.	Do.
— 16	St. Dunstan	Fovey	Foo-chow-Foo	Deal.
— 15	Corea	Garry	Do.	Torbay.
— 16	Florentin	Hagelstein	Do.	Falmouth.
— 16	Bertha	Jacobsen	Hong Kong.	Do.
— 17	Canaan	Wilson	China	Deal.
— 17	Spanker	Swan	Do.	Do.
— 16	Australian	Nicholson	Moulmein	Falmouth.
Feb. 3	Liguria	Pizolo	Macao, &c.	Callao.
— 3	Compa. Nacional No. 1	Julie	Do.	Do.
— 12	Dudbrook	Deacon	Amoy	Trinidad.
— 17	Thusnelda	Hunckew	Pasaroeang	St. Thomas.
— 21	Edith	Ogilvie	Nagasaki	Do.
Mar 16	Queen's Own	Snowdon	Do.	London.
— 18	City of Quebec	Dawlin	Shanghai	Do.
— 18	Prince Alfred	Elliston	Do.	Do.
— 18	Stirlingshire	Cunningham	Canton	Do.
— 18	Wynaud	Smith	Colombo	Do.
—	Kenilworth		Moulmein	Deal.
— 15	Gustav Adolph	Bolisien	Canton	Plymouth.
— 17	Aldeenbar	Anderson	Foo-chow-Foo	Falmouth.
— 18	Forerunner	Merritt	Singapore	Do.
— 16	Vooruit	Legger	Batavia	Portland.
— 18	Lochleven Castle	McGowan	Singapore	Liverpool.
— 16	Schwinge	Junge	Batavia	Helvoet.
— 4	Golden Fleece	Hubbard	Manila	New York.
— 19	Emperor	Edam	Shanghai	Deal.
— 19	Manfred	Scott	Foo-chow-Foo	Do.
— 19	Areta	Kerr	Do.	Do.
— 19	Eliza Thornton	Maxwell	Singapore	Do.
— 18	Marie Elise	Deursen	Batavia	Off Dungeness.
— 19	Friederich	Fasmer	Samarang	Off Beachy Head
— 21	Nelson	Cobb	Manila	Deal.
— 19	Kosmopolite I.	Koning	Batavia	Brouwershaven.
— 19	Hendrik Ido Ambacht	Byl	Do.	Do.
— 17	Emelie	Bruyuzeels	Do.	Off Dungeness.
— 18	Marie	Bilsthoret	Do.	Do.
— 19	Macassar	Coulon	Banjoewangie	Off the Eddystone
Feb.25	L. Cezard	Dupont	Macao	Havana.
Mar 21	Jacobus	Tas	Batavia	Plymouth.
Feb.19	Langdale	Brown	Manila	Pernambuco.
Mar—	Ocean Belle		Moulmein	Queenstown.
— 20	Princess Amelia	Groeneveld	Batavia	Texel.
—	Nancy	Giequeaux	Saigon	Rochefort.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Mar.13	William Mitchell	Potter	Hong Kong	Cardiff.
— 13	Chili	Rowe	Singapore	Liverpool.
— 14	Jessie Jameson		Galle	Swansea.
— 16	Blue Jacket	Lusby	Colombo	London.
— 17	Samuel	Mason	Shanghai	Cardiff.
— 18	Arabia	Smith	Do.	Do.
— 19	Sovereign	Brown	Batavia	Swansea.
— 19	Reine Blanche	Baudronet	Galle	Do.
— 19	Harkaway		Batavia	Milford.
— 17	Adelia Carlton	Talpey	Hong Kong	Liverpool.
— 19	Cotherstone	Patterson	Shanghai	Sunderland.
— 20	Eleanor	Silk	Yokohama	London.
— 20	Aurora Australis	Todd	Shanghai & Hankow	Do.
— 20	Queen of the Ocean	Ellison	Cardiff & Shanghai	Do.
— 19	Burmah	Clark	Shanghai	Newport.
— 17	Silesia	Ewing	Do.	Cardiff.
— 19	Dunmore	Robertson	Singapore	Leith.
— 19	Conrad	Morgan	Yokohama	Sunderland.
— 19	John Fraser	Morton	Shanghai	Do.
— 19	Beautiful Star	Seer	Hong Kong	Do.
— 20	Statesman	Marshall	Shanghai	Cardiff.
— 23	Dartmouth	Elsden	Do.	London.
— 2	Golden State	Delano	Hong Kong	New York.

(See Commercial Postscript.)

LOADING.

At LONDON.—For Yokohama: Corea. For Yokohama and Nagasaki: Merse, Minnie. For Shanghai: Polmaise, John Lidgett, Wild Deer, City of Quebec. For Hong Kong and Canton: Gresham, Yaratilda, Banian, Invincible. For Singapore: St. Andrew's Castle. For Penang: Teesdale. For Batavia and Sourabaya: Peter Rohland. For Colombo: Neville, Liberator, Wynaud, Caroline Hutchings.

At LIVERPOOL.—For Yokohama: Carioca. For Shanghai: Charlotte, Bogota. For Bangkok: Emmanuel. For Singapore: Eastfield, Hermann Doctor, White Squall. For Batavia and Sourabaya: Triton For Batavia and Singapore: Ribbleton. For Manila: Espana. For Galle: W. G. Russell, Anna Maria, Constance. For Ceylon: Gaucho.

At GLASGOW.—For Batavia and Samarang: Aquarius. For Java: Nicot. For Colombo: Swanley.

SPOKEN.

GROOTMEESTER NATIONAAL, Bat. to Amsterdam, Jan. 1, 27 S., 54 E.
WOODCOTE, Colombo to London, Jan. 27, 10 S., 12 W.
MOLDAVIAN, Swansea to Shanghai, Jan. 12, off the Pelew Islands.
ST. CROIX, Cardiff to Hong Kong, Jan. 6.
ARRACAN (bq.), Cardiff to Shanghai, Jan. 22, 15 (?) S., 26 W.
JAMES WISHART, Cardiff to Shanghai, Nov. 18, 35 S., 25 W.
GRENADIER, Liverpool to Hong Kong, Jan. 6, in Ombay Passage.
ELIZA HANDS, Liverpool to Yokohama, 132 days out.
BULL (bq.), for Shanghai, Feb. 23, 45 N., 13 W.
PRECURSOR, Singapore to London, March 7, 50 N., 28 W.
RAPHAEL, Japan to New York, Feb. 6, 3 N., 24 W.
ARETA, Foochow to London, Feb. 16, 18 N., 40 W.
SELINA JANE, Hong Kong to Hamburg, Mar. 9, 47 N., 21 W.
WELLINGTON, Shields to Singapore, Jan. 28, 20 S., 33 W.
THURSO, Foo-chow-Foo to London, Jan. 11, 34 S., 18 E.
COTE D'OR. Canton to Havana, Feb. 6, 3 N., 25 W.
CANDATI, Batavia to Schiedam, Mar. 7, 44 N., 25 W.
LIEBURN, Batavia to Amsterdam, 49 N., 32 W.
KENILWORTH, Batavia to Amsterdam, March 1, 46 N., 41 W.
PRINCESS OF WALES, Penang to Amsterdam, Jan. 20, 21 S., 1 W.
SEA SNAKE, China to New York, Jan. 16.
CHRISTINA, Batavia to Amsterdam, Jan. 18, 25 S., 4 E.
SIROCCO, Manila to Liverpool, Dec. 18, 15 S., 81 E.
VESTA, Batavia to Rotterdam, Feb. 9, 4 N., 25 W.
DEERSLAYER, Batavia to Rotterdam, 34 S., 23 E.
AVONVALE, Cronstadt to the Amoor, Jan. 10, 4 N., 22 W.
LOMBARD, Macao to Havana, Jan. 19.
ILIA (?), Bordeaux to Batavia, Jan. 23, 26 S., 32 W.
WILLEM III., Banjoewangie to Amsterdam, Jan. 31, 5 S., 17 W.
JURA, Manila to New York, Nov. 20, 21 S., 74 E.
GEB. PIETER SERVATIUS, Batavia to Amstm., Dec. 14, 36 S., 26 E.
ABEL TASMAN, Batavia to Amsterdam, Dec. 31, off St. Helena.
ZION'S HOPE. China to Liverpool, Feb. 15, 30 N., 44 W.
ELIZA, Java to Amsterdam, Feb. 27, 43 N., 43 W.
QUEEN OF BEAUTY, Hong Kong to London, Dec. 23, 34 S., 27 E.
BANGKOK, from Foochow, Dec. 26, 34 S., 24 E.
NYANZA, Batavia to Amsterdam, March 5, 40 N., 25 W.
POCAHONTAS, Cardiff to Hong Kong, March 5, 43 N., 19 W.
BENCLEUGH, Newport to Singapore, Jan. 31, 23 S. 33 W.
GOEDE VERWACHTING, Amsterdam to Batavia, March 6, 36 N., 18 W.
KONING WILLEM II., Banjoewangie to Amsterdam, Feb. 2, off Ascension.

FREIGHTS AND CHARTERS.

Notwithstanding the recent numerous arrivals, the increased ease in the money market, and the more favourable aspect in commercial circles, have well maintained all berth freights, and ships may yet be advantageously placed. Homewards, however, nothing is doing.

Current Rates of Freight for Vessels on the Berth:—To Yokohama: 50s. weight, 40s. to 50s. meast. To Nagasaki: The same. To Shanghai: 40s. weight, 30s. to 35s. meast. To Hong Kong: 40s. weight, 30s. meast. To Singapore: 30s. weight or measurement. To Penang: 40s. weight or measurement. To Ceylon: 40s. weight, 20s. measurement.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel. For Hong Kong: £45 to £47. For Galle: £40. For Singapore: £39. For Shanghai: £55. For Batavia: £35. From Newport, Cardiff or Swansea, per ton. For Hong Kong: £2 3s. For Manila: 35s. For Galle: £1 18s. For Singapore, 35s. For Shanghai: £2 15s. For Batavia: £1 12s. 6d.

The Admiralty have invited tenders for the conveyance of 27 tons combustibles, 5 tons empty cartridges, &c., 93 tons naval stores, and 3 boilers, weighing 59 tons, from the River Thames to Trincomalee, and have ordered the Invincible to be surveyed for the conveyance of stores to Hong Kong.

CASUALTIES.

The crew of the Fortuna de Groot, from Shields for Singapore, which vessel was stranded at Adinkerke, near Furnes, on the morning of the 14th March., were saved by the lifeboat. The vessel was supposed to have sustained much damage, having had 6 feet of water in her hold; but advices from Antwerp, under date March 17, report that after throwing overboard 80 tons of coal she was got off and towed into Ostend, and beyond being very leaky, had sustained but little damage.

The West Wind, Blandford, from Cardiff, for Shanghai, which put into Lisbon March 5, with a trifling leak forward, has commenced discharging.

The Golden Fleece, of Boston, from Manila, &c., to New York, which arrived there March 5, touched the ground in the Swash Channel on the 3rd inst. but backed off without apparent damage.

The Lucy E. Ashby, from Shanghai to New York, which was stranded on the reef in the Pernambuco roadstead Feb. 12, has been sold with the cargo still on board. Most of the tea saved goes to New York.

The Betty, from the Clyde for Batavia, has put into Queenstown leaky.

MISCELLANEOUS.

AT ST. HELENA.—Jan. 23, from Batavia, Copernicus, Algra, and sailed 24 for Rotterdam; 24, Cosmopoliet, Koning, and sailed for Dordt; 25, from Banjoewangie, Anthony, Von Hoboken, Hazewinkel, and sailed for Amsterdam; from Batavia: Ternate, Cars, and sailed 27 for Rotterdam; 26, from Pasaroeang, Gleaner, Boston; from Batavia, Grootmeester Nationaal, Gilsne, and both sailed for Amsterdam; 27, from China, Santon, Cresswell, and sailed for London; 28, from Penang, Balnagnith, Markham, and sailed 30 for London; 31, from Amoy, Red Riding Hood, Nicoleon, for Trinidad; Feb. 7, from Shanghai, Geo. Becker, 10 from Japan, Seringapatam; 19, from Java, Sandringham.

At MAURITIUS.—Feb. 10, from Singapore, Analyet, Crosby; 11, from Saigon, Jean Baptiste, Ardouin; 16, from Singapore, Sea Ripple, Pringle.

The Patriot King, from Liverpool for Singapore, put back March 20, her crew refusing duty.

LAUNCH.—On the 14th inst. Messrs. Charles Connell and Co. launched from their West Shipbuilding Yard at Overnewton a fine iron sailing ship of 1,000 tons register, classed AA at Lloyd's. She was named the "City of Vienna" by Miss Margaret Orr, of Fenwick, is owned by Messrs. George Smith and Sons, of Glasgow, and is intended, for their East India trade. This is the fourth vessel built by Messrs. Connell and Co. for the same firm.

Digitized by Google

THIRTY-SECOND ANNUAL GENERAL MEETING OF SHAREHOLDERS OF

THE AGRA & MASTERMAN'S BANK

(LIMITED),

Held at the LONDON TAVERN, Bishopsgate-street, E.C., on SATURDAY, March 17, 1866—

GEORGE GORDON MACPHERSON, Esq., Chairman, in the Chair.

The Notice convening the Meeting and the following Report and Statement of Accounts were read:—

The Directors beg to submit to the Proprietary the audited Accounts for the year ended Dec. 31 last, and to report that, after making ample provision for bad and doubtful debts, the available surplus is £250,254. 2s. 9d. Out of this sum the Directors have paid two half yearly dividends at the rate of 10 per cent. per annum, adding on each occasion a bonus of 15s. per share, thus making the total distribution for the year 16 per cent., free of income-tax, on the increased capital of one million and a-half sterling. The balance, £10,254. 2s. 9d., is carried forward to profit and loss account for the current year.

The Directors have the pleasure to report that during last Session an Act of Parliament was obtained for enabling the Bank to divide the original shares of £100 each into two shares of £50 each. The subdivision has been carried out, and the capital of the Bank now consists of 60,000 shares of £50 each, of which £25 per share has been paid up.

The Directors have opened a branch of the Bank in Paris, under the management of an influential local board, and they are glad to report that the results from the commencement have been satisfactory. They have purchased the premises 10, Place Vendome, for the conduct of the business of the branch, and the cost is added to the property account.

The Directors regret the loss which the Bank has sustained by the death of their much-esteemed colleague General Duncan Sim. It is not intended to fill up the vacancy in the direction thus occasioned. The Proprietors will have to elect Auditors for the ensuing year, and the present Auditors, being eligible, offer themselves for re-election.—By order of the Board, MACKINTOSH BALFOUR, General Manager.

BALANCE-SHEET, December 31, 1865.

No. 1. DR. LIABILITIES.

To paid-up capital ...	£1,500,000	0	0
To reserved fund ...	500,000	0	0
To amount due by the Bank on customers' balances, fixed deposits, and note circulation in China ...	6,816,459	11	5
To ditto on acceptances by head office of bills drawn by branches...	2,217,352	4	6
To ditto on acceptances by head office under guarantees of Bankers or on lodgment of securities ...	1,379,653	19	3
To ditto on exchange accounts, letters of credit, circular notes, &c.	5,168,508	8	5
To profit and loss ...	250,254	2	9
	£17,832,258	6	4

CR. ASSETS.

By cash in hand and at call at head office and branches ...	£2,226,746	18	8
By Government securities...	643,197	0	3
By discounts, loans, credits, &c....	6,037,915	18	6
By other securities, including gold and silver bullion, bills purchased, &c. ...	8,602,218	0	10
By freehold premises in London, Edinburgh, Paris, Calcutta, Bombay, Madras, Kurrachee, Agra, Lahore, Shanghai, and Sydney, and leasehold property at the other branches ...	322,180	8	1
	£17,832,258	6	4

G. B. DALBY, Chief Accountant.

PROFIT and LOSS ACCOUNT, from 1st January to 31st Dec., 1865.

No. 2. DR.

To payment of dividend on paid-up capital at 10 per cent. per annum for half year ended June 30, 1865	£75,000	0	0		
To bonus at 15s. per share ...	45,000	0	0		
To payment of dividend on paid-up capital at 10 per cent. per annum, for half-year ended Dec. 31, 1865	75,000	0	0		
To bonus at 15s. per share ...	45,000	0	0		
				£240,000	0 0
Balance carried forward ...				10,254	2 9
				£250,254	2 9

CR.

By balance brought forward from Dec. 31, 1864 ...	£16,321	11	0		
By gross profits at head office and branches to Dec. 31, 1865 (after making provision for bad and doubtful debts) ...	566,260	6	9		
	£582,581	17	9		
Less interest allowed on current and deposit accounts	213,144	2	4		
				£369,437	15 5
Total expenditure of head office and branches, including rent, income-tax, taxes, stamps, salaries, and miscellaneous charges ...				119,183	12 8
				£250,254	2 9

G. B. DALBY, Chief Accountant.

We have examined the preceding statements (Nos. 1 and 2), with the books, vouchers, and securities at the head office in London, and with the detailed returns and balance-sheet, signed by the Auditors of the several branches, and we hereby certify to the correctness and satisfactory character thereof.

London, March 12, 1866. J. HILL WILLIAMS, W. FARR, } Auditors.

The following Resolutions were duly moved, seconded, and carried unanimously:—1. That the report and accounts now submitted to the meeting and previously circulated to the shareholders in Europe, be adopted.—2. That Colonel James Horsburgh Macdonald, James Sydney Stopford, Esq., Charles Grenville Mansel, Esq., and James Thomson, Esq., be re-elected Directors.—3. That John Hill Williams, Esq., and William Farr, Esq., F.R.S., be re-elected auditors for the present year.—4. That the thanks of the shareholders be given to the Board of Directors, to the General Manager, to the London Mangers, to the Inspector, and to the local Committees and the Managers of Branches, for their able and satisfactory conduct of the Bank's affairs for the past year, and to the Auditors for their efficient supervision of the accounts.—5. That the thanks of the Meeting be given to the Chairman for his able conduct in the chair. G. G. MACPHERSON, Chairman.

THE AGRA AND MASTERMAN'S BANK, LIMITED.

ESTABLISHED IN 1833. INCORPORATED BY ROYAL CHARTER.

Paid-up Capital, £1,500,000 (One Million a-Half sterling). Subscribed Capital, £3,000,000 (Three Millions sterling,) in 60,000 Shares of £50 each. Number of Shareholders, 1,175. Reserved Fund, £500,000.

Head Office—NICHOLAS LANE, LOMBARD STREET, LONDON, E.C.

DIRECTORS.

CHAIRMAN—GEORGE GORDON MACPHERSON, Esq. | DEPUTY-CHAIRMAN—FREDERIC MILDRED, Esq.

GEORGE HAY DONALDSON, Esq.
Lieut.-Colonel HENRY DOVETON.
THOS. QUESTED FINNIS, Esq., Alderman.
Colonel JAMES HOLLAND.
Lieut.-Colonel JAMES H. MACDONALD.
ROBT. GUTHRIE MACGREGOR, Esq.
CHARLES GRENVILLE MANSEL, Esq.
EDWARD MASTERMAN, Esq.
JOHN CARRINGTON PALMER, Esq.
WILLIAM PETERS, Esq.
Major-General JAMES RAMSAY.
JAMES SYDNEY STOPFORD, Esq.
JAMES THOMSON, Esq.
WILLIAM HARDINGE TYLER, Esq.

GENERAL MANAGER—MACKINTOSH BALFOUR.
LONDON MANAGER—WILLIAM SHIPMAN.
AUDITORS—J. H. WILLIAMS, Esq., and WM. FARR, Esq., F.R.S.

ASSISTANT MANAGER—T. F. ROBINSON.
INSPECTOR OF BRANCHES—RICHARD BARNES.
SOLICITORS—Messrs. UPTONS, JOHNSON, and UPTON, 20, Austin-friars.

EDINBURGH BRANCH, 17, ST. ANDREW SQUARE.

DIRECTORS—CHAIRMAN: THOMAS RANKEN, Esq., 68, Queen-street; DANIEL AINSLIE, Esq., 48, Moray-place; BENJAMIN BURT, Esq., M.D., 31, Charlotte-square; GEORGE MOIR, Esq., Advocate, Sheriff of Stirlingshire, 14, Charlotte-square.

MANAGER—ROBERT HUNTER.

PARIS BRANCH, 10, PLACE VENDOME.

DIRECTORS—CHAIRMAN: M. ALEXANDRE DE LASKI; M. ARLES DUFOUR, C. *Member of the Chamber of Commerce of Lyons, and of the Council General of the Rhone; M. EDOUARD DELESSERT, O *Director of the Messageries Impériales; M. H. B. LYNCH, C.B.; M. J. B. PASTRE, O. *President of the Chamber of Commerce of Marseilles; M. CHARLES SAUTTER, *Banker, Director of the Crédit Lyonnais.

Branches in Calcutta, Bombay, Madras, Kurrachee, Agra, Lahore, Shanghai, Hong Kong, Sydney, Melbourne. Current Accounts of firms and individuals are kept at the Head Office on the terms customary with London Bankers, and interest allowed when the credit balance does not fall below £100. Deposits received at Seven Days' Notice of withdrawal, at rates fluctuating with those of the Bank of England; and for longer periods at fixed rates, particulars of which may be obtained upon application. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and Army, Navy, and Civil Pay and Pensions realised. Every other description of Banking business and money agency, at home and abroad, transacted. Letters of Credit and Circular Notes issued, payable at the chief cities of Europe and Asia, and also at Cairo and Alexandria. Hours of business, Nine to Four; Saturdays, Nine to Three.

Digitized by Google

THE CAPE, INDIA, AND CHINA AGENCY.

ORDERS for GOODS of all descriptions executed, and Shipped by the Overland Route or by Clipper Sailing Vessels. Consignment of Produce realised. The Goods are selected by parties who have had personal experience of the requirements of the markets at the

CAPE COLONIES, INDIA, CHINA, AND JAPAN.

TERMS:—One-half the estimated cost to be remitted with the order, and the balance on receipt of Bill of Lading and Invoice.

Commission, 2½ per cent. on Orders over £50, and 5 per cent. on amounts under £50

Orders and remittances should be addressed to the MANAGER.

Office, 12, George-yard, Lombard-street, London, E.C.

THE CREDIT FONCIER and MOBILIER of ENGLAND (Limited).

NOTICE IS HEREBY GIVEN, that the ORDINARY GENERAL MEETING of this Company will be held at the London Tavern, Bishopsgate-street, London, on WEDNESDAY, the 25th April, at Twelve o'clock (noon) precisely, for the purpose of receiving the Directors' and Auditors' Report and Balance Sheet, and for declaring a Dividend.

The Transfer Books of the Company will be closed from 4 P.M. on Wednesday, the 18th April, until 10 A.M. on Friday, the 27th April.

By order of the Court of Directors,
ALFRED LOWE, Secretary.

17 and 18, Cornhill, London.
March 21st, 1866.

THE BANK OF HINDUSTAN, CHINA AND JAPAN (Limited).
1, BANK-BUILDINGS, LOTHBURY, LONDON.

CAPITAL	... ...	... £4,000,000
Subscribed	... ...	... 3,696,100
Paid-up	... ...	... 924,025
Reserve Fund	...	... 120,500

BANKERS.
The Bank of England | The National Bank
The Alliance Bank.

EDINBURGH BRANCH.
DIRECTORS.
William Forbes, Esq., of Medwyn.
Patrick Arkley, Esq., of Duninald.
James Mackintosh, Esq., jun., of La Mancha, and late of Calcutta.
John A. Macrae, Esq., W.S., 39, Frederick-street, Agent.

BRANCHES AND AGENCIES.
Henry Turner, Esq., Inspector.

Bombay	Manila	Hankow
Calcutta	Hong Kong	Nagasaki
Point de Galle	Foochow	Yokohama
Colombo	Ningpo	Melbourne
Kandy	Shanghai	Sydney
Singapore	Kiu-kiang	

Deposits received, subject to ten days' notice, on the usual terms, and for fixed periods at rates subject to special agreement.

Drafts issued, and Bills negotiated, payable in India, China, &c. Circular Notes and Letters of Credit, payable throughout Europe, are also issued for the convenience of Travellers per Overland Route.

The purchase and sale of Indian and other Securities, and the safe custody of the same, undertaken. Dividends, Pay, Pensions, Interest, or other moneys realised, and the registry of Indian Government Loan Notes effected, so that the interest may be paid in England.

Every other description of Banking and Agency business in connection with India, China, &c., conducted on the most favourable terms.

JOHN OUSELEY, General Manager.

ASIATIC BANKING CORPORATION,
Incorporated by Royal Charter.

Authorised Capital, £2,000,000. Paid-up Capital, £500,000. Reserve Fund, £175,000.
Head Office, No. 4, Lombard-street.

BOARD OF DIRECTORS.
F. BOYKETT, Esq., Chairman, (Messrs. Timothy Wiggin and Co).
J. A. RUSSELL, Esq., Deputy Chairman (Messrs. Grey and Coles, and Grey and Co. Bombay).
S. D. BIRCH, Esq. (late Accountant-General, Bombay, and President of the Bank of Bombay).
T. CARDWELL, Esq. (Messrs. Thomas Cardwell and Co., and Cardwell, Parsons and Co., Bombay).
C. A. FEARON, Esq. (Messrs. Fearon and Co., late of Messrs. Augustine Heard and Co., China).
W. MAITLAND, Esq. (Messrs. M'Killop, Stewart and Co., Calcutta).
M. H. SCOTT, Esq. (Messrs. Finlay, Campbell, and Co.) London, and Messrs. Ritchie, Steuart, and Co., Bombay).

Agencies and Branches are established at Bombay, Calcutta, Madras, Singapore, Penang, Ceylon, Hong Kong, Shanghai, and Melbourne.

The Corporation grant Drafts, collect and negotiate Bills of Exchange, payable at the above places, issue Letters of Credit and Circular notes, and conduct every description of Banking business connected with the East.

They effect the purchase and sale of Indian Securities, the receipt of Pay, Dividends, &c., and undertake the safe custody of securities.

They also receive Deposits, bearing interest, for fixed periods.

Rates of interest and Exchange may be ascertained at the Head Office.

By order of the Board,
F. W. LAWRENCE,
Acting General Manager.

PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's Establishments at the above Port afford every facility for REPAIRING and SPARRING VESSELS, and for CLEANING and PAINTING Iron and Steam Ships.

Their large Granite Dock, 286 feet long on the blocks, is in complete working order, and at average spring tides can take vessels drawing 16 to 17 feet water. The Dock is fitted with a Caisson Gate and with a Centrifugal Steam Pump of great power, ensuring despatch in all states of the tide. An ample stock is kept on hand of Timber, Oregon Spars, Sheathing Copper and Yellow Metal, and of every description of material for Dockyard use.

The premises comprise an Engineer's Workshop, Brass Foundry, a large Smithy and Carpenter's Workshops, and the works are superintended by Resident Europeans, viz., a Shipwright, an Engineer, and a Blacksmith. Dry Godowns for the reception of vessel's stores, &c., when requiring to discharge them.

Amoy, March, 1865.

CHARTERED MERCANTILE BANK of INDIA, LONDON, and CHINA.
Incorporated by Royal Charter.

Paid-up capital, £750,000. Reserve Fund, £250,000.

BRANCHES AND AGENCIES.

Bombay.	Colombo.	Penang.	Hong Kong.	Yokohama
Calcutta.	Kandy.		Shanghai.	
Madras.	Galle.	Singapore.	Hankow.	Mauritius

The Bank negotiates and collects bills and grants draft payable at the places above mentioned, issues letters of credit and circular notes for the use of travellers by the Overland Route, terms for which can be ascertained at the Head Office in London.

The Bank will effect the purchase or sale of Indian securities, undertakes the safe custody of same, and the receipt of interest, dividends, pay, pensions, and other moneys, for remittance through the Bank or otherwise.

The Bank receives money on deposit, on which interest will be allowed according to the length of time deposited. Particulars as to rates can be ascertained at the Head Office, 52, Threadneedle-street, London.

Office hours from 10 a.m. to 3 p.m.; Saturdays, from 10 a.m. to 2 p.m.

No. 52, Threadneedle-street, London, E.C.

THE CHINESE COMMERCIAL GUIDE.

CONTAINING Treaties, Tariffs Regulations, Tables, &c., useful in the trade of China and Eastern Asia, with an Appendix of Sailing Directions for those Seas and Coasts, by S. WELLS WILLIAMS, LL.D. Fifth Edition.

Hong Kong, SHORTREDE and Co.; London Agent, F. ALGAR, 11, Clement's-lane, E.C. Price Two Guineas.

Bottled Ales and Wines, &c.

"NO BUYERS for the BEST BRANDS, unless RE-PACKED," in consequence of repeated BREAKAGE.—Melbourne Journal of Commerce, Nov. 16. Heating and Breakage entirely prevented, and 15 per cent. saved in Freight of Cases by using SEYMER'S BOTTLE PACKINGS AND COOLERS.

Price 7½d. per doz. Bottlers contracting for large quantities effect so great a saving in labour, &c., that they can supply them at one-fourth less in price to Shippers, who will find it most profitable to order their goods to be so packed in future. In use by all the leading London houses.—T. WHITEHEAD, 37, EASTCHEAP, E.C. Sole Manufacturer.

CHUBB'S
PATENT
SAFES,
AND
PATENT DETECTOR
LOCKS,

CASH, PAPER, AND WRITING BOXES.
ILLUSTRATED PRICE LISTS GRATIS & POST FREE.
57, ST. PAUL'S CHURCHYARD, LONDON

HOLLOWAY'S OINTMENT AND PILLS.—When the weather is wet, the winds chilling, and the temperature changeable, these excellent remedies should always be at hand; by this means any defective action can be at once rectified, any irregular function can be corrected without delay. The Ointment well rubbed upon the chest and throat will remove hoarseness, sore throat, diphtheria, relaxed uvula, and enlarged tonsils, and without pain or inconvenience will check incipient inflammation in the air passages, and prevent the accumulation of phlegm, alike distressing to the patient and bystander. The influenza, so fatal to the aged, when it ravages the town and devastates the country, is certainly and safely relieved by the persevering inunction of this cooling and purifying Ointment.

"CHINA MAIL" OFFICE.

PUBLISHED at this Office, No. 2, WYNDHAM-STREET (back of the Club):—

1.—THE EVENING MAIL,
EVERY DAY.

PRICE,—2 dols. per month.

TERMS OF ADVERTISING.—First insertion, Ten lines and under, 1 dol.; each additional line, 10 cents. Subsequent insertions, per week, 50 cents and 5 cents—"Auction" Notices excepted, for which only One Charge per week is made).

2.—THE CHINA MAIL,
ONCE A WEEK.
(On Thursday Night.)

PRICE—15 dols. per annum; Single Copies, 44 cents.
ADVERTISING.—First insertion, Five lines, 1 dol.; each additional line, 20 cents. Subsequent insertions, 50 cent. and 10 cents.

3.—THE OVERLAND MAIL.
ONCE A FORTNIGHT.
(The Morning of the Mail's despatch.)

PRICE—To Subscribers to the Weekly issue, 8 dols. to Non-subscribers, 12 dols. Single copies, 50 cents.

ADVERTISING.—The same as in the Weekly. All "Notices of Firms" appearing in the Weekly will be inserted in the *Overland*, and charged for, unless otherwise ordered.

A. SHORTREDE & CO.

Hong Kong, Jan. 1, 1864.

THE MONEY MARKET REVIEW
A WEEKLY JOURNAL OF THE HIGHEST CLASS,
EXCLUSIVELY DEVOTED TO THE DISCUSSION OF COMMERCIAL AND FINANCIAL TOPICS.
PUBLISHED EVERY SATURDAY.

TERMS OF SUBSCRIPTION.
PAYABLE IN ADVANCE.
Single Paper ... ... 6d. Yearly ... ... £1 6s.
BY POST.
Single Paper ... ... 7d. Yearly £1 10s

*** Post-office orders to be made payable to FRANCIS FISHER, 23, Birchin-lane, Cornhill, London, E.C.

A FULL ASSORTMENT of PATTERNS PRICES, and SAMPLES POST FREE TO AND PART of the WORLD.
SILK DRESSES from 15s. 6d. to Twenty Guineas.
FINE ORGANDI MUSLINS from 6s. 9d upwards.
RICH FRENCH MUSLINS from 10s 6d. upwards.
RICH FLOUNCED BAREGE ROBES from 6s. 9d.
50,000 YARDS BAREGE ANGLAIS 63d. per yard; a new texture, particularly adapted for hot climates.

THE BEST HOSIERY.
White Cotton Stockings from 5s. 6d. the half dozen
LADIES AND GENTLEMEN'S FRENCH KID GLOVES,
From 18s. to 42s. per dozen
REAL CAMBRIC HANDKERCHIEFS,
From 5s. 6d. the dozen.
Hem Stitched ditto, from 6s. 9d. per dozen.
Patterns or Sample Handkerchiefs free.
ADIES OUTFITS AND BABY LINEN.
Detailed Price Lists sent Free.
MANTLES AND SHAWLS.
Three Show Rooms (en suite) for these Departments
Drawings (FREE ON APPLICATION)
PETER ROBINSON,
103, 104, 105, 106, 107, and 108, OXFORD-STREET
AND
GREAT PORTLAND-STREET, LONDON

T. & H. SMITH'S
CORDEIA LOZENGES.
THESE Lozenges have a remarkable effect in allaying Cough and Irritation of the Throat and Chest.
Prepared only by T. and H. SMITH and Co., 21, DUKE-STREET, EDINBURGH, and 69, COLEMAN-STREET, LONDON. In boxes at 1s. 1½d. and 2s. 9d. each.

T. & H. SMITH'S
ESSENCE OF COFFEE.
GIVES instantaneously a delicious Cup of Coffee with boiling water or milk merely. To be had in bottles at 1s and 2s. each, of all respectable Grocers, Chemists, and Italian Warehousemen.
69, COLEMAN-STREET, CITY, AND 21, DUKE-STREET, EDINBURGH.

Digitized by Google

SOLID MAHOGANY FURNITURE FOR INDIA, CHINA, AND THE COLONIES.

HEAL and SON are Manufacturing, ESPECIALLY FOR use in EXTREME CLIMATES, BEDROOM FURNITURE, which is entirely Free from Veneer. A general Assortment always in Stock.

IRON AND BRASS BEDSTEADS

Suitable for all Parts of the World. Their Stock consists of 2,500 Bedsteads.

HEAL AND SON'S PATENT HORSEHAIR MATTRESS.

HEAL and SON have Patented an Improvement in the Manufacture of Mattresses, which prevents the material from felting into a mass, as is the case with all Mattresses made in the ordinary way. The Patent Mattresses are made of the very best Horsehair, are rather thicker than usual, and the prices are but a trifle higher than those of other good Mattresses.

HEAL AND SON'S ILLUSTRATED CATALOGUE

For INDIA, CHINA, and the COLONIES, of Bedsteads, Bedding, and Bedroom Furniture, SENT FREE TO EVERY PART OF THE WORLD to which there is Book Post.

HEAL and SON, Bedstead, Bedding, and Bedroom Furniture Manufacturers, 196, 197, 198, Tottenham-court-road, London, W.

GELLÉ FRÈRES' PERFUMERY.

CHIEF ESTABLISHMENT, 35, RUE DES VIEUX AUGUSTINS, à PARIS.

THE house of GELLÉ FRÈRES, celebrated for the superiority of its Perfumery, addresses itself to the fashionable world as much for its essentially hygeianic, refreshing, and tonic preparations as for its delicate and distingué perfumes.

STEAM WORKS AT NEUILLY SUR SEINE.

1st Class Paris Exhibition. Medal

DEPOT: BLUMBERG & CO., 55, CANNON-STREET WEST, LONDRES.

DEPOT: H. BRULE, 28, RUE DE L'HOPITAL, BRUXELLES.

1st Class London Exhibition. Medal

Commission. **Articles specially Recommended.** **Exportation.**

REGENERATEUR GELLE FRERES, a superior pomade for preserving, beautifying, and reproducing hair.
EAU D'ALBION for the toilet, an exquisite production from the juice of flowers and aromatic plants.
CARROQUINA ROSE superior toothpowder, composed of carbon quinine and Province roses.
CUCUMBER SOAP for softening the skin, the best of all toilet soaps.
LAIT PROPHYLATIC to remove freckles and improve the appearance of the skin.
COMPOSITION ZOUAVE, for the instantaneous dyeing of the whiskers and moustache.
COLD CREAM, AU LOTUS LE LYBIE, to soften and refresh the skin.
NIGRITINE VEGETALE, an incomparable dye for the hair and beard, not staining the skin.
VIOLET ESSENCE and VIOLET WATER for the handkerchief.
CONCENTRATED EAU DE COLOGNE for the toilet.

SPECIAL PERFUMERY WITH A BASIS OF GLYCERINE

SOAP, TOOTH-PASTE, POMMADE, CREAM FOR THE COMPLEXION, EAU DE TOILETTE.

To be obtained of all the principal Perfumers and Hairdressers in Europe and other parts of the world.

NOTHING IS MORE REFRESHING THAN

RIMMEL'S

EXTRACT OF LIME JUICE AND GLYCERINE,
Which cleanses and cools the head, and gives the hair a beautiful gloss without greasing it. Price 1s. 6d., 2s. 6d., 5s.

RIMMEL'S TOILET VINEGAR
Will also be found a perfect luxury as an adjunct to the Toilet and Bath and a reviving Perfume. Price 1s., 2s. 6d., 5s.

RIMMEL'S NEW PERFUMES,
The Titiens, Indian, and Chinese Bouquet, all of delightful fragranc from 2s. 6d.

RIMMEL'S RAFRAICHISSEUR,
For producing an Ambrosial dew. Reduced to 6d.

RIMMEL'S PERFUME FOUNTAIN,
An elegant ornament for the Drawing-Room, Ball-Room, Dining Table, &c. Price from £1. 10s.

EUGENE RIMMEL, Perfumer by Appointment to H.R.H. the Princess of Wales.
96, STRAND, 128, REGENT-STREET, and 24, CORNHILL, LONDON.

BOYVEAU LAFFECTEUR'S ROB.

The only one authorised and adopted in France, Belgium, Austria and Russia.

THIS Vegetable Syrup, prepared and guaranteed genuine by the signature of Dr. GIRAUDEAU DE ST. GERVAIS, is very superior to the purifying syrups. It effects a radical cure, without mercury, in all affections of the skin, scurf, scrofula, &c., and symptoms arising from the acrid state of the humours. The Rob is especially valuable in diseases which have resisted the effect of mercury or iodide of potash. The general entrepot of 12, RUE RICHER, PARIS.

Sold Retail.—London: Jozeau, Hannay. New York: Fougera, Gaudelet, Milhau. Gibraltar: Patron and Danilo; Malta: Dr. Pirotti, Bugeja, Magri, and Rolando. Esperanza. Alexandria: Bellamore, Galette, Perinie, Bombay, Wisch Franjee Nesserwanjee and Co. Singapore: Martin and Little. Batavia: L. Platon and Co. Macao J. D. Freath.

EXPORTERS and SHIPPERS of Books, Plain and Fancy Stationery, Bibles, Prayer Books, Church Services, and Fancy and Miscellaneous Articles generally, should apply for one of Dean's Trade Reference Catalogues of over 500 pages and 400 Engravings.

LONDON: DEAN & SON, 65, LUDGATE-HILL, E.C.,

VALENTINE, CHRISTMAS, & POETRY CARD MANUFACTURERS,

IMPORTERS OF, AND DEALERS IN, FRENCH, GERMAN, AND AMERICAN GOODS.

Lithographers and Printers to the Trade, and Publishers of Children's Books of Wide-World Reputation.

Office of the "STATIONER AND FANCY TRADES' REGISTER;" A medium of Trade Communication. Published Monthly, Price 6d.

Office of "DEBRETT'S ILLUSTRATED PEERAGE AND BARONETAGE."

RADLEY'S HOTEL,

SOUTHAMPTON,

IMMEDIATELY OPPOSITE THE RAILWAY TERMINUS AND DOCKS

THIS FIRST-CLASS HOTEL, so well-known to most Travellers from the East and West Indies, China, the United States, Brazils, &c., is admirably situated for their convenience, Mr. RADLEY having, by careful organisation, made those arrangements that have tended so much to establish its reputation.

Mr. R. employs no touters or paid agents, but his Porters are always in attendance to meet passengers on airrval, with carriages, &c., as usual. Rooms may be engaged by letter from Malta.

R. L. SOUTHERN AND Co.
MERCHANTS AND AGENTS,
6, MINCING-LANE, LONDON, E.C.

TUPPER AND COMPANY.

MANUFACTURERS OF PATENT GALVANISED IRON, in Sheets, Tiles, Iron Roof Sheds, Cisterns, Pails, Gutters, Wire for Fencing, &c.
WORKS AT BIRMINGHAM AND LONDON.
OFFICES: 61A, MOORGATE STREET, LONDON.
Merchants' orders executed with despatch.

BRIDGEWATER, JONES, AND CO.
WHOLESALE HABERDASHERS, HOSIERS and GLOVERS,
WAREHOUSEMEN and MANUFACTURERS,
39, 40, and 41, WOOD-STREET, LONDON, E.C.
Lists of Prices forwarded to Merchants and Traders on application. Remittances to be payable in London.

COWASJEE DINSHAW,

Close to the Landing Place. Depot of

EUROPEAN, CHINA, AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality. Bombay-made Soda Water and Lemonade. Perfumery, Confectionery, Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.

STEAMER POINT, ADEN.

Drawing and Reading-room free to Passengers.
THE "LONDON AND CHINA EXPRESS" ON SALE

UMBRELLAS and SUNSHADES suitable for all Foreign Markets and the Colonies are supplied to Shippers on the most favourable terms by JOHN MORLAND and SONS, Wholesale Manufacturers 50, Eastcheap, London-bridge, City. Silk, Alpaca, Gingham Steel Frames, Canes, Fittings and all kinds of Materia for the Trade. Oiled and japanned silks and cambrics.

CAUTION.

THE GROSS FRAUDS which continue to be practised by obscure manufacturers, more particularly in Germany, by imitating the Labels attached to JOHN GOSNELL and Co.'s PERFUMERY, render it imperative upon the Proprietors to Caution the public against such nefarious proceedings, and to request their friends and patrons to purchase only of respectable dealers, who import direct from JOHN GOSNELL and Co., and invite special attention to the address, 12, THREE KING-COURT, LOMBARD-STREET, LONDON, E.C.

JOHN GOSNELL and Co.'s SELECT PERFUMES.—Ess Bouquet, Royal Yacht Club Bouquet, Jockey Club Perfume, Essence of Wood Violet, Victoria Bouquet, Garibaldi Bouquet, Frangipanni, Military Bouquet, The Bride's Bouquet, Tea Rose, Russian Leather Perfume.

JOHN GOSNELL and Co.'s Toilet Vinegar, Inexhaustible Salts, Aromatic Vinegar, Aromatic Eau de Cologne.

JOHN GOSNELL and Co.'s Prince of Wales Perfumes

JOHN GOSNELL and Co.'s Princess Alexandra Perfume.

JOHN GOSNELL and Co.'s La Noblesse Perfume.

JOHN GOSNELL and Co.'s La Noblesse Pomade.

JOHN GOSNELL and Co.'s La Noblesse Soap.

JOHN GOSNELL and Co.'s Real Old Brown Windsor Soap.

JOHN GOSNELL and Co.'s Golden Oil—Moelline—Macassar Oil, Bear's Grease, &c., for the Hair.

JOHN GOSNELL and Co.'s Extra Highly Scented Toilet and Nursery Powder.

JOHN GOSNELL and Co.'s Stereodesmie or Dentists Tooth Brushes and Trichosaron Hair Brushes, warranted to purchasers.

JOHN GOSNELL and Co.'s Instantaneous Hair Dye.

JOHN GOSNELL and Co's Cherry Tooth Paste is greatly superior to any tooth powder, gives the teeth a pearl-like whiteness, protects the enamel from decay, and imparts a pleasing fragrance to the breath.

NOTHING IMPOSSIBLE.—The Greatest and most Useful Invention of the day, AGUA AMARELLA.—Messrs. JOHN GOSNELL and CO., 12, Three King-court, Lombard-street, London, Perfumers to Her Majesty, respectfully offer to the public this truly marvellous fluid, which gradually restores the human hair to its pristine hue—no matter at what age. The Agua Amarella has none of the properties of dyes; it on the contrary, is beneficial to the system, and when the hair is once restored one application per month wil keep it in perfect colour. Price One Guinea per bottle; half bottles, 10s 6d.

JOHN GOSNELL and Co., Perfumers to Her Majesty and by Special Appointment to H.R.H. the Princess of Wales, London.

Keating's Cough Lozenges.

JUDGED BY THE IMMENSE DEMAND this Universal Remedy now stands the first in public favour and confidence: this result has been acquired by the test of fifty years' experience. These Lozenges may be found on sale in every British colony, and throughout India and China. They have been esteemed wherever introduced. For COUGHS, ASTHMA, and all affections of the Throat and Chest, they are the most agreeable and efficacious remedy.

Prepared and sold in boxes and tins of various sizes, by THOMAS KEATING, Chemist, &c., 79, St. Paul's Churchyard, London. Sold retail by all druggists and patent medicine vendors in the world.

N.B.—To prevent spurious imitations, please to observe that the words "KEATING'S COUGH LOZENGES," are engraven on the Government Stamp of each Box, without which none are genuine.

Digitized by Google

OVERLAND ROUTE.

COMMUNICATION by STEAM to INDIA, AUSTRALIA, &c., *via* EGYPT.—The PENINSULAR and ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels at their London Offices for Gibraltar, Malta, Egypt, Aden, Ceylon, Madras, Calcutta, the Straits, and China, by their steamers leaving Southampton on the 4th and 20th of every month. For Gibraltar Malta, Egypt, Aden, and Bombay by those of the 12th and 27th of each month; and for Mauritius, King George's Sound, Melbourne, and Sydney, by the steamers leaving Southampton on the 10th of every month.

For further particulars apply at the Company's Offices 122, Leadenhall-street, London, E.C., or Oriental-place Southampton.

OVERLAND ROUTE VIA MARSEILLES.

SERVICES MARITIMES DES MESSAGERIES IMPERIALES.

FRENCH MAIL STEAM PACKETS.

The 19th of every Month, at 2 P.M. for—

MESSINA, ALEXANDRIA, ADEN, POINT DE GALLE (Ceylon), PONDICHERRY MADRAS, CALCUTTA, SINGAPORE, BATAVIA, SAIGON, HONG KONG, SHANGHAI, and JAPAN.

The 9th of every Month for—

MESSINA, ALEXANDRIA, ADEN, SEYCHELLES, REUNION, MAURITIUS.

For passage, freight, and information apply to B. W. and H. HORNE, 4, Moorgate-street, London; G. H. FLETCHER and Co., Liverpool; at the offices of the Services Maritimes des Messageries Imperiales in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

*** Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.

INDIA AND CHINA.

ROBERTSON and CO. will despatch the following first-class VESSELS to their respective destinations. They are well adapted for their several trades, and are confidently recommended to their friends:—

Destination.	Ships.	Docks.	To Sail.
Hong Kong & Whampoa	Banian ...	W.I.D.	With des.
Kanagawa and Yokohama	Corea ...	W.I.D.	With des.

Apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.

INDIA, CHINA, AND AUSTRALIA.

SHAW, LOWTHER, & MAXTON will despatch the following high-classed VESSELS to their respective destinations:—

Ships.	Class.	Destination.	Docks.	Date of sailing
Gresham ...	A 1 10 yrs.	Hong Kong & Whampoa.	E.I.D.	Mar.31
Invincible ...	A 1 13 yrs	Ditto	L.D.	To follow.
Polmaise ...	A 1 14 yrs.	Shanghai ...	E.I.D.	Mar.31
John Lidgett ...	A 1 15 yrs.	Ditto	E.I.D.	Apr.15
Assyrian ...	A 1 10 yrs	Ditto	E.I.D.	To follow.
Racer ...	3 T Veritas, &A1 American Lloyd's	Melbourne...	E.I.D.	Mar.29
Lady Egidia ...	A 1 13 yrs.	Ditto	E.I.D.	Apr.25

For Freight or Passage apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings, E.C.

CHINA, JAPAN, and SINGAPORE.—The following splendid first-class clipper SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	Last Ship. Day.
Shanghai ...	Wild Deer ...	A1 14 yr.	E.I.D.	April 10.
Shanghai ...	City of Quebec ...	A1 12 yr.	E.I.D.	April 25.
Kanagawa, Yokohama and Nagasaki ...	Merse ...	A1 13 yr.	E.I.D.	With des.
Singapore ...	St. Andrew's Castle ...	A1 14 yr.	W.I.D.	With des.

For Freight or Passage apply to KILLICK, MARTIN and Co., 28, Nicholas lane, Lombard-street, E.C.

JOHN C. CAMPBELL will despatch the following splendid first-class VESSELS:—

Destination.	Ships.	Class.	Tons.	Dock.
Bombay ...	Marine Minister Von Roon	3-3rds=1.1	1,018	E.I.D.
Bombay ...	Whitehall ...	A 1 14 yrs.	936	E.I.D.
Colombo ...	Neville	A 1 10 yrs.	715	W.I.D.
Colombo ...	Caroline Hutchings...	A 1 11 yrs.	287	W.I.D.
Colombo ...	Spanker ...	A 1 10 yrs.	475	W.I.D.

No. 22, Great St. Helen's, E.C.

FROM LIVERPOOL.

Destination.	Ships.	Tons.	Class.	To Sail.
Shanghai ...	Charlotte ...	589	AA 1	1mm.
Hong Kong & Whampoa ...	Patna ...	325	—	"
Batavia & Sourabaya ...	Triton ...	575	—	"
Batavia & Singapore ...	Ribbleton ...	424	—	"
Calcutta ...	Ravenscrag ...	1263	—	Imm.
Calcutta ...	William Fairbairn ...	—	—	"

For terms of Freight or Passage apply to MCDIARMID, GREENSHIELDS, and Co., Liverpool.

STEAM to CHINA from LIVERPOOL.—The following new screw steamers, built for the trade will be despatched for Mauritius, Penang, Singapore, Hong Kong, and Shanghai:—

Vessel.	Tons register	Captain.	To sail.
Agamennon ...	1672	Middleton	April 14.
Ajax	1672	Kidd ...	To follow.
Achilles	1672	Russell ...	To follow.

Cargo taken by special agreement. Has good accommodation for passengers.

Apply to ALFRED HOLT, 1, India-buildings, Liverpool.

FROM LIVERPOOL.

MORS LE BLANCH & CO. intend despatching VESSELS to the undermentioned Ports as follows:—

BATAVIA AND SOURABAYA.

Vessel.	Class.	Probable date of sailing.
A 1 SHIP		—

SINGAPORE.

EASTFIELD	A 1 ...	April 1
CECROPS	3-3rds ...	May 1

Loading in Prince's Dock.

Apply at 43 and 43, THE ALBANY, Liverpool.

FOR BANGKOK direct—From LIVERPOOL, with despatch, the fast sailing French barque EMMANUEL, Captain LALLIER DU COUDRAY.

For Freight and particulars apply to the owners, REMI, SCHMIDT, and Co., 11, Billiter-square, London; or to MAUGER DE VOOGD and Co., Brokers, Chapel-street, Liverpool.

FOR HONG KONG and WHAMPOA (under engagement to the Lords of the Admiralty, with quick despatch), the well-known British-built clipper ship YARATILDA, A 1 fourteen years, 720 tons register, JAMES DONOUGH, Commander; loading in the London Docks. This fine vessel is noted for her rapid passages, and has superior accommodation for chief cabin passengers.

TEMPERLEYS, CARTER, and DARKE, 3, White Lion-court, Cornhill, E.C.

FOR HONG KONG and WHAMPOA, with quick despatch (to follow the Yaratilda), the well-known iron clipper-ship PORTLAND, A 1 12 years, 872 tons register, JAMES PETERS, Commander; loading in the London Docks. This fine vessel is noted for her rapid passages, and has superior accommodation for chief cabin passengers.

TEMPERLEYS, CARTER, and DARKE, 3, White Lion-court, Cornhill, E.C.

LINE OF PACKETS FROM LIVERPOOL FOR JAVA.

FOR BATAVIA and SOURABAYA, with immediate despatch, having two-thirds of her cargo engaged, the splendid Dutch clipper barque CATHARINA, Captain VISMAR; 240 tons register; built in 1864, and classed 3-3rds L 1 1 for nine years; the highest class in French Lloyd's; coppered and thoroughly copper-fastened, and a most eligible conveyance for fine goods. Loads in Prince's Dock.

For BATAVIA and SINGAPORE, an A 1 twelve years Ship.

Apply to NUTTALL and Co., 19, Chapel-street, Liverpool.

WEATHERLEY and MEAD'S LINE of CLIPPERS for JAPAN Direct.

FOR YOKOHAMA (Kanagawa), the splendid clipper barque MINNIE, A 1 twelve years, 407 tons register, DAVID BLACK, Commander; well-known in the China trade, having the greater part of her cargo engaged, will be despatched the end of the month.

For Freight or Passage apply to the owners, Messrs. ADAMSON and RONALDSON, 1, Leadenhall-street; or to WEATHERLEY and MEAD, 21, Water-lane, Great Tower-street, E.C.

LINE OF PACKETS FOR YOKOHAMA, JAPAN.

Has the bulk of her cargo engaged, and will have prompt despatch,

THE splendid Liverpool-built clipper barque CARIOCA, D. HUGHES, Commander; 312 tons, A 1 at Lloyd's for thirteen years, only two years old, has proved herself to be one of the fastest vessels belonging to the port, and in every respect an unrivalled conveyance.

For Freight or Passage apply to Messrs. WAKEFIELD, NASH, and Co., to Messrs. C. SAUNDERS and Co.; or to E. C. FRIEND and Co.

With immediate Despatch.

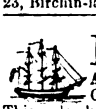
DIRECT for COLOMBO, the well-known clipper ship NEVILLE, A 1 ten years, 715 tons register, J. ROBINSON, Commander; West India Docks. This magnificent vessel is noted for her rapid passages, and the good order in which she invariably delivers her cargoes.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street; or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

COLOMBO DIRECT, having the whole of her dead weight engaged, and only room for light measurement goods, the magnificent China clipper ship WYNAUD, A 1 13 years, JAMES W. SMITH, Commander, loading in the West India Docks. This splendid vessel has a very lofty cabin, with every accommodation for the comfort and convenience of passengers.

For Passage apply to W. H. TINDALL, 5, Tokenhouse-yard, and for Freight or Passage, apply to F. TLLAACK, 23, Birchin-lane, Cornhill, E.C.

Will have very quick despatch.



DIRECT for COLOMBO, the magnificent clipper-built ship SPANKER, A 1 10 years, 477 tons register, JAMES CANDLISH, Commander, West India Docks. This splendid Vessel is well known for her very rapid Passages, and the good order in which she invariably delivers her Cargoes, thus offering a favourable opportunity to Shippers of fine Goods.

For Freight or Passage apply to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

Will have very quick despatch.

DIRECT FOR COLOMBO.—The beautiful new Jersey-built Clipper Ship CAROLINE HUTCHINGS, A 1 Eleven Years, 287 tons register, G. H. COTHER, Commander; lying in the West India Docks. This splendid new ship, from her fine lines, is expected to make a very rapid passage.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street; or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

Will meet with quick despatch.

DIRECT for BOMBAY, the splendid new clipper ship, MARINE MINISTER VON ROON, 3.3rds L 1. 1.—A 1 9 years, 1,018 tons register, J. C. ELLER, Commander, lying in the East India Docks. This magnificent new vessel having the greater portion of her cargo engaged, is confidently recommended to shippers of fine goods.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING, and BRIGGS, No. 31, Great St. Helen's, Bishopsgate-street, E.C.

To follow the "MARINE MINISTER VON ROON," and will have quick despatch.

DIRECT for BOMBAY, the magnificent clipper ship WHITEHALL A 1 fourteen years, 936 tons register, WILLIAM CHAPMAN, Commander; lying in the East India Docks. This splendid high classed ship is now quite ready for cargo, and being one of the fastest vessels afloat (having made the passage to Sydney in 76 days), offers a most desirable opportunity to shippers of fine goods.

For Freight or Passage apply to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

THE LONDON AND CHINA TELEGRAPH.

THE EIGHTH Volume of this JOURNAL commenced on the 4th of January, 1866. The Subscription for the three numbers per month is 30s. per annum, including Postage, and to the Export Supplement 12s. Terms for advertising, 2s. 6d. per five lines; and 6d. for each additional line.

Subscriptions and Advertisements received abroad by the following Agents:—

Paris	G. W. YAPP, Rue de la Michodiere No. 13.
Hamburg	Mr. ONCKEN.
Amsterdam	LOMAN AND VERSTER.
Rotterdam.....	HOOG & KRUYT.
New York	WILMER AND ROGERS.
Gibraltar.....	W. SPEED.
Malta	
Alexandria...	F. HAY
Aden	COWASJEE DINSHAW.
Suez.....	
Bombay	CHESSON AND WOODHALL.
Calcutta.....	SANDERS, CONES, AND CO.
Point de Galle	G. D. ANTHANISZ.
Colombo.....	J. W. VANDORT.
Kandy.....	W. A. ARCHBALD.
Labuan, Sarawak, and Singapore ...	JOHN LITTLE & Co., Singapore.
Penang	SANDILANDS, BUTTERY AND CO.
Bangkok.....	
Batavia	HUNTER, HOUGHTON, AND Co.
Anjer—Straits of Sunda	G. SCHUIT, Anjer Hotel.
Manila	PHILLIPS, MOORE, AND CO.
Hong Kong, Canton, Macao, & Swatow,	JAMES GARDINER, Hong Kong.
Amoy	BELLAMY AND Co.
Foo-Chow-Foo	HEDGE AND Co.
Shanghai.....	H. FOGG AND Co.
Tien-Tsin	JAMES HENDERSON.
Nagasaki—Japan ...	PIGNATEL AND Co.
Yokohoma	HANSARD AND BLACK.

OFFICE, 12, GEORGE-YARD, LOMBARD-STREET, LONDON, E.C.

Printed for the Proprietors by WOODFALL and KINDER, Milford-lane, Strand, W.C., and published by JOHN ELLISON, at the Office of the "LONDON AND CHINA TELEGRAPH," 12, George-yard, Lombard-street, E.C., in the parish of St. Edmund the King.—Tuesday, March 27, 1866.

Digitized by Google

PER FRENCH MAIL.]

The London and China 新聞紙 Telegraph.

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON ARRIVAL OF THE MAILS, about the 4th, 14th, and 28th, in connection with the "LONDON AND CHINA EXPRESS,"
A SUMMARY OF NEWS FOR THE OUTWARD MAILS OF 10th, 17th, and 26th.

VOL. VIII.—No. 205.] LONDON, THURSDAY, APRIL 5, 1866. [Price 9d., with Sup., 1s. 3d.—Sub. 30s. per ann. postage included, Sup. 12s. extra.

Latest Advices.

	From London.	Arrived out.	Homeward. Arrived in London this day.
JAPAN—			
Yokohama	Nov. 27	Jan. 29	Feb. 8
Nagasaki			„ 11
Hakodadi			
CHINA—Peking			
Tien-tsin			
Chefoo			
New-chwang			
Hankow			
Kiu-kiang			
Chin-kiang			
Shanghai	Dec. 26	Feb. 12	„ 23
Ningpo			
Foo-Chow			
Formosa—Tamsuy			
Amoy			
Swatow			
Hong Kong	Jan. 10	Feb. 21	„ 27
Canton			
Macao			
PHILIPPINES—			
Manila			„ 20
COCHIN-CHINA—			
Saigon			Mar. 4
SIAM— Bangkok			
BORNEO—			
Labuan			
Sarawak			
JAVA—			
Batavia			
MALACCA STRAITS—			
Singapore	Jan. 17	Feb. 20	„ 6
Penang			

The next P. and O. mail, with dates from Hong Kong to the 1st March, is expected on the 11th inst. Telegrams have been received in advance of the mail of the 15th March from Hong Kong, announcing that the rebels have been defeated in the North, with a loss of 50,000 killed and captured.

List of Passengers.

PASSENGERS OUTWARD.

Per P. and O. steamer, Massilia, from Southampton, March 20.—To Hong Kong: Mr. H. A. Easter, R.N., Lieut. J. C. Patterson, R.N., Mr. A. G. H. G. Ponsonby, R.N., Mr. W. Miller and two second-class passengers. To Penang: Mr. and Mrs. C. B. Plunket. To Ceylon: Mr. F. R. Bone, Mr. and Mrs. Prime, two infants and child, Mr. and Mrs. T. Ashton, infant, and two children. Mr. G. Plaice and Son, Mr. J. A. Smith, Mr. F. Harper, Captain and Mrs. Roddy, Mr. and Mrs. Nasmyth, four second-class passengers, and one infant. To Calcutta: Mr. and Mrs. Longlands, Mr. J. Barnett, Mr. L. Sparks, Mr. H. J. Barnard, Dr. J. H. Blount, Mrs. G. Ham, Mr. W. Jackson, Mr. and Mrs. Baynes, Mr. D. J. Walch, Mrs. Walch, Lieut. and Mrs. F. H. Thomas, Mr. R. Remfrey, and fifteen second-class passengers. To Madras: Mr. J. B. Thomas, Mr. H. Going, and one second-class passenger. To Aden: Mr. W. H. Salmon, and one second-class passenger.

From Marseilles, March 28.—To Shanghai: Mr. A. Dumelin, Mr. Eric Farquhar, and European male servant. Mr. and Mrs. P. H. Underwood, Mr. and Mrs. E. Morris and infant, Mr. Butler, Mr. G. A. Munro. Mr. J. T. Brand, and one second-class passenger. To Hong Kong: Mr. A. Joost, Mr. H. A. Dircks and friend, Mr. A. Leysner, Mr. and Mrs. G. McKay, Rev. Mr. and Mrs. Piercy, Mr. J. Birdseye, Mr. Jaffray, Mr. F. Abella, Mr. N. T. Armeis, Mr. T. A. Lyon, Mr. Fussell, Mr. Helbling, two first and one second-class passengers. To Singapore: Mr. J. A. Lorenzen. To Ceylon: Mr. W. B. Smith, Mr. Fernando G. Carey, and three second-class passengers. To Calcutta: Mr. and Mrs. Stirling and European female servant, Mr. T. H. Wordie, Mr. R. H. Banister, Mr. Maxwell, Mr. Dunbar, Captain Therry, Mr. C. Kelvey, Mr. and Mrs. A. Hills, infant, and native female servant, Mr. Macdonell. To Madras: Miss A. Cherry, Mr. Blaikie, Mr. J. Peirson. To Alexandria: Major Wilson.

Per P. and O. steamer, from Southampton, to Tanjore, April 4.—To Shanghai: Mr. E. Wadman, Mr. C. G. Webb. To Ceylon: Mr. R. Reid, Mr. P. W. Conolly. To Hong Kong: Rev. John Macgowan, and child. To Singapore: Mr. and Mrs. Sinclair and three children (for Labuan).

From Marseilles, April 12.—To Hong Kong. Mr. and Mrs. Thomas Thomas, Mr. P. F. Coare, Mr. John Smith, Mr. W. H. Renshaw, Mr. W. Park, Mr. E. Tobin. To Shanghai: Mr. C. J. Skegrs.

From Suez.—To Singapore: Mr. and Mrs. W. T. Martin and infant. To Hong Kong Mr. A. C. Levysohn.

Per P. and O. steamer, Pera, from Southampton, April 20.—To Hong Kong: Mr. J. W. Lewis, Mr. H. W. Heitmann. To Ceylon: Mr. J. H. Purdon.

Per P. and O. steamer, from Marseilles, May 5.—To Singapore via Bombay: Mr. C. Grey McClelland.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

From this port dates are to the 8th of February, but our usual files of papers have not come to hand. There appears, however, to be little of importance to chronicle.

Sir Harry Parkes had paid an official visit to Yedo. A member of the Gorogio, who had come down to Yokohama, on business connected with the payment of the second instalment of the indemnity, had returned to Yedo in a singular manner, being driven on the Tokaido by Mr. Macdonald, of the English Legation, in his carriage. The fact is worth recording, as it establishes the hitherto disputed right of foreign horsemen and carriages to travel on this great highway. The envoy is said to have been charmed with the easy and rapid mode of transit.

The *Japan Times* says: "It is evident that the silk season is drawing to a close: the supply is becoming as inferior in quantity as it is deficient in quality. We have always been of opinion that the silk-producing power of this country is—at present—limited. The extraordinarily large crop of the year 1862-3 was the result of a happy combination of natural causes not likely soon to occur again, and until time has been given to the Japanese to put a greater breadth of land under the mulberry and greater facilities given to trade, until, in fact, Art. XIV. of the Treaty of 1858 is faithfully carried out, we think our merchants would be unwise in counting on crops averaging more than 14,000 bales per annum."

Messrs. Glover and Co., have purchased the *Otentosama*, a liltle specimen of the twin screw principle, with which Messrs. Randolph Elder and Co. of Glasgow have lately so successfully fitted H. M. S. *Constance* for the British Government The *Otentosama* left on the 28th January Nagasaki via the Inland Sea, where she will probably run as a treasure and dispatch boat for some time. The Russian frigate *Variag* arrived here from Hakodate on the morning of the 28th January, she brings no news of any great importance from the North.

The *Japan Times* has the following particulars of the extensive fire at Yedo, which was reported in our last:—

At 10 P.M. on the night of Sunday, the 28th January, a fire broke out by some accident, which has not been discovered, in a street called Kawara-tcho, in the quarter of Asaksa where is situate one of the finest and most venerated of the temples at Yedo, dedicated to the goddess Kwa-noong. A high wind blowing at the time, and the houses in the quarter being built of wood and most densely packed together, the conflagration spread most rapidly, and the suburb was almost immediately fired in thirteen different places at once. The sparks were carried across the river, which runs there as broad as the Thames at Putney, and fired the opposite suburb. The glare of the conflagration was distinctly seen in Yokohama, a distance of 15 miles as the crow flies. Some idea of the extent of the damage done may be gathered from the fact that the number of houses estimated to have been destroyed is 30,000. The Japanese police have excellent means of making a return of this character, and we have in our possession a document giving a list of the streets burnt, and the number of houses in each. Some Daimio's palaces have shared the fate of their humbler neighbours. We regret to say that there has been considerable loss of life. When our reporter left Yedo a list of upwards of 30 deaths had been returned; he himself saw many

Digitized by Google

charred fragments of human bodies. These unhappy people met their death, it appeared, thus. Under the idea that the goddess would protect them—the people in the neighbourhood crowded into the temple enclosure, and piled all their baggage around the edifice. But the furniture took fire, though strange to say the temple itself remained comparatively unharmed. The priests shut the gates of the enclosure, and the people immediately outside were jammed into a narrow burning street by the constantly increasing crowd behind, whose *impedimenta* formed a barricade behind them which soon took fire also, and [the] unhappy victims thus perished miserably. The fire raged without intermission for twelve hours, when it burnt itself out.

There was a rumour in circulation of renewed operations against Chosiu. A notification was said to have been issued by the Gorogio to the Daimios at present at Miako, to the effect that renewed negotiations with the rebel Prince having failed they were to prepare for immediate action.

A Foot-Ball Club has been successfully established in Yokohama, more than forty names having been put down as willing to support it, and a meeting to arrange ways and means was held on the 26th January.

The following letter, and appended extract from the *Japan Herald* with regard to the progress of the Belgian treaty, is interesting. It will be noticed that Mr. de Roodenbeek contradicts the statement made by the *Japan Herald* to the effect that the Gorogio intimated the unwillingness of the Government to enter into new alliances, while on the other hand he asserts that the assurances he received were most satisfactory. It would seem from this, that however unwilling the Japanese may be to submit to pressure, they are ready to join in friendly intercourse with Western Powers of every degree of importance.

(To the Editor of the *Japan Herald.*)

SIR,—You affirm in your paper of yesterday's date, No. 204, that at the reception of the Envoy of Belgium at Yedo, "the wish was expressed that Belgians and others whose countries have not already treaties, would arrange to settle for purposes of business under the protection of present treaty powers, as it was not the desire of the Government to enter into new alliances."

As your affirmation is without the least foundation, and as [contrary to this the Gorodjo has given to me the most satisfactory assurances, I beg to request you, for the information of all the nations in general, whose interests Japan are identical, to insert in your next number the present as a rectiation.

I do not wish to answer on your considerations, by which you give indirectly the advice to the Japanese Government not to conclude a treaty with Belgium, having too much confidence in the sagacity of your readers and of the Government itself.—I am, Sir, your obedient servant,

AUGT. KINT DE ROODENBEEK,
Plenipotentiary and Envoy of Belgium.

On reference to our informant, we find we were wrong in connecting the wish of the Japanese Government with the interview of his Excellency the Belgian Minister. Such desires were expressed by members of the Gorogio, but on quite a different occasion. With regard to our indirectly giving advice to the Japanese Government not to yield to the Belgians a treaty, this is putting a construction on our remarks that was never intended by us, and is really very far fetched. We do indeed remark that there is but one Belgian subject established here, but it is only to add that the fact of the treaty being entered into will soon bring plenty more, and we plainly enough show our real views by saying—"the more the merrier." We would ask his Excellency how many American, English or French subjects were in Japan at the time of the treaties with their respective countries being entered into? We suppose not one; yet any one stating this fact would hardly have been considered as advising the Japanese not to make those treaties. As the admission of foreigners into Japan is an accomplished fact, we opine that the sooner the Japanese have treaties of amity with the whole world the better for them, and for all.—Ed. *Japan Herald.*

CHINA.

HANKOW.

Dates are down to the 9th February.

Mr. Halkett has been relieved of his duties by Commissioner Giquel, who took charge of the Customs establishment on the 2nd, and is about to form a Volunteer corps of the members. The praiseworthy manner in which Mr. Halkett has conducted the Customs here, for a period of seven or eight months, has given general satisfaction and will doubtless be rewarded by speedy promotion.

The gunboat *Slaney* arrived on the 8th, so we have now (writes an Occasional Correspondent to the *Friend of China*) three gunboats, Merchants' and Customs' Volunteer corps to rely on in the hour of need. This being Chinese new year time, business is dull. The Customs are closed for five days. The *Elfin*, a Chinese steamer, has just arrived and reports a great many fires; and thousands of poor people are rendered homeless. Since my last, we have had no cause for alarm, although rumours of danger are on the Bund every half hour. The latest news from the country is that the "rabble" are burning all they come across. Thousands of poor wretches are crowding in here; and their distress is appalling. Many are lying dead in the street. A charitable concert was given at the club, and some 400 taels were collected. Madame D'Abry, the French Consul's wife, presided at the piano, and her beautiful singing was highly appreciated. The Amateur Company are again going to perform in a few days; "Charles the Second" being one of the pieces. Mr. Gram, who so tastefully designed the scenes for "Bombastes Furioso," is busy repainting and getting the little Drury again ready.

SHANGHAI.

Dates are down to the 23rd February. The London mail of the 26th December arrived out on the 12th February.

Messrs. Meynard, Schmidt, and Barron handed over their accounts as Municipal Councillors for the French Concession on the 9th February, at the meeting appointed for that purpose. The meeting consisted of the Consul-General; Provisional Councilmen Messrs. Morel, Allen, Tyson, and Bernard; Secretaries Ortmans and Dillon; French subjects: Messrs. Duglere, Nachtrieb, Millot, Brecheux, and Viault. The accounts being tabled (the balance in favour of the rejected treasurer being over a hundred dollars), Mr. Schmidt rose and addressed the Provisional Council as follows:—

Gentlemen,—Allow me to ask if you are the deputies of the nation? If so, you agree to be governed by French law; and by the fact of your being members of the Provisional Committee, become French subjects. If not, then the advertisement which has called us together is incomprehensible. My colleagues and myself are not aware of any clause in the land regulations which can justify the proceedings which have been taken against us. We have all along refused to recognise the validity of the ordonnance issued by the Governor-General for France on the 12th of October last, and by which he took upon himself the responsibility of dissolving the then existing Municipal Council, and of appointing a Provisional Committee in its stead; for that he did appoint and choose you, and not the land renters, I am prepared to prove. Be that as it may, at present we are here to hand over to you certain papers. Before doing so, however, I would wish to make a statement, so that you and those interested may know who is really to blame in this matter. In his Ordonnance of the 12th October the Consul-General says, in the last paragraph, "We hold the old Conseil d'Administration Municipale responsible for the acts of its management, and we order that according to the terms of 7th Art. of the Ordonnance of 1681 they should give up, without delay, and before one month, to the Provisional Committee above named, a detailed account of their management of money and affairs of the community." You know by the advertisement that the 7th Art. of 1681 ordains that such accounts should be given up in presence of all the newly-elected deputies (not a part only of them) and of the oldest established merchants. We are willing to accept the conditions of this article, not that we consider it applies to the circumstances of the case in any way, but because it bears some slight analogy in its application to a Municipal Council. When we saw the result of the meeting of 19th Oct. we agreed to give up the papers, &c., when called upon to do so, on the conditions implied, and we waited until a public announcement to this effect should be made. It was not our duty to tell the Consul-General, or the Provisional Committee, what they had to do. They had the ordonnance, and it was for them to carry it out. But instead of this, what did they? They instructed their secretary to write to me, and request me to give my accounts into his hands. This proceeding appeared to me so extraordinary and so contrary to all precedent, that I did not think it necessary to answer such a request. What followed you, gentlemen, all know. Your chairman thought proper to insist upon our giving up these accounts in the mode he thought proper to insist upon; giving no attention to the last paragraph of the ordonnance of the 12th October; and he carried this persecution so far as to bring about the judgment of the 2nd February. My colleagues and myself think that a little conciliation on the part of those in authority would have brought about a very different result from what has been obtained by the employment of rigorous measures, whose legality we are not disposed to discuss here; and we insist upon the fact that we have never refused to give up the papers required of us, but that no opportunity for so doing has until now been offered us. As it is, although the land renters have not been invited to attend this meeting as we requested they might, we wish to be rid of all responsibility regarding these papers, and we will thank you to verify them, and give us a receipt in due form, and which will hold us harmless from any claims that may be made hereafter by the land renters, and from all further molestation or prosecution by yourselves.

To this there was no response, and the business would have been ended by the Consul-General but for the refusal of the ejected Councillors to leave the hall till they had a full and complete receipt for their papers.

The *Friend of China* gives an interesting account of the Kiangnan Machine Manufactory, Hongque. It says:—As our local readers know, the site of this establishment was formerly Messrs. T. Hunt and Co.'s—then, as now, under the superin-

Digitized by Google

tendence of Mr. Thomas Falls, an American engineer of some eminence in his profession. Since the establishment has changed proprietors,—although only monthly tenants,—the Chinese, on Mr. Falls' suggestions, have made several valuable additions and improvements on the property; one of them being a furnace of greater capacity for castings than any East of the Cape, we are told. But it is to the work done on the premises to which we would draw attention. We see there, in profusion, howitzers in iron and brass, light and heavy, of exquisite finish; shell of all sizes; the place around being resonant with the roar of a steam polisher of balls as they emerge from the foundry; fusees completed, from the sheet of brown paper and paste, up; muskets in all stages of manufacture, from the small screws which secure the springs of the percussion locks to the barrels rolled and welded as they come from the furnace; boring machines and lathes of every size, for the mortar or the pistol; immense drops for punching; cupolas for melting the crude ore; ovens for baking; draughtsmen, moulders, blacksmiths, boilermakers, coppersmiths; in a word, a native arsenal as ponderous and compact as the best of those we see at home. The number of artizans employed by Mr. Falls, on an expenditure for salaries of some $5,000 a month, is over three hundred, fifteen of whom are Americans or Europeans. Mr. Stephenson has charge of the Draughting Department, Mr. McIlwrath of the heavier engineering. Among some pieces prepared for shipment by the *Confucius* for transport last week to Nanking, and thence for the various war fields over the country, were some beautiful 3-pounder howitzers, weighing, mounted on iron carriages, the insignificant total of 500 pounds; 12-pounder howitzers, similarly mounted, 520 pounds; while there were heavy howitzers for ship board or shore use of over 900 pounds weight; one 68-pounder howitzer, of cast iron, being just ready for placing in the lathe. The wheels of the carriages seem to be particularly well made.

A week or so ago there was a trial of some of the guns at Woosung—all proving in a most satisfactory manner, a Parrot gun, in particular, was highly delighted in by the Mandarins inspecting by order of the Taoutai. The distances being calculated for 500 and 700 yards, the fusees for those distances burnt with excellent precision; the bullets with which the shells were filled spreading on over distances as far again.

Among the three hundred artizans are men from various provinces, the best, however, being Cantonese. As many as thirty are educated youths from Peking. Though now begrimed with the soot of the forge, or the dust of the laboratory, they are "swells" at home. Two of them, under Mr. Stephenson's tuition, promise well as draughtsmen; and if the Manchous could only secure themselves from the intrigue of native haters, their tenure of the Chinese throne, relying on such establishments as now described—might be considered safe for another century.

NINGPO.

Officialdom at Ningpo had a goodly addition to the usual festivities this Chinese New Year. Unaided by foreign arms, the Ningpo coastguard squadron, after a fight in which ninety men were put *hors de combat*, succeeded in capturing some piratical vessels which had long been the terror of the neighbourhood, and brought them in on New Year's-day in great triumph. Besides 50 or 60 prisoners, the capturers had several heads; among them being that of the pirate chief, who was shot during the engagement. A Macao boatwoman, too, Asee, of the tribe of Cheong, the reputed wife of said chief, was shot in the arm, and will, it is said, be cut into a thousand pieces. Another prisoner is a Macao Portuguese of the name of Antonio Chagas, a young man, whose tale runs that, when serving on board a lorcha convoying at Sing-ka-mun (the Chusan group), he, with the boat in which he was a mariner, was captured, some ten days or a fortnight ago, by the pirates whose career is now opportunely put a stop to.

Although a season of general holiday, the Che-hien, or Chief Magistrate, has held inquiries daily, and finding that fully thirty of the prisoners had been pressed into the pirate's service he directed their release. Selecting on each examination a victim for the torture, on each occasion a victim died, either from the immediate effect of the punishment inflicted, or the aggravation of wounds received in the naval engagement. Lately there was an examination of all the prisoners; persons who had been robbed or ill-treated by pirates at any time being called far and near to testify whether the imprisoned men were of those who troubled them.

HONG KONG.

From Hong Kong we have dates to the 26th February. The mail of 10th January arrived out on the 21st February.

The *Hong Kong*, a Bordeaux coolie ship, which left Whampoa for Havana a few days before the departure of this mail, had been seized by the emigrants. The incidents of the *Pride of the Ganges* case seem to have been closely imitated. The captain had been murdered, and seven of the crew were still in the hands of the Chinese. The news of the seizure was brought to the French consulate by the French Vice-consul of Macao, to which port ten men of the *Hong Kong's* crew, who succeeded in making their escape, proceeded in one of the ship's boats. The ship left the river with 260 coolies on board under the command of Captain Duval. Although nothing occurred which raised any suspicion of the intention of the emigrants, they suddenly rose on the following day. The captain was killed at once by a blow with a hatchet, and the crew fled for protection to the cabin, where they defended themselves as long as their ammunition lasted. At last the Chinese, by pretending to surrender, induced them to come out of their retreat. The coolies profited by this opportunity to possess themselves of weapons, and the fight continued. Seeing that they were overpowered, those of the crew who were able succeeded in launching one of the boats and escaped. The seven others, who were all more or less wounded, remain in the hands of the Chinese. Amongst them are the first and second mates. The Governor of Macao, to whom the French Vice-consul at once applied, had no gunboat at his disposal to send in search of the mutineers, but promised to furnish military assistance if a steamer could be obtained by other means. This, however, could not be done, and the Vice-consul came over to Hong Kong in the *White Cloud*, and laid the whole case before M. du Chesne. He, of course, immediately visited Admiral King, and obtained a promise that a gunboat should be despatched as soon as possible in pursuit of the captured ship.

The Parsee community had subscribed a sum of $1,500 for the purpose of defraying the cost of a band-stand in the public gardens. Some of our readers may remember (says the *Daily Press*) that about the time of the last regatta a letter written by a member of the Parsee community appeared in the *Daily Press*. In this letter it was urged that the band of the 9th might very usefully give the public garden the benefit of its performances twice instead of once a week. It was then suggested in our leading columns that if the Parsees enjoyed the playing of the band so much, they might as well provide a stand, of which the garden was very much in need. With public spirit, which does them credit, they came forward immediately and expressed their readiness to show the sincerity of their demand by acting on the proposal which had been made. In making the suggestion, we were under the impression that the necessary outlay would not exceed two or three hundred dollars, but when the matter was placed in the hands of an architect, and an estimate was prepared, it was found that the first idea had been expanded far beyond its original dimensions. On the plan we beheld a handsome wrought iron structure, standing on a granite base and at the foot of the estimate a row of four figures. We believe that before now architects have been known to enlarge upon crude ideas of amateur builders, sometimes to the serious chagrin of their employers, but in the present instance the community of Hong Hong reaps great benefit from the architect's glowing fancy. The Parsees were highly pleased with the design, and in no way appalled by the row of four figures. The matter took a little longer time to arrange, that was all. The money has now been found, and we shall no doubt have the satisfaction of seeing the stand commenced in a very short space of time. The stand will be erected in the centre of the gardens, on an octagonal granite base, approached from every side by three steps. The roof will consist of wrought iron and zinc, supported on eight cast-iron pillars. A weather vane surmounts the whole structure.

We learn from Canton that the New Year's holidays have passed off there and at Whampoa without any of the customary disturbances. The rebels, who were recently reported as holding the city of Kia-ying-chow, in the north-east of Kwangtung, and as threatening Ch'aou-chow-fu, are stated to have recently evacuated the first-named place, which was reoccupied by the Imperial forces on the 9th Feb., and to have advanced upon the district city of Tung-shun, about 25 miles north-east of Ch'ao-chow-fu, which city it was apparently their design to attack about the Chinese New Year. As they have now approached so near the coast, it may be that they will pay

Digitized by Google

Swatow a visit; though as a rule these unwieldy bands of pillagers have taken the best of care to edge away from too dangerous proximity to the sea-board. Should Ch'ao-chow-fu appear too strong to invite attack, the only course that will remain open to this forlorn vestige of Tai-ping-dom will be a foray over the mountans into Fukien, since, by evacuating Kia-ying-chow, they have enabled the Imperialists to concentrate a preponderating force upon their rear.

The latest tidings respecting the rebels in the north-east of the province are of success to the Imperial arms in actual fight. We learn that the bands which lately evacuated Kia-ying-chow, on the death of their leader the K'ang Wong, were taken in flank by the troops under General P'ao-ch'ao, and are represented as thoroughly routed. The fact that about a thousand prisoners have been taken is evidence at least of a substantial success. What has become of the remaining bands we are not informed.

On the 16th and 17th February a cricket match was played on the Hong Kong ground between the Hong Kong and Shanghai Clubs. The result was a complete victory for the civilians of the Hong Kong Club in one innings, with 264 runs to spare, their score of 430 runs being, we believe, quite unprecedented in the cricketing annals of the colony. Shanghai went first to the wicket, and at the close of their innings the telegraph showed 107 runs, the chief contributors being Messrs. Hearne and H. Dent, whose scores were obtained by careful play. On the side of Hong Kong Mr. Starkey headed the list with 99, obtained by brilliant hitting, including one 8 and one 7, carrying off the presentation bat for the highest score. Mr. Clifford played very prettily for 71, while Messrs. Davidson, Mercer and Wallace secured their runs in good style, and Mr. Bird's innings of 28 showed good cricketing skill. In the 2nd innings of Shanghai Mr. Welsh contributed 38 out of a total of 59, defending his stumps with his usual obstinacy, the rest, in racing language, being "nowhere." Notwithstanding the difficulties they had to contend with in playing on a ground so different to their own, the Shanghai Eleven fielded in a most plucky manner throughout. Especial praise must be accorded to Mr. McDonell, who filled the thankless office of long stop without a mistake, the only bye recorded being through no fault of his. Their bowling, however, seemed decidedly weak. Mr. Mackenzie, for the Hong Kong Club, bowled throughout, and was particularly killing on the second day, his services on this occasion being recognised on the part of the Club by the presentation of a ball.

The steamer *Yeddo*, belonging to Messrs. Adamson and Company, had been peremptorily ordered by the naval authorities to haul down the house-flag of that firm, in a manner which reflects small credit on Admiral Jones. Mr. George Laily, the master of the *Yeddo*, gives the following narrative of the circumstance:—

"On Saturday, the 17th February, Vice-Admiral King sent on board my vessel, the S. S. *Yeddo*, requesting me to haul down the house-flag on account of a supposed similarity to the St. George's Cross used by men-of-war; such a step being extremely detrimental to the interests of my employers (as the Chinese solely recognise the vessel by the flag), I waited on the Admiral, pointed out the serious inconvenience caused by his act, and offered to make any alterations he might suggest which would not entirely destroy the character of the flag. He then called on several of his officers to state what flag they would take the *Yeddo's* for if they saw it at a ship's mast head, and they with one accord said, "for a St. George's Cross Ensign, sir." Admiral King then turned to me and said, "You see my officers are of the same opinion as myself, and you have no business to come here to argue the point with the admiral, but should have taken the officer's word that you were wrong." I said, "I beg your pardon, sir, I have a right, I am simply doing my duty," and again requested he would point out what alterations he required; to which he rudely replied, "I do not care a d—n what alterations you make, but you shall not hoist that one." Now, without in any way denying the jurisdiction of the Commander-in-Chief on such matters, I would point out that his last remark was not at all courteous, and that as the flag has been flying unmolested for the last ten years, and frequently in company with the late Admiral's, the act does seem somewhat arbitrary."

A spectacle, which fortunately is a rare one in the British army, was exhibited at the Murray Barracks. A staff sergeant —Thompson by name—was reduced to the ranks by sentence of court martial. His uniform buttons, facings, medal, &c., were publicly torn off, and he was then drummed out of the regiment to the tune of the "Rogue's march," his punishment being completed by a sentence of one hundred and sixty-eight days' imprisonment in the garrison goal. The particulars of his trial are said to be unfit for publication.

With regard to the garrison, the *Evening Mail* has the following remarks:—In accordance with its expressed wish the garrison of this establishment is to be reduced, and henceforth its protection is to be entrusted to one Regiment of Infantry, a battery of Artillery, and a few Engineers. The 11th Regiment is ordered to Bengal, the 9th to Japan, and the 20th come thence here. It is said that the first named corps is to proceed to one of the hill stations to recruit its health; but how is it possible to conceive that any person in his senses would select India as a sanitarium? In plain English, it amounts to this; a regiment decimated over and over again by death and invaliding, will land at Calcutta about June next some 300 strong, almost every man of which has either suffered from disease or bears about him the germs of it. On landing it will be 600 or 700 miles from the nearest hill station, and although the railroad is open to Delhi still there is between 200 and 300 miles to travel on foot. What happened at the landing of a detachment of this regiment at Japan may give us a fair idea of consequences that will ensue. We venture to predict that not a third reaches its destination. In addition to the above-mentioned instance of gross mismanagement, it is intended to bring the 20th from the healthy climate of Japan to this colony at the very commencement of the summer. What the result will be it is not difficult to foresee. Exposure, night work, &c., with the increased duties, which were found too much for two last summer, will soon tell their tale in fevers, dysenteries, and death; and fortunate will it be if it fares no worse than the 11th. Statistics show that Europeans are totally unfitted for military service during summer in the unhealthy climate of Hong Kong, and that Indians are the only troops that can stand it without suffering greatly. The loss amongst the police of that nation last year was, we are informed, less than 3 per cent., that of the Europeans for the summer months 15 or 16. These facts alone speak volumes, but a false economy causes the War Department to count the lives of British soldiers as nothing in comparison with a few paltry pounds they would have to pay to officers and men in the shape of Indian allowances were a regiment of Sepoys ordered here.

No less than three cases of hydrophobia are reported in the colony. The first case was that of M. le Vicomte O'Mahony, *Chancelier* of the French Consulate, who was bitten by a rabid dog, said to belong to M. Vaucher, and died two days afterwards. Two soldiers of the 9th Regiment had also died of the same dreadful disease.

The Spring race meeting took place on the 20th, 21st, and 22nd, and was highly successful; full details will be found in another column. The race ball came off on the 24th with great *eclat*. The attendance was however not so full as was expected, only thirty-nine ladies being present. H.E. the Acting Governor and Mrs Mercer arrived about 9.45 P.M., and dancing was kept up with great spirit till an early hour in the morning. The arrangements for supper were as usual admirably made, seats being placed for eighty people. The Challenge Cup was displayed at the head of the table, and attracted much attention. The band of the 9th Regiment was in attendance.

The gunboat *Opossum* had returned from a successful cruise on the coast after pirates. Full particulars are not yet published, but it appears that a nest of these ruffians was discovered at Paksui, where a three-gun battery was destroyed by the *Opossum*. She afterwards took a large junk and forty men, which were handed over to the Chinese mandarins at Quanghai. During her cruise she has destroyed fifty-three guns belonging to pirates.

A new paper, called the "English Edition of the *Echo do Povo*," has been started in Hong Kong. Its opening address states that there is no other weekly paper in the English language published at this place (an absurd misstatement), and one of its paragraphs advocates the establishment of a police corps exclusively composed of Chinese.

The British steamer *Far East*, Captain Henry Jones, which arrived in Hong Kong on the 24th of February, reports having left Saigon on the 15th of February. She encountered a strong monsoon and high sea up to the Paracels, afterwards moderate variable winds and fine weather. Passed the schooner *Mouette*

Digitized by Google

on the 20th; steamers *Clan Alpine* on the 21st, and *Tait Sing* on the 23rd of February, at nine A.M., entering south.

STRAITS OF MALACCA.

SINGAPORE.

Dates hence are to the 6th March.

H. M.'s steamer *Orontes*, Captain Hire, arrived on the evening, of the 23rd February from Hong Kong, and sailed for Mauritius and the Cape of Good Hope on the following day. She brings home a number of officers and men, whose ships, by the new regulations, have been paid off in China.

The B.I.S.N. Co.'s steamer *Arabia*, Captain Maddison, from Madras on the 27th February, arrived at Singapore on the 6th March. She had on board eleven officers and 489 men, headquarters and right wing of the 8th M.N.I. to relieve the 34th Regiment M.N.I. The following is a list of the officers:—Lieutenant-Colonel Cooke, Major Curtis, Captains Swanston and Ellis, Lieutenants Cheny, Thomas, and Brooking, and Assistant-Surgeon Ridings. The *Arabia* will take back to Madras the headquarters and right wing of the 34th M.N.I.

The loss is recorded of the French schooner *Charles et Julie* bound to Singapore from Penang. She struck on a rock close to the Carrimons, and the crew arrived at Singapore on the 28th February in the boats belonging to her.

The fourth Ordinary General Meeting of the Tanjong Pagar Dock Company was held at the Company's office on the 28th February. Messrs. Jellicoe, Harrison, Schmidt, Tan Beng Swee, Greenshields, and Joaquim were re-elected, and Mr. Turnbull was elected, as directors for the ensuing year, and Messrs. Willans and Powell re-appointed auditors. The reports having been received and the accounts passed, the meeting was turned into an Extraordinary one, when it was proposed by Mr. Gilfillan, seconded by Dr. Little, and carried unanimously, "that the directors be empowered to raise the capital of the company to $600,000 by the issue of 3,000 new shares; present shareholders having the preference in the allotment to the extent of the shares they hold." After some consideration on the subject of an amalgamation of the Tanjong Pagar Dock Company (Limited) with other companies interested in the New Harbour, it was arranged that the directors should consider and investigate the proposals, and if they thought well of them, bring the matter before the shareholders at some future period. A considerable number of the new shares were subscribed for immediately after the meeting.

H.M.'s steamer *Banterer* left Singapore on the 27th Feb. for Malacca, to cruise between that port and Penang in search of the pirates who had lately been committing depredations in the vicinity of Larote upon petty Malay traders.

Messrs. Middleton, Harrison, and Co. announce that the British steamer *Bintang* will in future be despatched for Saigon immediately after the arrival of the English mail steamer, due at Singapore about the 30th of each month, and will leave Saigon on her return voyage, calling at Pulo Condore on the 15th of each month.

The *Free Press* complains of a movement being made by the Mahomedans to propagate their doctrines among European sailors. Our contemporary is informed that the "real influence that has caused some to embrace the false religion is the debts which they have contracted in the low liquor shops belonging to Klings, who, on pressing Jack to liquidate, well know at the time it is impossible for him to do so, and they then inform him that if he consents to enter Islamism his debts will be paid, and a certain sum of money added and given to him for his benefit. Only yesterday another sailor was prevented from accepting these tempting offers by being arrested by the police." The *Free Press* suggests that the rules of the Sailors' Home should be altered to meet the evil. At present a sailor is charged there half-a-dollar per diem, *payable in advance*. "We think a better state of affairs might be established, viz., to admit sailors to the Home, and to charge them with the amount of their board when they are shipped. The captain no doubt would advance the sum, and poor Jack would be clear of all his difficulties without the necessity of becoming a renegade, and we, as fellow-countrymen, would have no occasion to feel annoyed, when conversing with Klings, who make a boast of having converted Englishmen to their religion, or by knowing that some of the zealous followers of Mahomet are running away with the idea that the spread of Islamism is on the increase, and that it will at last predominate and prove itself to be the true religion.

Births, Marriages, and Deaths.

(Announcements for subscribers are made free of charge.)

BIRTHS.

Goodwin—On the 7th Feb., at Shanghai, the wife of Charles Wycliffe Goodwin, Esq., Assistant Judge of H.B.M.'s Supreme Court for China and Japan, of a daughter.

McCarthy—On the 14th Feb., at Shanghai, the wife of John H. McCarthy, Esq., of a daughter.

Short—At Chatsworth, Sree Menanti Estate, Singapore, the wife of Septimus Short, Esq., of a son.

MARRIAGE.

Fearon—Hutton.—On the 17th Feb., at St. John's Cathedral, Hong Kong, by the Rev. John Wilson, R.N., Acting Colonial Chaplain, Robert Inglis Fearon, Esq., to Mary, eldest daughter of Charles Hutton, Esq., of Cavendish-place, Bath. No cards.

Corrie—Wyatt.—On the 24th Feb., at St. John's Cathedral, Hong Kong, by the Rev. John Wilson, R.N., Acting Colonial Chaplain, Captain William Taylor Corrie, 11th Regiment, to Antoinette Fanny, eldest daughter of Colonel L. Wyatt, 11th Regt.

DEATHS.

Kingsley—On the 23rd Feb., at the General Hospital, Hong Kong, of hydrophobia, Corporal M. Kingsley, 2nd Batt., 11th Regiment, aged 26 years.

White—On the 24th Feb., at the Civil Hospital, Hong Kong, E. B. White, seaman of the U.S.S. Wyoming.

McLean—On the 24th Feb., at the Civil Hospital, Hong Kong, John McLean, seaman.

EXCHANGES ON LONDON.

[For dates, see first page.]

		Bank.	Private.
At Yokohama	6 months sight.		
At Shanghai (per Tael.)	6 ditto	6s. 4½d.	6s. 5d.
At Canton, At Hong Kong, At Macao	6 ditto	4s. 7¼d.	4s. 8¼d. to 4s. 9d.
At Singapore	6 ditto	4s. 7¾d. to 4s. 8d.	4s. 8d. to 4s. 9d.
At Manila	6 ditto		

SHIPPING INTELLIGENCE.

ARRIVAL.

At Hong Kong.—From England: Feb. 15, H.M.S. Serpent.

DEPARTURE.

From Macao.—For Havana: Feb. 14, Guadalupe.

COMMERCIAL POSTSCRIPT.

The Mexican dollars by the West India steamer have been sold, for China, at 60¼d. per oz., being an advance of ⅜d. from the last price. The small quantity of bar silver by the same opportunity has fetched 61¼d., also showing a rise of ⅜d. since the last arrival. There is at present a steady demand for silver for shipment to the East, and both here and abroad supplies are very limited.

The biddings for £350,000 in bills on India took place on the 4th inst. at the Bank of England. The proportions allotted were—to Calcutta, £200,000; to Madras, £50,000; and to Bombay, £100,000. The minimum price was as before, 1s. 11½d. on Calcutta and Madras, and 1s. 11¾d. on Bombay. Tenders on Calcutta and Madras at 2s. will receive about 4 per cent., and on Bombay at 2s. 0¼d. about 20 per cent; all above in full. These terms show an increase in the demand for means of remittance to the East.

A correction is needed to the list of silk shippers which appeared in our last issue (27th ultimo). In the addition at the foot of the column the total number of bales is made 83,081; it should be 38,025.

Spoken.—George Peabody, Manila to New York, March 11, 20 N., 54 W.

Arrivals not included in the Table.—April 1, at Texel, from Batavia, Nicolaas, Witsen, from Banjoewangie; Gleaner, at Brouwershaven, from Batavia, Elisabeth; at Zierikzee, from Batavia, Ternate.

Departures.—April 2, from Portland, for Singapore, Carlota; March 31, from Newport, for Hong Kong, Ariosto; April 3, from Liverpool, for Manila, Espana; for Hong Kong, Derwent; 4, from London, for Shanghai, Polmaise.

HONG KONG RACES.

The Hong Kong races came off on the 20th, 21st, and 22nd of February, and were unusually interesting and successful. The band of the 9th Regiment was on the ground, and contributed greatly to the general pleasure. The following is a brief analysis of the results:—

First Day.

The Wong-nei-Chong Stakes, for all Ponies. Entrance $5 each, with $50 from the Fund.—Cœur de Lion, 1; Truant, 2. Time 2 min. 7 sec.

The Canton Cup, presented by the Mahomedan community, for Arabs only. Weight 10st. Entrance $10, to go to the fund. One mile and a-half.—Early Purl, 1; Hadji, 2. Lord Lyon made the running during the first part of the race, but was eventually passed by both the others; after the first round Early Purl took and kept the lead, winning a slow race by four lengths.

The Pony Welter, for all Ponies—13 hands, 9st. 7lbs. Entrance $5 each, with $50 from the fund. One mile. Aga, 1; Brinjarra, 2 (rider fell). Time 3 min. 11 sec.

The German Cup, valued 200 guineas, presented by the German community, for all horses. Entrance $10. One mile and a-half. Sir William, 1; Traveller, 2. In this race Ramornie and Young Babylonian pulled up after going once round the course. Time 2 min. 57 sec.

The Northern Plate, value $100, for China Ponies only. Entrance $10,

Digitized by Google

to go to the Fund. Half-a-mile.—Promised Land, 1; Truant, 2. Promised Land took the lead at starting, and maintained it throughout, having at one time a close run with Truant. He won a good race by about two lengths. Time 1 min. 5½ sec.

The Parsee Cup, value $250, presented by the Parsee community, for all Horses, English excepted. One mile and a-quarter.—Exeter, 1; Pons Asinorum, 2. This was a very exciting race. Spider led off, but before going once round had fallen behind. Exeter, who had third place, then began to pull ahead, and after a display of capital jockeyship on the part of his rider won the race by a short head. Time, 2 min. 28 sec.

The Subscription Cup, presented, value £100; for all Manila and China Ponies. Entrance $5.—Rob Roy, 1; Cromwell, 2. On passing the post the first round, Rob Roy was fourth; he remained in this position till nearly entering the straight run, when he drew ahead, and challenged Cromwell, who was leading. After a most exciting race Rob Roy was the winner by about a nose, Meteor and Cœur de Lion being distanced. Time, 4 min. 34 sec.

SECOND DAY.

The Scurry Stakes, for all Ponies. Catch weights. Entrance $5 each, with $50 from the Fund. Half a-mile.—Stein Bille, 1; Brinjarra, 2. After a bad start on the part of Skittles and Imposter, Stein Bille took the lead, which he maintained throughout, winning by a neck. Time, 1 min. 4 sec.

The Challenge Cup, value 500 guineas, for all Horses, entrance $10. To be won two years consecutively by a horse the *bona fide* property of the same owner. Two miles.—Exeter, 1; Sir William, 2; Haddington, 3. Haddington was the favourite for this race until the morning of the trial, when the hopes of his backers began to fall a little, a report being circulated that he was unwell. At the start Sir William and Haddington led for some distance, but at the bottom turn Sir William drew ahead, Exeter following closely. They remained in this position till coming to the straight, when Exeter began to pull ahead; just at the distance post a wonderful speed on the part of Exeter brought him in first by ten lengths, both horses being ridden in the most capital manner. Sir William came in about six lengths ahead of Haddington. Time 2 min. 54½ sec.

The Stewards' Cup, for Ponies. Entrance $5. One mile and a-quarter.—Rob Roy, 1; Cromwell, 2. This was a most exciting race, the winner only coming in by half a length, Cromwell being two lengths before Meteor.

The St. Leger Cup, presented by a Subscriber, for Arabs only. Entrance $10 each. One mile and a-half.—Hadji, 1; The Castle, 2. Time 3 min. 20 sec.

The Roadster's Plate, value $150, for all Horses not entered for any Cup during the Meeting. Catch Weights. Entrance $5 each. Half a-mile.—Nugget, 1; Colonist, 2. Sir Moses led off, Nugget following; at the turn the latter pulled a head, and after a short hunt with Colonist, who was close behind, won easily by about ten lengths. Sir Moses was distanced. Time 57 sec.

The Broker's Cup, value $500, for all Horses. Entrance $10. One mile and three-quarters.—Traveller, 1; Pons Asinorum, 2. Time, 3 min. 27 sec.

The Galloway Stakes, for all Galloways, 14 hands and under. One mile.—Sultan, 1; Yedek, 2.

THIRD DAY.

The Ladies' Purse, for all Ponies that have run at this meeting. To be handicapped by the stewards. Entrance fees, $5. One mile.—Aga, 1; Cromwell, 2. The Ladies' Purse was won by Aga after a pretty close race. The purse was presented by Miss Cubitt, who in a neat speech complimented the gentleman who acted as jockey upon his success. Time, 2 min. 6 sec.

The Fakei Cup, value $500, presented by the American community of Hong Kong and Canton, for all Horses. One mile and a-quarter.—Exeter, 1; Pons Asinorum, 2. Won easily by Exeter, who came in some four lengths ahead of the second horse. Time, 2 min. 24½ sec.

The Foochow Cup, value 100 guineas, presented by the Foochow Community, for all Horses, English Horses excepted. Entrance $10.—Pathfinder, 1; Traveller, 2. Traveller led off till approaching the straight, when Pathfinder overhauled him and won easily.

The Hack Stakes, value $100. Entrance $5. One mile.—Nugget, 1; Mainstay, 2. Nugget took the lead, and was held in during the race, winning easily by about four lengths.

The Shanghai Cup, value 100 Guineas, presented by the Shanghai Community, for all Horses. Entrance $10. Two miles.—Sir William, 1; Pathfinder, 2. Sir William won easily, Pathfinder making a good second, being well ridden. Time 3 min. 53 sec.

TEA.

(TRAVERS' CIRCULAR.)

The division of our time into years may be highly symmetrical and useful, but it seldom coincides with the ordinary divisions of time made by mankind for their own especial convenience. The legal year, for instance, commences with the Michaelmas term in October; the ecclesiastical year with Advent Sunday. So too the Tea season in China has a period of its own, commencing with the 1st of June and terminating with the 31st of May. Strictly speaking, we have from the present moment still two months to include in our reckoning before the Tea season, or year, is over; but as the season is already spoken of in the Chinese Circulars as being virtually closed, it may not be out of place to take this opportunity of briefly alluding to the prospects of the Tea-market, such as they are at the present time, and such as they are likely to be during the ensuing months. Taking the circular of Messrs. Mitchell and Aspinall as our authority for the statement, we find that the total amount of stock in the United Kingdom on the 28th of February was 100,000,000 lbs., against 112,565,000 lbs. at the same time last year. The amount afloat is given at about 35,425,234 lbs. If to this be added the stock in the different Chinese ports, and the quantity at present in that country, but on its way to the ports, say about 10,000,000 lbs., and also the Indian Teas, which may be set down as certainly not less than 3,000,000 lbs., we shall find that these various quantities, amounting in all to 148,000,000 lbs., constitute, with a few unimportant exceptions, our total supplies from the present time up to the beginning of September, when the first cargoes of new season's may be expected to arrive. Thus, then, we have 148,000,000 lbs., of Tea to supply a home consumption of five months, and also to meet the demands of the export trade. With regard to the latter point, it is clear that there will be a wide difference as compared with last year. At that time the American civil war was raging, and a considerable portion of the carrying trade fell into our hands in consequence of the depredations committed on the ships of the United States by the Confederate cruisers. With the return of peace, America resumes its own commerce; and the addition to her exports from China—about 15,519,000 lbs. over the quantity exported last year—is a measure of the quantity to be deducted from our own export trade. Taking the home consumption of the next five months even at 9,000,000 lbs. per month, 45,000,000 lbs. would suffice for the home trade until the arrival of fresh supplies. We cannot therefore understand that with a decreasing export trade, and so large a stock on hand, any great pressure will be felt from a want of supply. With reference to the exports, the total for the twelve months ending December 31st last was 32,633,451 lbs.; from this deduct the 15,000,000 lbs. which has reverted to the American trade, and we get 17,633,451 lbs. for the exports of the year. One-twelfth part of this (to represent a single month's exports) is 1,469,454 lbs.; and for five months this would be 7,247,270 lbs., a quantity which, if required, might be deducted from so large a stock without a serious effect on the market prices. It may be true that a large proportion of the stock lying in bonded warehouses is composed of low and undesirable kinds, and there is a very insufficient supply of those sorts likely to be in most demand; it is, however, impossible to verify this statement as the official returns deal only with figures, without attempting to classify qualities, and at present it only amounts to an assertion, which we think we have heard in former years, but which we do not remember having been verified, at least to the extent of causing any serious inconvenience. Assuming, as we are fairly entitled to do, in the absence of any proof to the contrary, that a large proportion of the stock is fit for use, there would appear to be an ample margin to meet any probable increase in consumption which is likely to take place within the next three years, and in the meantime the production of tea in China will be yearly increasing; at least this seems a logical deduction to draw from the high prices that have been paid during the last six months, and it is certainly one that is strictly in accordance with precedent.

DUTCH AGGRESSIONS IN SUMATRA.

(To the Editor of *The London and China Telegraph.*)

SIR,—In one of your late numbers you published a letter from Singapore, signed "J. C.," in which the writer attempted to prove that the Sultan of Siak is suzerain of all the States on the east coast of Sumatra, and might assign such suzerainty to any Power he chose. That, consequently, the Netherlands Indian authorities, acting on behalf of the Sultan of Siak, were justified in coercing Assahan and other native States on the east coast into compliance with any demands of theirs, of whatsoever nature. Now, the facts of the case really are, that the power of the Sultan of Siak, whatever it might at one time have been, was, in the year 1856, so near being altogether lost, that application was made to Inchi Wan Abubakar (the present Tumongong of Johore) for assistance to keep him on his "Ballie Rawong" of Siak. This application was acceded to, and under the nominal leadership of one Mr. Adam Wilson a force was sent from Singapore to Siak. This force was composed of European sailors and some Johore Malays. On its arrival at Siak, this filibustering force, acting, doubtless, on its instructions from Inchi Wan Abubakar, attempted to impose upon the Sultan of Siak conditions which would, if agreed to, be more disastrous than deposition by his own subjects. The Sultan, then, finding that his Singapore friends were but deadly though covert enemies, thought it better to trust himself in the hands of the Dutch Resident at Rhio, his declared foe. Accordingly, the Rhio authorities, glad of such an opening on the east coast of Sumatra, sent some steam and sailing gunboats to Siak to relieve the poor Sultan of the burden of his Singapore friends. Treaties were appealed to by the Dutch to prove the illegality of Adam Wilson's proceedings, and Wilson was notified by Governor Blundell that he must withdraw. This Wilson was glad to do, fighting the Dutch not being at all to his taste. Governor Blundell, however, intimated to the Dutch authorities that his consent to their restoring peace to Siak was not to be construed into a consent to the abrogation of the Third and Sixth Articles of the Treaty of 1824. The Dutch authorities replied that they had no wish nor intention to violate the said Treaty, which would, in its most liberal sense, be scrupulously respected by them. The reason they gave for having then interfered with Siak, was that the anarchy prevailing in that State was injurious to States then under their control. The Treaty of 1824 in its Third and Sixth Articles is clear and explicit, and it becomes the duty of the Secretary of State for Foreign Affairs to see that these articles be respected; more especially now that it is clearly evident the Dutch authorities ignore their existence in *toto*. In order that "J. C.'s" memory may be refreshed I will now quote the Articles in question:—

"3rd. The high contracting parties engage that no Treaty hereafter made by either, with any Native Power in the Eastern Seas, shall contain any article tending either expressly, or by the imposition of unequal duties, to exclude the trade of the other party from the ports of such Native Power: and that if in any Treaty now existing on either part, any article to that effect has been admitted, such article shall be abrogated upon the conclusion of the present Treaty."

"It is understood that before the conclusion of the present Treaty, communication has been made by each of the contracting parties to the other, of all treaties or engagements subsisting between each of them, respectively, and any Native Power in the Eastern Seas; and that the like communication shall be made of all such treaties concluded by them respectively hereafter."

"6th. It agreed that orders shall be given by the two Governments to their officers and agents in the East, not to form any new settlement on any of the islands of the Eastern seas, without previous authority from their respective Governments in Europe."

Now, at the period when this Treaty was made, Siak was not a depen-

Digitized by Google

dency of Bencoolen, and even supposing it were, the Dutch had not the shadow of a right to conclude a treaty with it without informing the British Straits authorities. As for "J. C.'s" assertion, that the Dutch have never abandoned their rights to Siak since the year 1761, it is answered by the fact that for the time the British held Java the Dutch had no power nor right to any part of Sumatra. Their right to Bencoolen had been conquered from them by the British, and their power in Sumatra became *nil*.

This point is, however, unimportant, and if Her Majesty's Secretary of State for Foreign Affairs will only insist on the faithful execution of the Treaty above quoted, the Straits merchants will be satisfied.

I would now seriously ask "J. C." if he is not aware that the military occupation of the Island of Bangkalis is a violation of the 6th Article of the Treaty of 1824? I would also beg of "J. C." to inform me whether or not he is aware that the Treaty made by the Dutch with Siak in 1856 was not a violation of Article 3rd of the Anglo-Dutch Treaty of 1824? Is it not a fact that the fish-roe business of the Siak river was made a close monopoly or such high duties imposed that trade herein with the Straits Settlements became a commercial impossibility? There can be but one reply to these queries. That reply has been given by the merchants of Penang in their Petition to Earl Russell, dated 20th September, 1865, when that nobleman was Secretary of State for Foreign Affairs. The Petition clearly proves that, owing to the fact that the Treaty of 1824 had been disregarded by the Dutch, the trade of Penang had been seriously interfered with. The Prayer of the Petitioners that steps should be taken for the protection of British Trade with the ports of Sumatra demands the immediate and earnest attention of Her Majesty's Secretary of State for Foreign Affairs, and it is to be hoped that article third of the Anglo-Dutch Treaty of 1824 will no longer be allowed to remain a dead letter. At the time it was signed, the following extracts from a note addressed by the British to the Netherland's Plenipotentiaries prove, if proof were needed, that the treaty was meant to be respected more in its spirit than its letter.

"Their (the British Plenipotentiaries) conviction is, that on both sides an equal disposition exists to carry into effect, with sincerity and good faith, the stipulations of the Treaty in the sense in which they have been negotiated."

To this the Netherland's Plenipotentiaries replied: "This (a disposition to carry into effect, with sincerity and good faith) essential aim and principal tendency of the Treaty is evident to all who read its different articles with attention. What is there expressly stipulated ought to suffice for the removal, by common consent, of all uncertainty which might present itself in the sequel."

With this fair and clear understanding was the treaty of 1824 signed, and yet in the very teeth of their *declarations* all the *acts* of the Netherlands Authorities since then have been such as show clearly that their *declarations* were most jesuitical. Ever since the year 1838 trade has been jeopardised by Dutch attempts to subvert the independence of the States lying between Acheen and Siak. Formerly these attempts were made covertly. Latterly, however, emboldened, doubtless, by the apparent apathy with which they were regarded by the British authorities, these attempts at the entire subjugation of the Native States of Sumatra and the full control of their trade have been made openly. I say *apparent apathy*, because I am well aware that the Governor of the Straits Settlements felt keenly the humiliating position in which he was placed by the Indian circumlocution officials, who treated all his representations on matters relating either to Sumatra or the Malay Peninsula with silent contempt. Now, however, that the Straits Settlements are about to be relieved of the Indian Board incubus, we will hope for better things from the united action of Her Majesty's Secretary of State for Foreign Affairs, and the Secretary of State for the Colonies, aided by the advice and counsel of the Straits merchants, who will doubtless be represented in the Straits Legislative Council so soon as the transfer to the Colonial-office is effected.—Yours sincerely, PULO PENANG.

April 2nd, 1866.

THE BOARD OF TRADE RETURNS.

The Board of Trade Returns for the month and two months ended the 28th of February again present very favourable results, when contrasted with those issued at the corresponding period last year. The total declared value of exports for February last was £15,116,063, against £11,376,214 in 1865, and £12,698,121 in 1864, being an increase of £3,739,849 over the former period, and of £2,417,942 over the latter. For January and February of the present year the total declared value was £29,470,811, against £21,865,553 in 1865, and £23,111,707 in 1864, which is an increase of £7,605,258 compared with 1865, and of £6,359,104 as contrasted with 1864. Nearly all branches of business appear to have shared in the activity, but the greatest proportionate augmentation has been in cotton goods, our shipments of cotton yarn having been more than double those of the same month of the two preceding years, while in cotton manufactures the increase has been about 40 per cent. Hardwares figure for an excess of 25 per cent., linen manufactures 32 per cent., silk manufactures 30 per cent., and woollen manufactures 35 per cent. Iron, which in the same month of last year showed a falling off of about 45 per cent., now exhibits a recovery of 35 per cent. Of machinery our exportations have been 20 per cent. less than in the same month of last year. As regards importations, the principal feature is that we have taken about three or four times as much wheat and flour as in February, 1865, the chief arrivals having been from Russia and France, those from the United States being insignificant. The figures in these returns specially appropriated to our trade with the Far East are the following:—

EXPORTS TO CHINA AND HONG KONG.

	1864.	1865.	1866.
	Quantity for the Month of February,		
Cotton yarn	383,130	98,050	298,378 lbs.
Cotton manufactures	2,788,445	5,885,356	11,927,651 yds.
Worsted stuffs	901,999	1,427,045	1,672,038 „
Woollen & Worsted cloths.	223,884	142,887	150,185 „
Lead	491	300	611 tons
	Quantity for January and February.		
Cotton yarn	384,130	251,772	686,458 lbs.
Cotton manufactures	4,924,426	10,023,724	24,924,414 yds.
Worsted stuffs	1,645,013	2,004,023	2,607,858 „
Woollen and worsted cloths	302,177	208,491	395,060 „
Lead	997	633	1,078 tons
	Value for the Two Months.		
Cotton yarn	£44,996	£27,976	£75,253
Cotton manufactures	146,791	275,083	617,312
Worsted stuffs	108,118	165,246	197,952
Woollen and worsted cloths	47,879	40,573	59,428
Lead	21,713	14,148	23,975

The Cotton Manufactures exported to other ports and countries in the Far East, quantity for the month and value for the two months, are represented thus:—

	1864.	1865.	1866.
	Quantity for the Month of February,		
Ceylon	1,913,703	490,944	1,873,320 yds.
Singapore	6,600,262	4,289,066	4,778,300 „
Java	4,413,017	1,356,618	4,830,996 „
Philippine Islands	1,380,007	3,741,760	1,524,572 „
	Value for January and February.		
Ceylon	£117,252	£33,791	£89,758
Singapore	191,214	162,912	168,949
Java	125,466	70,895	119,988
Philippine Islands	99,118	178,958	91,289

Of Cotton Yarn the quantity exported to Singapore in February was 89,980 lbs., and the quantity for the two months 136,580 lbs., against 250,000 lbs. in the two months of 1865, and 135,400 lbs. in 1864. The value for the two months was £16,781, while it was £25,848 in 1865, and £17,628 in 1864. To Ceylon the quantity exported in the month was 24,000 lbs.; and for the two months of the present year 38,000 lbs., against 4,000 lbs. in 1865, and 32,300 lbs. in 1864. The value for the two months of 1866 is £6,730, while in 1865 it was only £850, and in 1864 £3,747.

IMPORTS.

As regards Raw Cotton the return from China remains *nil*, as will be seen by the figures given:—

	1864.	1865.	1866.
	Quantity for the Month of February,		
Egypt	144,855	270,162	137,801 cwts.
British India	203,672	158,243	214,442 „
China	21,137	28,256	—
Total from all parts	463,118	660,337	780,178 „
	Quantity for the Two Months.		
Egypt	159,591	322,663	148,268 „
British India	233,645	186,104	305,997 „
China	28,988	45,652	—
Total from all parts	544,757	811,601	1,154,122 „
	Value for the Month of January.		
Egypt	£190,831	£588,011	£111,125
British India	310,619	211,431	683,003
China	76,024	111,624	—
Total from all parts	953,205	1,530,194	3,341,901

Of Unrefined Sugar we have received no importation from Java and the Philippine Islands during either January or February in the present year. The value of the import thence in January, 1865, was £21,990, and £10,483 in January 1864.

Of Hemp also from the Philippine Islands there has been no importation during either February or January of the present year. In January 1865 the value of the import thence was £11,282.

Of Coffee, Ceylon delivered to us 3,218,974 lbs. during February in the present year, nearly the entire delivery of the two months, as the figures following show:—

	1864.	1865.	1866.
Quantity for Jan. and Feb. (lbs).	4,946,391	3,385,469	3,463,960
Value to 31st January	£119,571	£97,921	£8,203

The present Returns furnish the computed real value of the merchandise imported into the United Kingdom from each foreign country and British Possession; from which it appears that the Imports from British Possessions during 1865 were of the value of £72,865,067, and from Foreign Countries, of the value of £198,269,902, making a total of £271,134,969. The value of the Imports from the various ports and countries of the Far East, for the last and two preceding years, is exhibited in the table now given:—

	Imports for the year ended 31st December,		
From	1863.	1864.	1865.
Egypt (including the transit from India and China)	£16,495,582	£19,602,235	£21,773,250
China (exclusive of H. Kong)	12,897,403	12,792,001	10,673,960
Hong Kong	1,288,907	2,881,929	773,068
Singa. and Eastern Straits	1,830,522	2,069,838	2,169,056
Ceylon	3,699,425	3,173,820	3,707,615
Dutch Possessions (Java, &c.)	22,417	16,749	226
Philippine Islands	1,392,198	854,435	1,253,904
Borneo (Native Territories)	45,555	66,530	55,438
Siam	20,746	14,522	9,372
Cochin China, Camboja, & Tonquin	—	4	—
Japan	1,283,631	1,423,819	614,743

Digitized by Google

NOTICES TO CORRESPONDENTS.

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be authenticated by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

The London & China Telegraph.

LONDON, THURSDAY, APRIL 5, 1866.

SINGAPORE, PENANG AND MANILA—STATEMENT OF TRADE FOR 1865.

WE proceed to an exhibit of the trade of Singapore, Manila, and Penang for 1865. These annual trade returns possess a general as well as special value, reflecting as they do nearly all those influences to be taken into account by the British merchant engaged in Eastern trade. As to Singapore, its very position assures a progressive development; and the increase exhibited in the export of several leading articles in 1865, as compared with the corresponding period in the previous year, is manifestly such as cannot be attributed to purely speculative movements or adventitious circumstances. Her trade also with the Continent of Europe tends to extension. That with China, and indeed with all the Indian islands, is manifestly improving; but there is still abundant room for enterprise in the carrying trade. The United States trade may be looked to for enlargement, now that peace is so fully restored. The chief articles despatched thither in 1855 were gambier, tin, black pepper, and coffee. Of manufactured goods shipped from this country to Singapore we have to note that grey shirtings continued in good demand at last advices, and as the stock was low, enhanced prices were looked for should there be no fresh arrivals. Cloths had improved, and sales in white shirtings, both on hand and for arrival, commanded improved prices. Coal was sold at extreme rates, and was likely to be supported. Exporters throughout the year have shown great discrimination in shipments to Singapore, and the goods arriving have thus seldom occasioned any material fall in the market. The export trade was animated, the wants of exporters causing extreme rates to be demanded. Black pepper was disposed of at prices unprecedentedly high; pearl sago, nutmegs, and rice were in further demand, and increasing in value. Malacca tin had improved, and gambier, for which it was difficult to secure sufficient quantity, was taken at better prices. Opium fluctuated, as usual, according to India and China advices. Black pepper, nutmegs, and mace were wanted and scarce. Taking the very fair prices at which imported goods ruled, and the general upward tendency of exports, the merchants of Singapore have reason to be satisfied.

SINGAPORE.

COMPARATIVE VIEW OF SINGAPORE IMPORTS FROM THE UNITED KINGDOM AND CONTINENT OF EUROPE IN 1864 AND 1865.

Manufactured Goods.	United Kingdom.		Continent of Europe.	
	1865.	1864.	1865.	1864.
Grey Shirtings ... pcs.	317,783	269,518	1,950	3,350
White do. ... ,,	114,426	174,264	1,460	243
Domestics ... ... ,,	295,399	189,657	2,820	5,130
Maddapollams ... ,,	30,072	64,114	200	4,480
Jacconets, Muslins, and Cambrics ... ... ,,	242,781	241,650	9,495	10,161
Turkey Red Cloths ... ,,	31,850	82,280	3,260	6,434
Chintz and Prints ... ,,	52,105	84,384	81,765	53,786
Handkerchiefs ...dozs.	14,181	7,161	3,528	7,927
Glendongs ... ...corq.	285	237	651	1,060
Sarongs and Kains ... ,,	20,429	4,831	44,363	36,092
Twist, grey ... .. pcls.	7,697	9,708	—	75
Twist, coloured ... ,,	2,553	2,036	760	653
Spanish Stripes ... pcs.	674	141	993	912
Camlets ... ... ,,	1,385	4,466	328	260
Long Ells ... ... ,,	20	582	—	—
Bombazets ... ... ,,	588	499	—	—
Dyed Cloths ... ... ,,	28,334	13,966	1,450	—
Beer ... ...hhd.	926	1,214	54	115
,, ... bttld. dozs.	20,036	27,409	3,832	11,907
Wines ... ... cks.	3	310	235	431
,, ... bttld. dozs.	5,524	10,985	7,556	6,233
Muskets and Fire Pieces ...	2,149	902	18,388	5,107
Anchors ... ... cwt.	323-1815	833-3682	—	—
Chains ... ... ,,	74-3059	172-2376	—	—
Iron ... ... pcls.	72,688	85,260	—	700
Copper ... ... ,,	9,262	6,406	—	85
Lead ... ... ,,	695	17,498	—	9,148
Spelter ... ... pls.	—	166	—	3,611
Gunpowder ... ... ,,	3,972	7,983	2,992	515
Cordage ... ... pcls.	1,566	1,266	3,762	4,249
Canvas ... ... pls.	15,551	12,857	1,081	1,114

COMPARATIVE VIEW OF SINGAPORE EXPORTS TO THE UNITED KINGDOM AND THE CONTINENT OF EUROPE IN 1864-5.

Articles.	United Kingdom.		Continent of Europe.	
	1865.	1864.	1865.	1864.
Gambier ... ... pcls.	281,105	172,986	—	—
Tin... ... ... ,,	28,147	19,807	1,199	53,669
Sago Flour ... ... ,,	60,747	56,928	—	—
Sago Pearl... ... ... ,,	59,105	41,332	3,826	7,573
Black Pepper ... ... lbs.	74,821	70,103	29,975	20,198
White do. ... ... ,,	13,499	16,449	1,018	1,035
Tortoiseshell ... ... cwt.	4,426	2,638	663	476
Mother-o'-Pearl Shells ... pcls.	472	651	15	—
Gutta ... ... ,,	17,496	30,884	269	—
Nutmegs and Mace ... ,,	10	242½	—	11
Camphor ... ... ,,	284	1,250	100	199
Benjamin ... ... ,,	396	294	—	—
Gamboge ... ... ,,	51	42	—	—
Antimony Ore ... ... ,,	—	2,340	—	—
Coffee ... ... ,,	13,453	12,318	1,259	864
Sapanwood ... ... ,,	6,490	8,457	127	283
Sticklac ... ... ,,	2	2,504	—	—

SINGAPORE IMPORTS AND EXPORTS TO AND FROM BRITISH INDIA AND CHINA IN 1865.

BRITISH INDIA.

Imports.	1865.	Exports.	1865.
Opium (Benares) ...chts.	3,978	Gold Dust & Bars ...dols.	29,200
Cotton (Bengal) ...bales	57	Dollars ... ... No.	28,390
Wheat ... ... bags	13,515	Coys... ... ... Rs.	2,220
Saltpetre ... ... pls.	2,033	Treasure ... ...dols.	5,559,024
Gunnies ... ... No.	609,249	Black Pepper ...pcls.	4,396
Cotton P. Goods ...coqs.	6,876	Tin ... ... pls.	4,194
Rice ... ... pls.	99,985	Gambier ... ... ,,	6,417
		Camphor ... ... ,,	1,725
		Sapanwood ... ... ,,	15,088

CHINA.

Gold Dust & Bars ...dols.	484,891	Opium ... ...chts.	513
Dollars ... ... No.	1,162,616	Cotton ... ...bales	297
China Cash ... ...pcls.	528	Black Pepper ... pcls.	15,298
Tea ... ... ,,	5,614	Betel Nut ... ... ,,	17,235
Cassia ... ... ,,	72	Rice... ... ... ,,	803,110
Alum ... ... ,,	960	Rattans ... ... ,,	45,927
Raw Silk ... ... ,,	377	Ebony ... ... ,,	14,612
Tobacco ... ... pls.	12,081	Sapanwood ... ... ,,	9,975
Camphor ... ... ,,	1,318		

PENANG.

PRINCIPAL PENANG EXPORTS IN 1865, 1864, 1863.

Articles.	To United Kingdom.			United States.			Continent of Europe.		
	1865.	1864.	1863.	1865.	1864.	1863.	1865.	1864.	1863.
Sugar ... ... pls.	22,731	62,048	38,173	1,730	—	—	—	—	—
Tin ... ... ,,	56,792	40,743	29,455	10,912	2,684	10,069	59	4,377	1,066
Black Pepper ,,	44,881	67,572	38,865	13,169	1,637	9,805	3,259	28,601	9,811
White do. ,,	2,068	1,392	1,529	—	—	—	—	102	—
Cutch ... ... ,,	5,038	1,371	1,905	—	—	1,644	—	—	—
Rattans ... ,,	11,135	8,768	5,219	1,367	201	667	—	301	—
India-rubber ,,	485	2,135	2,721	357	603	1,322	33	201	—
Gutta Percha ,,	694	1,242	777	108	49	75	31	—	—
Hides—Buff. ,,	4,057	2,578	1,613	513	421	173	—	—	—
,, Cow ,,	988	945	216	—	—	240	—	—	—
Buffalo Horns ,,	1,447	520	381	—	—	—	—	—	—
Nutmegs ... ,,	1,382	3,568	982	1,342	245	905	15	110	53
Mace ... ... ,,	88	231	179	—	16	15	—	—	—
Tapioca ... ,,	7,560	13,953	12,203	2,475	451	749	—	218	—
Gum Benjamin ,,	1,177	317	1,361	25	—	100	27	466	—
Tapioca Flour ,,	908	84	2,356	—	—	—	—	—	—
Rum ... ...gals.	87,626	146,705	132,795	—	—	—	—	—	—
Arrowroot ... pls.	1,800	—	—	—	—	—	—	—	—
Cloves ... ... ,,	386	175	186	—	—	—	—	—	—
Fish Maws ... ,,	519	280	78	—	—	—	—	—	—
Dragon's Blood ,,	17	—	—	—	—	—	—	—	—
Nutmegs Paste ,,	26	—	—	—	—	—	—	—	—
Green Snail Shells	14,715	—	—	—	—	—	—	—	—
Cassava Flour pls.	1,934	—	—	—	—	—	—	—	—
Tortoise Shell ,,	4	—	—	—	—	—	—	—	—
Coffee ... ... ,,	902	—	—	—	—	—	—	—	—
Bark ... ... ,,	3,916	—	—	—	—	—	—	—	—
Gallingals ... ,,	200	—	—	—	—	—	—	—	—

MANILA.

MANILA SALES OF IMPORTED MANUFACTURED GOODS FOR THE PAST THREE YEARS, WITH STOCK IN FIRST HANDS AT CLOSE OF SAME.

Imported.	Sales.			Stock, Dec. 31.		
	1865.	1864.	1863.	1865.	1864.	1863.
White Shirtings pcs	122,728	107,537	108,725	32,201	19,100	18,424
Grey do. ,,	50,869	35,121	25,445	5,911	15,873	8,751
Grey Long Cloths,,	25,043	33,197	32,760	14,708	3,656	22,099
Grey Twills ,,	15,228	23,739	23,611	564	2,230	18,161
White Jacconets ,,	86,521	87,598	61,636	21,128	6,968	23,462
Victoria Lawns ,,	39,642	45,392	31,120	7,800	1,864	18,500

It will thus be seen that the sales of white and grey shirtings in the past year considerably exceeded those of 1864. At latest advices the demand for the former had somewhat

Digitized by Google

slackened, and it will be observed that the stock on hand at the close of 1865 was nearly one-fifth of the total sales in the year. Grey shirtings were in some request, such as to justify an early advance on somewhat moderate rates in the absence of further arrivals, looking to the lowness of stock.

It will be seen that the exports for the past year exhibit a very encouraging increase as compared with preceding years, the more so that good rates have been maintained. As at Singapore, tin, india-rubber, and spices were in good request, and stock in first hands was by no means abundant. The low quotations for opium in the China market, the result of heavy stocks, and a previous demand, stimulated by a purely speculative movement, had led to depression in that article. The Penang goods market had been overstocked by Chinese traders from Singapore, and re-shipments had taken place. Woollens were in request. The improvement that had latterly taken place in freights was to have been anticipated. The United States export trade that languished in 1864, resumed its activity last year, and we may look for a very considerable augmentation of this trade in 1866.

Comparative view of Principal Exports from Manila in 1865 and 1864.

—	1865.	1864.	—	1865.	1864.
Sugar ...tons	55,821	63,786	M.-o'-P. Shells.	—	—
Hemp ... ,,	24,844	30,835	Gum Mastic lbs.	612,220	489,720
Coffee ... lbs.	5,303,040	5,064,220	Indigo ... ,,	194,093	311,922
Cordage ... ,,	2,488,640	3,004,820	Tobacco Leaf ,,	7,319,083	7,460,336
Sapanwood ,,	6,609,820	4,501,840	Cigars ...mil.	82,418	72,139
Buffalo Hides ,,	881,300	653,800	Tortoiseshellcwt	330	207
Do. Cuttings ,,	318,360	236,120	Rice & Paddy ,,	116,467	294,173

The most striking feature in this return is the decrease in the shipments of the staple exports, sugar, hemp, cordage, indigo, tobacco leaf, not to speak of rice and paddy. The difference in the clearances as between 1865 and 1864 is somewhat slight on several of these articles, but with every allowance for the character of the past season as affecting produce, even had exports on the whole been simply stationary, the fact is not at all creditable to Manila. The special decrease to which we have referred, and the extent of which is fully indicated in the above tables, is not compensated by the slight margin of excess accorded to other principal articles. Thus the export of coffee which in 1864 was 5,064,220 lbs., rose in 1865 to but 5,303,040. We look in vain to mere external circumstances of a commercial or a climatic character for the explanation of the decline of sugar, but the continent of Europe, Australia and China have taken an increased quantity, and so of hemp, which shows a decrease of 6,000 tons. It is true that in the article of hemp, Manila has to compete with increased supplies from British India, just as her sugar and coffee must face the increased enterprise and skill of the Mauritius and Ceylon, but these conditions, judged in Manila to be so unfavourable, can only be met by the introduction of further European enterprise, skill and capital to a point that would enhance the quality and reduce the first cost of these and other articles of commerce. The imperiousness, too, with which the natives are treated being regarded as only fit for slavery, added to the existence of a bureaucratic oligarchy, is eminently unfavourable to that internal development with which the great commercial houses are concerned. Not to refer to other countries, it is evident that the intercourse between Manila and China and the Indian islands might be immensely extended; but for the further development of a prosperous Asiatic trade, the productive powers of the country round about Manila must be stimulated, and improvements, both in tillage and machinery, introduced. It appears that only an average sugar crop is anticipated for the coming seasons, due in part to the ravages of locusts in the Visayas of Cebu and Iloilo. The decrease in 1865, as compared with 1864 in the Manila sugar shipped to this country was no less than 20,000 tons, and the stock on hand of last year's crop did not exceed the usual average. Current clayed was somewhat short. The amount of sugar sent to Great Britain in 1865 was 1,194 tons, and of hemp, 433 tons; of cigars we took 1,27[illegible] millions. In the past year 39 vessels entered the port, of which 16 were from China, 5 from England, and three from the United States. With the renewal of American Eastern trade, the commercial transactions between Manila and New York and San Francisco must tend to increase.

THE NAVY ESTIMATES.

In a late issue slight references were made to the Navy Estimates for the year 1866-67, giving a rough idea of their general bearing. We now propose to extract those items that are specially connected with Ceylon and the Far East. But before doing so we must correct a statement contained in page 178 of the *London and China Express* of the 10th inst., which was taken from the columns of a contemporary usually trustworthy, but on this occasion guilty of a gross error. The vote required for the marines this year is 497,531*l.* (10,324*l.* less than last year); and the total number of the force is 16,400 (800 less than in 1865-66). The number of seamen to be voted for the fleet is 37,300 (700 less than last year). The pay of a Vice-Admiral Commanding-in-Chief Abroad is 3,102*l.* 10s.; and of a Rear-Admiral discharging such functions, 2,737*l.* 10s.; of a Commodore of the 1st class Commanding-in-Chief Abroad, 2,737*l.* 10s.; of the 2nd class, pay as Captain of the ship he commands, with 2*l. per diem* as Allowance and Table Money. The first entry we find specially charged to the Far East is the following:—

Colonial pay and field allowances to Marines in Japan and San Juan, 2,000*l.*

The Estimate for the Dockyard at Trincomalee is 2,143*l.*—in excess of last year by 7*l.* only. The salary of the Naval and Victualling Storekeeper and Accountant is 550*l.*; two clerks from 90*l.* to 300*l.* per annum 505*l.*; allowance to do. to meet increased cost of living, 100*l.*; allowance to one of the above for performing the duties of Foreman of Shipwrights 80*l.*; temporary employment of clerks 47*l.* Allowances for House-Rent—to additional Surgeon of H.M.S. *Princess Royal*, 30*l.*; to a clerk, 30*l.* Allowance to a Roman Catholic Priest, 10*l.*; in lieu of stationary to the Naval and Victualling Storekeeper and Accountant, 30*l.* Allowance for a horse to the Naval and Victualling Storekeeper and Accountant, 42*l.* 11s.; to additional Surgeon of H.M.S. *Princess Royal*, 42*l.* 11s. Total Salaried Establishment, 1,477*l.* Wages to shipwrights, artificers, and labourers, 666*l.*, viz., to 26 men on the establishment, 470*l.*, and 16 hired artificers and labourers, 196*l.* Total Trincomalee Naval Yard, 2,143*l.* The expenses of the Victualling Yard at Trincomalee is provided for in the above Vote, except as far as regards an item of 120*l.* for wages to two artificers or labourers.

The Salaried Establishment of the Dockyard at Hong Kong costs 6,612*l.*—717*l.* more than last year. The Naval officer in charge has sea-pay as a Captain of the 2nd class 500*l.* 7s. 1d.; command money, 91*l.* 5s.; allowance in lieu of fuel and light, 27*l.* 7s. 6d.; civil allowance, 208*l.* 7s. 11d.—827*l.* 7s. 6d. Then he is allowed three domestics at 82*l.* 2s. 6d., with an allowance in lieu of provisions for them of 81*l.* 10s.—163*l.* 12s. 6d. The Master-Attendant has 500*l.*; the Master of H.M.S. *Princess Charlotte* Depot and Receiving Ship for charge of Naval Stores, and for acting as Harbour Master Allowance in addition to sea-pay), 100*l.*; Naval and Victualling Storekeeper, 600*l.*; Accountant, 600*l.*; Clerks, two senior, from 350*l.* to 400*l.* per annum (720*l.*), three from 90*l.* to 300*l.* (359*l.*), 1,729*l.*; allowance to ditto to meet increased cost of living, 500*l.*; temporary employment of clerks, 700*l.* Allowance for House-Rent—To Master-Attendant, 200*l.*; to Naval and Victualling Storekeeper, 200*l.*; to Accountant, 200*l.*: to established clerks (two at 100*l.*, three at 80*l.*), 440*l.*; to Inspector of Machinery afloat, 200*l.* Allowance in lieu of stationery—To the Naval officer, 12*l.*; to Naval and Victualling Storekeeper, 20*l.*; to Accountant, 20*l.* (52*l.*). Postage, boat-hire, advertisements, and other small expenses, 250*l.* The total Wages of Shipwrights, and other artificers and labourers is 6,610*l.*—eight men on the establishment, 1,387*l.*; 54 hired artificers and labourers, 1,424*l.*; for the wages of artificers and labourers employed in the Steam Factory, 3,799*l.* Wages of Police employed in the yard, 1,542*l.* The total charge of the Hong Kong Naval Yard, 14,764*l.*—823*l.* more than last year. In addition to the above, if we understand the tables right, the Victualling Yard employs two artificers or labourers on the establishment, and twenty-two hired at a cost for wages of 940*l.*

The Medical Establishment at Hong Kong calls for a vote of 3,121*l.*, disbursed as follows:—Deputy Inspector-General of Hospitals, 511*l.*; Surgeon, 273*l.* 15s.; four Assistant-Surgeons, 784*l.* 15s.; clerk from 90*l.* to 300*l.* per annum, 98*l.*; allowance to do. to meet increased cost of living, 100*l.*; allowances in lieu of Hospital provisions including the chaplain of the ship, seven at 4s. a day each, 511*l.* Allowances in lieu of stationery—To the Deputy Inspector-General of Hospitals, 5*l.* 5s.; surgeon, 2*l.* 2s.; chaplain, 8*l.* Funeral expenses, boat hire, and other small expenses, 89*l.* 3s. For the wages of labourers, nurses, &c., 738*l.*

The Repairs and Maintenance of Buildings at Trincomalee is set down at 250*l.*, distributed thus:—Dwellings, 50*l.*; offices, 40*l.*; workshops, 10*l.*; stonehouses, 100*l.*; wharf and boundary walls, 15*l.*; paving, drains, &c., 15*l.*; miscellaneous, 20*l.*

Works, Buildings, &c., at Hong Kong claim 2,645*l.*, with 1,000*l.* for new machinery. Of this sum 2,000*l.* is devoted in the present year to new offices and quarters for artificers, with stores beneath, for which the total estimate is 13,152*l.*, and 4,680*l.* has already been expended. Paving with granite Anchor Rack stands for 45*l.*, and forming surface gutters and laying additional underground drains, 300*l.* The Repairs are set down at 300*l.*, divided into 20*l.* for dwellings, 10*l.* for offices, 110*l.* for workshops, 70*l.* for storehouses, 50*l.* for wharf and boundary walls, 20*l.* for paving, drains, &c., and 20*l.* miscellaneous.

The Head of Special Pay and Allowances furnishes an item of 30*l.* paid to the Surgeon (additional) borne in H.M.S. *Octavia*, at Trincomalee, as an allowance in addition to his pay, for charge of Naval Medical Depot. Shanghai demands 115*l.* for the Paymaster (additional) borne in H.M.S. *Acorn*, as an allowance in addition to his pay, for charge of Naval and Victualling stores, including 15*l.* in lieu of stationery.

There is a charge of 4,000*l.* for net loss by exchange incurred from payments made by Paymasters on the East India and China stations, &c., and for discount on bills drawn.

Surveys are in progress in China and Japan, and among the China Sea-shoals, but the special charge is not enumerated.

Among the items making up a sum of 1,113*l.* 3s. 10d., but the separate charge of each of which is not given, two relate to the Far East—Freight from London to Shanghai of a Monumental Cross to be erected at Peking, and Repayment to Army Funds of the value of Gunners'

Digitized by Google

Stores on board H.M.S. *Saracen*, when she was exchanged in China for a vessel more suitable for Surveying Service.

For Rewards for Services against Pirates(under Act 13 and 14 Vict., c. 26), 1.200*l.* is to be paid to the Commander, officers, and crew of H.M.S. *Grasshopper*, for services on the 15th of August, 1864, against pirates in the China Seas; and a further sum of 150*l.* to the same for services on the 5th of October, 1864.

Among the Pensions granted within the year we find—300*l.* to Admiral Sir Henry Ducie Chads, G.C.B., from the record of whose services we learn that he commanded the *Andromache* in 1834, at the forcing of the passage of the Bogue Forts, and in 1836 destroyed several hordes of pirates in the Straits of Malacca; 150*l.* to Captain Thomas Henry Mason, who in 1840 and 1841, when in command of the *Algerine*, served with distinguished gallantry in the operations against the Chinese, including the capture of Chusan, Canton, and Amoy. Brevet-Major Nevinson Willoughby de Courcy, Royal Marines, has a pension of 100*l.* for wounds during the capture of a stockade at Simonoseki on the 6th of September, 1864.

The Grand Total of the Estimates for the Naval Service for the year is 10,388,153*l.*—presenting the trifling reduction of 4,071*l.* from those of 1865-66.

THE POST-OFFICE ESTIMATES.

The gross amount of the Estimate for the Post-office service of the present year is £2,436,016, which is £314.538 in excess of last year. This considerable increase arises from the fact that £320.000 is required for the purchase of a site in St. Martin's-le-Grand for additional offices, under the powers of the Post-office Extension Act passed in 1865. Of the details constituting the gross sum named above we shall only extract such as those relating to Establishments in the Colonies and Agents abroad as have reference to postal communication with Ceylon and the Far East, These are as follows:—

ALEXANDRIA.—British Postmaster £500 (annual increment £25, up to a maximum of £600); 1st clerk, £250 (annual increment £10, up to £300); 2nd clerk, £100 (annual increment £10, up to £150); doorkeeper £24; sub-postmaster at Cairo £100; sub-agent at Beyrout £15; rent £300; incidental expenses £150; poundage on sale of postage labels at Cairo £5. Total £1,544—£680 more than last year, mainly to be accounted for by the fact that there was then no charge in the Estimate for establishments at Cairo or Beyrout.

CEYLON.—Packet Agent at Point de Galle £100; clerk there £75.

HONG KONG.—Salaries of sub-agent at Canton £60; Swatow £40; Amoy £60; Foo-chow £100; Ningpo £60; Shanghai £150; Nagasaki £60; and Yedo £100.

SUEZ.—Packet Agent £275; clerk £160; do. £128; doorkeeper £24; ground rent and lighting office £20; poundage on sale of postage labels £9.

The Post-office Packet Service is not included in the gross amount of the Estimate above referred to, but forms a separate and additional charge, £821,164, which is a little more than £20,000 less than the charge of last year. One of the heaviest items in this sum is the charge for conveyance of mails between Holyhead and Kingston, which runs up to £89,000. The charges for the various Oceans Packet Services are as follows:—

AMERICA.

Liverpool, Halifax and Boston, and to and from Liverpool, New York, and Nassau, £176,340, of which £1,500 is to be paid by the Government of the Bahamas.

Halifax, Bermuda, and St. Thomas, and Halifax and St. John's Newfoundland, £14,700.

To and from West Indies, £174,000; Turk's Island and St. Thomas, £300; Porto Rico and St. Thomas, second monthly mail £1,000; St. Kitts, Nevis, and Montserrat £490; monthly service between Liverpool and Belize, and between Belize and Jamaica, £2,250 (the colony of Honduras is to make good the deficiency between the sea-postage and the amount of the subsidy).

Brazils and Buenos Ayres £33 500.

West Coast of America, between Panama, Callao, and Valparaiso £18,250.

AFRICA.

West Coast of Africa and England (new contract at the rate of £20,000 per annum, to commence 24th September, 1866) £25,000.

Cape of Good Hope and England £19,700; for a second monthly service *via* Mauritius £2,000.

INDIA, CHINA, AND AUSTRALIA.

Alexandria, Ceylon, Calcutta, Hong Kong, and England, including a Branch from Marseilles to Malta £162,125; (deduct Estimated Proportion to be paid by the Indian Government £41,000; for Discontinuance of Admiralty Survey of Peninsular and Oriental Steam Navigation Company's vessels employed in conveyance of India and China Mails £4,500; proportion to be paid by the Australian Governments for conveyance of the Australian Mails between England and Point de Galle £15,058; for abandonment of reduced fares for Government Passengers on the vessels of the Peninsular and Oriental Steam Packet Company £15,000; total, £75,558); net charge £86.567.

Aden and Bombay £22,000.

ADDITIONAL SERVICES.

Extended services, including two additional Packets per mensem between Marseilles and Alexandria £21,000.

Extra Packets from Southampton to Alexandria, for Bombay Mails £29,500.

Extra Packet, monthly, between Bombay and China £24,000.

Point de Galle and Sydney £120,000; (deduct for Discontinuance of Admiralty Surveys of Peninsular and Oriental Steam Navigation Company's vessels on Australian line £500; and moiety to be paid by the Colonies £59.750); net charge £59,750.

Australia and New Zealand £6.500.

Melbourne and Launceston £800.

King George's Sound and Adelaide £2,475.

For allowance to Government Agents on board the Contract Packets, 18 at £215 per annum; 15 at £125 per annum, £5,745 (these salaries are in addition to the Naval half-pay of the officers employed); (deduct proportion to be paid by the Governments of India and of the Australian Colonies, £1,720); net charge £4,025.

The Packet Establishment at Southampton costs the Post-office £828; the other half of the salaries and allowances being provided for by the Admiralty.

SYNOPSIS OF THE TRADE OF 1865.

Subjoined is a statement showing the proportion in which the various countries of the world ranked as our customers during the past year. The total value of our exportations was £165,862,402 against 160,449.053 in 1864, an increase of nearly 3½ per cent. over the unprecedented total then attained. The amount taken by our own possessions was 29 per cent. of the whole, but this is a falling off from last year, when it was 32½ per cent., the alteration being attributable to the diminution in the demand for Indian cotton, the cessation of the shipments to the Bermudas, and a general slackness in the trade with Canada, the West Indies, the Cape of Good Hope, and Natal, which has been but partially made up by a considerable improvement in the amount of the consignments to Australia. The French total, which last year presented a falling off, now shows a full recovery. Holland and Belgium continue to advance. Italy again exhibits a reduction. Spain, which last year figured for an increase, now shows a heavy reaction. Portugal continues slightly to retrograde. New Granada, owing to the growing importance of the Isthmus traffic, steadily experiences a large augmentation. The Argentine Republic, which was previouly next to Mexico, is now above both Mexico and Chili. Brazil, through the change in the cotton question, exhibits some reaction from the enormous increase of the preceding year. Japan confirms the anticipations of her commercial capacity, the total having risen from £627,383 to £1,520,895. In 1863 she took from us only £108.897. Tunis and Siam likewise show a sudden increase, and even Persia is beginning to appear for an advance on her previous infinitesimal amount:—

	1864. £.	1865. £.	1864. £.	1865. £.
1 British Possessions:—				
India	19,951,637	18,254,570	—	—
Australia	11,857,213	13,352,357	—	—
British N. America.	5.595 591	4,705.079	—	—
West Indies ..	2,649.539	1,945,466	—	—
Hong Kong ..	1,618.867	1,561,851	—	—
Cape of Good Hope	1,814,319	1,454,540	—	—
Singapore	1,181,680	1,442,450	—	—
Gibraltar	1,206,168	1,116.659	—	—
Channel Islands ..	1,015,985	752,048	—	—
British Guiana ..	795,331	740,553	—	—
Ceylon	826,333	685,308	—	—
Malta	753,113	633,887	—	—
Mauritius	655,852	596,848	—	—
Western Africa ..	272,896	403,383	—	—
Natal	427.885	223,420	—	—
Belize	204,625	160,445	—	—
Bermudas	657,045	62,659	—	—
St. Helena.. ..	35,766	46,103	—	—
Aden	31,757	45,595	—	—
Kaffraria	29,412	22,196	—	—
Falkland Islands ..	12,832	9,308	—	—
Ascension	9,808	7,811	—	—
Heligoland	15	326	—	—
Ionian Islands ..	110,249	—	—	—
			51,714,418	48,222.802
2 United States ..	..	..	16,708,505	21,235,790
3 Germany:—				
Hanse Towns ..	13,418.826	15,091,873	—	—
Prussia	1,134,399	2.102.714	—	—
Hanover	689,978	399.933	—	—
Schleswig-Holstein.	145,030	147.313	—	—
Mecklenburg ..	51,251	76,993	—	—
Oldenburg	33,199	59,887	—	—
			15,472,683	17,878.213
4 France	..	..	8,187,361	9,034,883
5 Holland	..	..	6.884.937	8,111,022
6 Turkey	..	..	7,503,988	7,151,559
7 Egypt	..	..	6,051,680	5.985 087
8 Brazil	..	..	6,249,260	5,668,089
9 Italy	..	..	5,597,496	5.376,886
10 China	..	..	3,092,611	3,609,301
11 Russia	..	..	2,846,409	2.921,496
12 Belgium	..	..	2.301,291	2,921,300
13 Spain	..	..	3,229.612	2,427,861
14 New Granada ..	..	..	2.058,843	2,372.497
15 Portugal	..	..	2.269,781	2.216,900
16 Cuba	..	..	3,002,025	2.207,511
17 Argentine Republic	..	..	1,757,457	1,951,048
18 Mexico	..	..	1,809 753	1,898,056
19 Chili	..	..	1,683,580	1,603,753
20 Sweden and Norway	..	..	1,503.389	1,578,417
21 Japan	..	..	627,383	1,520,895
22 Denmark	..	..	1,152,767	1,263,953
23 Peru	..	..	1,331.692	1,193,335
24 Foreign West Indies	..	..	1,370,941	1,157,960
25 Greece	..	..	743,971	1,020,489
26 Philippine Islands..	..	..	765,719	945,624
27 Java, &c.	..	..	796.850	928,642
28 Austrian Territories	..	..	931,625	877,325
29 Uruguay	..	..	993,951	813.448
30 Western Africa ..	..	..	565.962	642.467
31 Venezuela	..	..	482.988	387,032
32 Morocco	..	..	162 532	272.184
33 Central America ..	..	..	221,794	137,655
34 Tunis	..	..	1,686	102,117
35 Eastern Africa ..	..	..	25,444	61,828
36 Siam	..	..	15,130	36,943
37 Islands in the Pacific	..	..	184,616	36,329

Digitized by Google

38	Equador	2,746	28,675
39	Cape Verd Islands	24,436	21,542
40	Persia	530	16,237
41	Papal Ports	72,589	12,708
42	Algeria	12,229	10,916
43	Bolivia	3,510	997
44	Arabia	808	305
45	Patagonia	—	65
46	Madagascar	30,884	—
47	Whale Fisheries	1,191	—
		£160,449,053	165,862,402

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Mar 23	Frans Scharlow	Funch	Moulmain	Falmouth.
— 21	Abel Tasman	Ryken	Banjoewangie	Texel.
— 21	Candati	Bosscher	Batavia	Helvoet.
— 18	Maria	Lacroix	Singapore	Ile Dieu.
— 25	Juanpore	Wilson	Foo-chow-Foo	London.
— 25	Woodcote	Wilson	Colombo	Do.
— 24	Jubilee	Grant	Foo chow-Foo	Deal.
— 24	Patna		Shanghai	Liverpool.
— 25	Elizabeth Douthwaite		Colombo	London.
— 25	Alarm		Moulmain	Ballycotton Bay.
— 26	Chanticleer	Bowell	Nagasaki	London.
— 26	Gladiator	Murray	Ceylon	Do.
— 27	Santon	Cresswell	Macao	Deal.
— 21	Koning Willem II.	Besseling	Batavia	Texel.
— 24	Grootmeester Natnaal	Gilse	Do.	Do.
Feb. 25	Alphonse N. Cezard	Bouron	Macao	Havana.
— 27	Star of Devon	Cornish	Ceylon	Deal.
— 27	Balwaginth	Markham	Penang	Do.
— 27	Burnswark	Brigstock	Shanghai, &c.	Liverpool.
— 27	Glencoe	Sands	Do.	London.
— 27	Robin Hood	Morgan	China	Deal.
— 25	Christina	Remeeus	Batavia	Off Scilly.
— 26	Jane Henderson	McKinnon	Rangoon	Clyde.
— 25	Vesta	Eyk	Batavia	Brouwershaven.
— 25	L. I. Enthoven	Koensma	Do.	Zierikzee.
— 19	Anthony v. Hoboken	Hazewinkel	Do.	Off Scilly.
—	Albatross	Pollock	Moulmain	Queenstown.
—	Empress		Do.	Off Queenstown.
— 20	Tetuan	Ansoleaga	Manila	Cadiz.
— 12	Sea Snake	Popham	Shanghai	New York.
— 12	Raphael	Winslade	Yokohama	Do.
— 12	Cutwater	Dwight	Manila	Boston.
— 13	Magnet	King	Penang	Do.
Mar 28	Eveline	Smith	Moulmain	Falmouth.
— 25	Selina Jane	Groenewold	Canton	Cuxhaven.
— 27	Overmann	Gottsche	Macao	Do.
— 30	Thurso	Sampson	Foo-chow-Foo	London.
— 29	Lady Elma Bruce	Owens	Moulmain	Falmouth.
— 27	Gleamer		Java	Off the Lizard.
— 30	Mary Spencer		Singapore	Liverpool.
— 15	Jeanie	Baker	Foo-chow-Foo	New York.
— 19	Bothwell Castle		Hong Kong	Do.
— 31	Mary E. Ray	Green	Colombo	Deal.
— 29	Princess of Wales	Finlayson	Padang	Texel.
— 3	Cote d'Or	Bernet	Macao	Havana.
— 4	Mayotte & Nossi Be	Bellard	Do.	Do.
— 9	Aml Trehonart	Cotte	Do.	Do.
— 13	Edith	Ogilvie	Nagasaki	New York.
— 31	Staffa	McAlister	Colombo, &c.	London.
Apr. 1	Rosella	Emery	Singapore	Do.
— 1	Skimmer of the Seas	Hammond	Ceylon	Deal.
Mar 31	Lady Anu		Batavia	Do.
— 30	New Ed	Kolln	Hong Kong.	Plymouth.
— 11	Verena Collet		Macao	Havana.
Apr. 2	Northumberland	Smalls	Galle, &c.	London.
Mar 31	L. A. Phillips		Batavia	Deal.
— 30	Nicolaus Witsen		Java	Off Dungeness.
— 30	Elizabeth	Storm	Do.	Do.
— 30	Lady Alice	Stranack	Sourabaya	Texel.
— 31	General Michiels	Lucas	Tjilatjap	Do.
— 30	B. D. Metcalf	Andersen	Java	Brouwershaven.
— 30	Copernicus		Do.	Do.
— 30	Doelwyk	Hoefman	Batavia	Zierikzee.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Mar.	Kosmopoliet II.	Bentzen	Batavia	Rotterdam.
— 25	Hotspur	Bryant	Hong Kong	Southampton.
— 23	Swanley	Meldrum	Colombo	Bromielaw.
— 24	Edinburgh Castle	Erskine	Singapore	Clyde.
— 26	Yeavering Belle	Peart	Do.	Shields.
—	Caduceus		Shanghai	Do.
— 26	Emma	Stalknecht	Singapore	Cardiff.
— 28	Liberator	Robertson	Colombo	London.
—	Carlota	Jesperson	Singapore	Hamburg.
— 27	Cornelia Hendrika	Marcussen	Do.	Cardiff.
— 15	Henrietta	Olsen	Galle	Liverpool.
— 26	Aquarius	Altmann	Singapore	Bromielaw.
— 27	Brandon		Do.	Shields.
— 27	T. D. Marshall		Galle	Do.
— 29	Peter Rohland	Raake	Batavia & Sourabaya	London.
— 27	Tamby Candassamy		Galle	Cardiff.
— 28	Whampoa	Jansen	Penang	Sunderland.
—	Clough	McKay	Galle	Shields.
—	Costa Rica	Wunderlich	Hong Kong	Hamburg.
— 31	John Fraser	Morton	Do.	Portsmouth.
— 31	Royal Berkshire	Grant	Shanghai	Plymouth.
— 28	Montrose	Smart	Galle	Cardiff.
Apr. 2	Gresham	Ponsonby	Hong Kong & Canton	London.
Mar.	Graafstroom	De Boer	Singapore	Newcastle.
—	India Packet		Batavia	Rotterdam.
— 29	Felix	Bordese	Galle	Cardiff.
— 31	Allendale	Gray	Yokohama	Sunderland.
— 24	Douglas (s. s.)	Baker	Hong Kong	Gibraltar.
Apr. 3	Stirlingshire	Nairn	Swansea & H. Kong	London.

(See Commercial Postscript.)

LOADING.

At LONDON.—For Yokohama: Corea. For Yokohama and Nagasaki: Merse, Minnie. For Shanghai: Polmaise, John Lidgett, Wild Deer, City of Quebec, Juanpore. For Hong Kong and Canton: Yaratilda, Banian, Invincible, Portland. For Singapore: St. Andrew's Castle, Caldbeck. For Penang: Teesdale. For Colombo: Neville, Wynaud, Caroline Hutchings, Spanker, Celestial Queen.

At LIVERPOOL.—For Yokohama: Carioca. For Shanghai: Charlotte, Bogota. For Hong Kong and Canton: Patna. For Bangkok: Emmanuel. For Singapore: Eastfield, Hermann Doctor, White Squall. For Batavia and Sourabaya: Triton. For Batavia and Singapore: Ribbleton, Sultan. For Manila: Espana. For Galle: Anna Maria, Constance, Carin. For Ceylon: Gaucho.

At GLASGOW.—For Singapore: Lochleven Castle. For Java: Nicot

SPOKEN.

GUSTAV ADOLPH, Canton to Hamburg, Jan. 17, 17 S., 5 W.
ANTONIE VAN HOBOKEN, Batavia to Amsterdam, March 23, 49 N., 8 W.
MARAQUITA (?), Penang to London, Jan. 2, 8 S., 87 E.
PRINCESS OF WALES, Padang to Amsterdam, March 21, 48 N., 8 W.
PREMIER, Liverpool to Hong Kong, Jan. 15, 1 S., 129 E.
ALMA, Liverpool to Hong Kong, Jan. 17, in Timore Straits.
CHARLOTTE, Batavia to Amsterdam, Feb. 25, 40 N., 37 W.
SKIMMER OF THE WAVES, Colombo to London, Feb. 17, 3 N., 23 W.
MAALSTROOM, Canton to Amsterdam, March 14, 44 N., 20 W.
ROBIN HOOD, Shanghai to London, 5 March, 24 N., 39 W.
OSPRAY, London to Hong Kong, Feb. 26, 2 N. 24 W.
PALESTINE, London to Colombo, Jan. 21, 25 S., 31 W.
ANTILLA, Saigon to Liverpool, Dec. 21, in the Straits of Sunda.
PIETER ADOLF, Cardiff to Singapore, Feb. 9, in Banka Straits.
JAMES WISHART, Swansea to Shanghai, Jan. 7.
JANET MITCHELL, Newport to Shanghai, Jan. 14, 16 N., 130 E.
SWITHAMLEY, Java to Amsterdam, March 13, 36 N., 39 W.
WALLACE, Cardiff to Shanghai, Jan. 2, 1 N., 131 E.
HERCULES, Batavia to Amsterdam, Dec. 20, in the Straits of Sunda.
LAURISTON, Liverpool to Singapore, March 4, 5 N., 24 W.
GENERAL MICHIELS, Batavia to Amsterdam, March 25, 49 N., 11 W.
ELISABETH, Batavia to Rotterdam, Jan. 25, 26 S., 5 E.
WINTERTHUR, Singapore to London, Jan. 24, 31 S., 35 E.
BELLE, Cronstadt to the Amoor, Jan. 27, 27 S., 29 W.
RORY O'MORE, Foochow to Boston, Jan. 6, 26 S. 68 E.
ANN, Batavia to Amsterdam, Feb. 18, lat. 10, lon. 35.

FREIGHTS AND CHARTERS.

Both in outward and homeward freights we have but to confirm our last advices.

Current Rates of Freight for Vessels on the Berth:—To Yokohama: 50s. weight, 40s. to 50s. meast. To Nagasaki: The same. To Shanghai: 40s. weight, 30s. to 35s. meast. To Hong Kong: 40s. weight, 30s. meast. To Singapore: 30s. weight or measurement. To Penang: 40s. weight or measurement. To Ceylon: 40s. weight, 20s. measurement.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel. For Hong Kong: £45 to £47. For Galle: £40. For Singapore: £39. For Shanghai: £55. For Batavia: £35. From Newport, Cardiff or Swansea, per ton. For Hong Kong: £2 3s. For Manila: 35s. For Galle: £1 18s. For Singapore, 35s. For Shanghai: £2 15s. For Batavia: £1 12s. 6d.

The Admiralty have invited tenders for the conveyance of 149 tons tons naval stores and 50 small spars from the River Thames to Hong Hong.

CASUALTIES.

The Lota, from New York for Shanghai, put back damaged, having struck on a sunken wreck.

The Maria Agnes, Westenenk, from Batavia for Amsterdam with a general cargo, foundered March 20th; her crew and passengers were picked up in the chops of the Channel by the Water Sprite.

The Carlota, Jesperson, from Hamburg for Singapore, put into Portland March 27, with her pumps choked.

The Beautiful Star, Lees, from Sunderland for Hong Kong, lost mizenmast and split sails during the gale on the night of the 23rd March, and drove from Dungeness into the North Sea.

The Jacoba, Schaap, from Shields for Singapore, was assisted into Harwich making a little water and with loss of three anchors, warps, and other stores. She had also thrown some coals overboard.

The Edith, Ogilvie, from Nagasaki, arrived at New York March 13, with sails split, &c.

The Lady Alice, Strannack, from Sourabaya to Amsterdam, was in collision in the North Holland Canal, and sustained much damage.

NOTICE TO MARINERS.

EAST INDIES—STRAITS OF MALACCA.

The Government of Singapore has given notice that four buoys have been placed near the One Fathom Bank in the Straits of Malacca; two of which are moored near the eastern end of the bank in six fathoms at low water, one off the southern end in six fathoms, and another at the western edge of the bank.

Parcela Hill, bearing east, leads to the southward of the bank, and E. S. E. to the northward. Pulo Anza, bearing N. E., leads to the westward, and N. E. by N. to the eastward. Vessels bound up or down the Straits should pass southward and westward of the buoys and light-vessel, so as to clear the two fathom bank, off which the southern buoy is moored.

All bearings are magnetic. Variation, 1° 35′ E., in 1865.

This notice affects the Admiralty chart, Straits of Malacca, sheet No. 1, 355.

Digitized by Google

THE CAPE, INDIA, AND CHINA AGENCY.

ORDERS for GOODS of all descriptions executed, and Shipped by the Overland Route or by Clipper Sailing Vessels. Consignment of Produce realised. The Goods are selected by parties who have had personal experience of the requirements of the markets at the

CAPE COLONIES, INDIA, CHINA, AND JAPAN.

TERMS:—One-half the estimated cost to be remitted with the order, and the balance on receipt of Bill of Lading and Invoice.

Commission, 2½ per cent. on Orders over £50, and 5 per cent. on amounts under £50

Orders and remittances should be addressed to the MANAGER.

Office, 12, George-yard, Lombard-street, London, E.C.

THE BANK OF HINDUSTAN, CHINA AND JAPAN (Limited).
1, BANK-BUILDINGS, LOTHBURY, LONDON.

CAPITAL	£4,000,000
Subscribed	3,696,100
Paid-up	924,025
Reserve Fund	120,500

BANKERS.
The Bank of England | The National Bank
The Alliance Bank.

EDINBURGH BRANCH.
DIRECTORS.
William Forbes, Esq., of Medwyn.
Patrick Arkley, Esq., of Duninald.
James Mackintosh, Esq., jun., of La Mancha, and late of Calcutta.
John A. Macrae, Esq., W.S., 39, Frederick-street, Agent.

BRANCHES AND AGENCIES.
Henry Turner, Esq., Inspector.

Bombay	Manila	Hankow
Calcutta	Hong Kong	Nagasaki
Point de Galle	Foochow	Yokohama
Colombo	Ningpo	Melbourne
Kandy	Shanghai	Sydney
Singapore	Kiu-kiang	

Deposits received, subject to ten days' notice, on the usual terms, and for fixed periods at rates subject to special agreement.

Drafts issued, and Bills negotiated, payable in India, China, &c. Circular Notes and Letters of Credit, payable throughout Europe, are also issued for the convenience of Travellers per Overland Route.

The purchase and sale of Indian and other Securities, and the safe custody of the same, undertaken. Dividends, Pay, Pensions, Interest, or other moneys realised, and the registry of Indian Government Loan Notes effected, so that the interest may be paid in England.

Every other description of Banking and Agency business in connection with India, China, &c., conducted on the most favourable terms.

JOHN OUSELEY, General Manager.

ASIATIC BANKING CORPORATION,
Incorporated by Royal Charter.
Authorised Capital, £2,000,000. Paid-up Capital, £500,000. Reserve Fund, £175,000.
Head Office, No. 4, Lombard-street.

BOARD OF DIRECTORS.
F. BOYKETT, Esq., Chairman, (Messrs. Timothy Wiggin and Co).
J. A. RUSSELL, Esq., Deputy Chairman (Messrs. Grey and Coles, and Grey and Co. Bombay).
S. D. BIRCH, Esq. (late Accountant-General, Bombay, and President of the Bank of Bombay).
T. CARDWELL, Esq. (Messrs. Thomas Cardwell and Co., and Cardwell, Parsons and Co., Bombay).
C. A. FEARON, Esq. (Messrs. Fearon and Co., late of Messrs. Augustine Heard and Co., China).
W. MAITLAND, Esq. (Messrs. M'Killop, Stewart and Co., Calcutta).
M. H. SCOTT, Esq. (Messrs. Finlay, Campbell, and Co. London, and Messrs. Ritchie, Steuart, and Co., Bombay).

Agencies and Branches are established at Bombay, Calcutta, Madras, Singapore, Penang, Ceylon, Hong Kong, Shanghai, and Melbourne.

The Corporation grant Drafts, collect and negotiate Bills of Exchange, payable at the above places, issue Letters of Credit and Circular notes, and conduct every description of Banking business connected with the East.

They effect the purchase and sale of Indian Securities, the receipt of Pay, Dividends, &c., and undertake the safe custody of securities.

They also receive Deposits, bearing interest, for fixed periods.

Rates of interest and Exchange may be ascertained at the Head Office.

By order of the Board.
F. W. LAWRENCE,
Acting General Manager.

T. & H. SMITH'S
CORDEIA LOZENGES.
THESE Lozenges have a remarkable effect in allaying Cough and Irritation of the Throat and Chest.

Prepared only by T. and H. SMITH and Co., 21, DUKE-STREET, EDINBURGH, and 69, COLEMAN-STREET, LONDON. In boxes at 1s. 1½d. and 2s. 9d. each.

T. & H. SMITH'S
ESSENCE OF COFFEE.
GIVES instantaneously a delicious Cup of Coffee with boiling water or milk merely. To be had in bottles at 1s. and 2s. each, of all respectable Grocers, Chemists, and Italian Warehousemen.
69, COLEMAN-STREET, CITY, AND 21, DUKE-STREET, EDINBURGH.

PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's Establishments at the above Port afford every facility for REPAIRING and SPARRING VESSELS, and for CLEANING and PAINTING Iron and Steam Ships.

Their large Granite Dock, 286 feet long on the blocks, is in complete working order, and at average spring tides can take vessels drawing 16 to 17 feet water. The Dock is fitted with a Caisson Gate and with a Centrifugal Steam Pump of great power, ensuring despatch in all states of the tide. An ample stock is kept on hand of Timber, Oregon Spars, Sheathing Copper and Yellow Metal, and of every description of material for Dockyard use.

The premises comprise an Engineer's Workshop, Brass Foundry, a large Smithy and Carpenter's Workshops, and the works are superintended by Resident Europeans, viz., a Shipwright, an Engineer, and a Blacksmith. Dry Godowns for the reception of vessel's stores, &c., when requiring to discharge them.

Amoy, March, 1865.

CHARTERED MERCANTILE BANK of INDIA, LONDON, and CHINA.
Incorporated by Royal Charter.
Paid-up capital, £750,000. Reserve Fund, £250,000.

BRANCHES AND AGENCIES.

Bombay.	Colombo.	Penang.	Hong Kong. Yokohama
Calcutta.	Kandy.		Shanghai.
Madras.	Galle.	Singapore.	Hankow. Mauritius

The Bank negotiates and collects bills and grants draft payable at the places above mentioned, issues letters of credit and circular notes for the use of travellers by the Overland Route, terms for which can be ascertained at the Head Office in London.

The Bank will effect the purchase or sale of Indian securities, undertakes the safe custody of same, and the receipt of interest, dividends, pay, pensions, and other moneys, for remittance through the Bank or otherwise.

The Bank receives money on deposit, on which interest will be allowed according to the length of time deposited. Particulars as to rates can be ascertained at the Head Office, 52, Threadneedle-street, London.

Office hours from 10 a.m. to 3 p.m.; Saturdays, from 10 a.m. to 2 p.m.

No. 52, Threadneedle-street, London, E.C.

THE CHINESE COMMERCIAL GUIDE.

CONTAINING Treaties, Tariffs Regulations, Tables, &c., useful in the trade of China and Eastern Asia, with an Appendix of Sailing Directions for those Seas and Coasts, by S. WELLS WILLIAMS, LL.D.

Fifth Edition.

Hong Kong, SHORTREDE and Co.; London Agent, F. ALGAR, 11, Clement's-lane, E.C. Price Two Guineas.

Bottled Ales and Wines, &c.

"NO BUYERS for the BEST BRANDS, unless RE-PACKED," in consequence of repeated BREAKAGE.—Melbourne Journal of Commerce, Nov. 16. Heating and Breakage entirely prevented, and 15 per cent. saved in Freight of Cases by using SEYMER'S BOTTLE PACKINGS AND COOLERS.

Price 7½d. per doz. Bottlers contracting for large quantities effect so great a saving in labour, &c., that they can supply them at one-fourth less in price to Shippers, who will find it most profitable to order their goods to be so packed in future. In use by all the leading London houses.—T. WHITEHEAD, 37, EASTCHEAP, E.C. Sole Manufacturer.

CHUBB'S
PATENT
SAFES,
AND
PATENT DETECTOR
LOCKS,

CASH, PAPER, AND WRITING BOXES.
ILLUSTRATED PRICE LISTS GRATIS & POST FREE.
57, ST. PAUL'S CHURCHYARD, LONDON

HOLLOWAY'S OINTMENT AND PILLS.
Cold and damp are the frequent causes of ailments which prove troublesome though rarely dangerous unless culpably neglected. A cold in the head, throat, or chest, may be safely stopped and expeditiously cured by rubbing Holloway's Ointment twice a day upon the neck and chest, and by aiding its curative powers with appropriate doses of his purifying and regulating pills. The conjoint and reciprocal agency of these medicaments exercises the highest salutary effect over the unicous, vascular and secretory systems, which colds always inconvenience and disarrange. The phlegm, cough, and shortness of breath gradually disappear under this rational treatment, and the strength and vigour of the constitution are increased rather than diminished during the course of cure.

SCINDE RAILWAY (INDUS STEAM FLOTILLA, PUNJAUB AND DELHI RAILWAYS) COMPANY.

At the Eleventh Annual General Meeting of the above Company, held at the London Tavern, Bishopsgate-street, in the City of London, on Wednesday, the 28th March, 1866,

W. P. ANDREW, Esq., Chairman of the Company presiding,

The following Resolutions were carried unanimously:—

1. That this meeting receive and adopt the Report and Accounts of the Directors.

2. That Thomas Williams, Esq., be re-elected a Director of this Company.

3. That Harry Borradaile, Esq., be re-elected a Director of this Company.

4. That William Mackinnon, Esq., be re-elected Auditor of this Company.

5. Proposed by Henry J. A. GOEZ, Esq., seconded by W. F. AUSTEN, Esq.:—

That the construction of the Indus Valley Line and the completion of the Steam Arch from Calcutta to Kurrachee are of the highest importance to this Company, and essential to the general interest of England and India. That it is desirable that the Secretary of State for India, Earl de Grey and Ripon, should be moved by the Directors, in regard to the importance of prompt steps being taken to realise these objects.

6. That the thanks of the Proprietors are due to the Chairman and Directors for their able management of the affairs of the Company, and that the cordial thanks of this meeting are tendered to W. P. Andrew, Esq., for his courteous conduct in the chair this day.

W. P. ANDREW, Chairman.
S. H. R. PARRY, Acting Secretary.

Gresham-house, Old Broad-street, London,
28th March, 1866.

"CHINA MAIL" OFFICE.

PUBLISHED at this Office, No. 2, WYNDHAM-STREET (back of the Club):—

1.—THE EVENING MAIL,
EVERY DAY.

PRICE,—2 dols. per month.

TERMS OF ADVERTISING.—First insertion, Ten lines and under, 1 dol.; each additional line, 10 cents. Subsequent insertions, per week, 50 cents and 5 cents—"Auction" Notices excepted, for which only One Charge per week is made).

2.—THE CHINA MAIL,
ONCE A WEEK.
(On Thursday Night.)

PRICE—15 dols. per annum; Single Copies, 44 cents.
ADVERTISING.—First insertion, Five lines, 1 dol.; each additional line, 20 cents. Subsequent insertions, 50 cent. and 10 cents.

3.—THE OVERLAND MAIL.
ONCE A FORTNIGHT.
(The Morning of the Mail's despatch.)

PRICE—To Subscribers to the Weekly issue, 8 dols to Non-subscribers, 12 dols. Single copies, 50 cents.

ADVERTISING.—The same as in the Weekly. All "Notices of Firms" appearing in the Weekly will be inserted in the *verland*, and charged for, unless otherwise ordered.

A. SHORTREDE & CO.

Hong Kong, Jan. 1, 1864.

THE MONEY MARKET REVIEW
A WEEKLY JOURNAL OF THE HIGHEST CLASS,
EXCLUSIVELY DEVOTED TO THE DISCUSSION OF COMMERCIAL AND FINANCIAL TOPICS.
PUBLISHED EVERY SATURDAY

TERMS OF SUBSCRIPTION.
PAYABLE IN ADVANCE.
Single Paper ... ... 6d. Yearly ... ... £1 6s.
BY POST.
Single Paper ... ... 7d. Yearly £1 10s
*** Post-office orders to be made payable to FRANCIS FISHER, 23, Birchin-lane, Cornhill, London, E.C.

Digitized by Google

SOLID MAHOGANY FURNITURE FOR INDIA, CHINA, AND THE COLONIES.

HEAL and SON are Manufacturing, ESPECIALLY FOR use in EXTREME CLIMATES BEDROOM FURNITURE, which is entirely Free from Veneer. A general Assortment always in Stock.

IRON AND BRASS BEDSTEADS

Suitable for all Parts of the World. Their Stock consists of 2,500 Bedsteads.

HEAL AND SON'S PATENT HORSEHAIR MATTRESS.

HEAL and SON have Patented an Improvement in the Manufacture of Mattresses, which prevents the material from felting into a mass, as is the case with all Mattresses made in the ordinary way. The Patent Mattresses are made of the very best Horsehair, are rather thicker than usual, and the prices are but a trifle higher than those of other good Mattresses.

HEAL AND SON'S ILLUSTRATED CATALOGUE

For INDIA, CHINA, and the COLONIES, of Bedsteads, Bedding, and Bedroom Furniture, SENT FREE TO EVERY PART OF THE WORLD to which there is Book Post.

HEAL and SON, Bedstead, Bedding, and Bedroom Furniture Manufacturers, 196, 197, 198, Tottenham-court-road, London, W.

GELLÉ FRÈRES' PERFUMERY.

CHIEF ESTABLISHMENT, 35, RUE DES VIEUX AUGUSTINS, à PARIS.

THE house of GELLÉ FRERES, celebrated for the superiority of its Perfumery, addresses itself to the fashionable world as much for its essentially hygeianic, refreshing, and tonic preparations as for its delicate and distingué perfumes.

STEAM WORKS AT NEUILLY SUR SEINE.

1st Class Paris Exhibition. Medal

DEPOT: BLUMBERG & CO., 55, CANNON-STREET WEST, LONDRES.

DEPOT: H. BRULE, 23, RUE DE L'HOPITAL, BRUXELLES.

1st Class London Exhibition. Medal

Commission. Articles specially Recommended. Exportation.

REGENERATEUR GELLE FRERES, a superior pomade for preserving, beautifying, and reproducing hair.
EAU D'ALBION for the toilet, an exquisite production from the juice of flowers and aromatic plants.
CARBOQUINA ROSE superior toothpowder, composed of carbon quinine and Province roses.
UCUMBER SOAP for softening the skin, the best of all toilet soaps.
LAIT PROPHYLATIC to remove freckles and improve the appearance of the skin.
COMPOSITION ZOUAVE, for the instantaneous dyeing of the whiskers and moustache.
COLD CREAM, AU LOTUS LE LYBIE, to soften and refresh the skin.
NIGRITINE VEGETALE, an incomparable dye for the hair and beard, not staining the skin.
VIOLET ESSENCE and VIOLET WATER for the handkerchief.
CONCENTRATED EAU DE COLOGNE for the toilet.

SPECIAL PERFUMERY WITH A BASIS OF GLYCERINE,

SOAP, TOOTH-PASTE, POMMADE, CREAM FOR THE COMPLEXION, EAU DE TOILETTE.

To be obtained of all the principal Perfumers and Hairdressers in Europe and other parts of the world.

NOTHING IS MORE REFRESHING THAN

RIMMEL'S

EXTRACT OF LIME JUICE AND GLYCERINE,
Which cleanses and cools the head, and gives the hair a beautiful gloss without greasing it. Price 1s. 6d., 2s. 6d., 5s.

RIMMEL'S TOILET VINEGAR
Will also be found a perfect luxury as an adjunct to the Toilet and Bath and a reviving Perfume. Price 1s., 2s. 6d., 5s.

RIMMEL'S NEW PERFUMES,
The Titiens, Indian, and Chinese Bouquet, all of delightful fragran from 2s. 6d.

RIMMEL'S RAFRAICHISSEUR,
For producing an Ambrosial dew. Reduced to 6d.

RIMMEL'S PERFUME FOUNTAIN,
An elegant ornament for the Drawing-Room, Ball-Room, Dining Table, &c Price from £1. 10s.

EUGENE RIMMEL, Perfumer by Appointment to H.R.H. the Princess of Wales
96, STRAND, 128, REGENT-STREET, and 24, CORNHILL, LONDON.

BOYVEAU LAFFECTEUR'S ROB.

The only one authorised and adopted in France, Belgium, Austria and Russia.

THIS Vegetable Syrup, prepared and guaranteed genuine by the signature of Dr. GIRAUDEAU DE ST. GERVAIS, is very superior to the purifying syrups. It effects a radical cure, without mercury, in all affections of the skin, scurf, scrofula, &c., and symptoms arising from the acrid state of the humours. The Rob is especially valuable in diseases which have resisted the effect of mercury or iodide of potash. The general entrepot of 19, RUE RICHER, PARIS.

Sold Retail.—London: Joreau, Hannay. New York: Fougera, Gaudelet, Milhau. Gibraltar: Patron and Danilo; wich Malta: Dr. Pirotti, Bugeja, Magri, and Rolando, Esperanza. Alexandria: Bellamore, Galette, Perinie, Bombay, Franjee Nesserwanjee and Co. Singapore: Martin and Little. Batavia: L. Platon and Co. Macao J. D. Freati.

RADLEY'S HOTEL,

SOUTHAMPTON,

IMMEDIATELY OPPOSITE THE RAILWAY TERMINUS AND DOCKS

THIS FIRST-CLASS HOTEL, so well-known to most Travellers from the East and West Indies, China, the United States, Brazils, &c., is admirably situated for their convenience, Mr. RADLEY having, by careful organisation, made those arrangements that have tended so much to establish its reputation.

Mr. R. employs no touters or paid agents, but his Porters are always in attendance to meet passengers on arrival. with carriages, &c., as usual. Rooms may be engaged by letter from Malta.

EXPORTERS and SHIPPERS of Books, Plain and Fancy Stationery, Bibles, Prayer Books, Church Services, and Fancy and Miscellaneous Articles generally, should apply for one of Dean's Trade Reference Catalogues of over 300 pages and 400 Engravings.

LONDON: DEAN & SON, 65, LUDGATE-HILL, E.C.,

VALENTINE, CHRISTMAS, & POETRY CARD MANUFACTURERS,

IMPORTERS OF, AND DEALERS IN, FRENCH, GERMAN, AND AMERICAN GOODS

Lithographers and Printers to the Trade, and Publishers of Children's Books of Wide-World Reputation.

Office of the "STATIONER AND FANCY TRADES' REGISTER;" A medium of Trade Communication. Published Monthly, Price 6d.

Office of "DEBRETT'S ILLUSTRATED PEERAGE AND BARONETAGE."

R. L. SOUTHERN AND Co.

MERCHANTS AND AGENTS,
6, MINCING-LANE, LONDON, E.C.

TUPPER AND COMPANY.

MANUFACTURERS OF PATENT GALVANISED IRON, in Sheets, Tiles, Iron Roof Sheds, Cisterns, Pails, Gutters, Wire for Fencing, &c.
WORKS AT BIRMINGHAM AND LONDON.
OFFICES: 61A, MOORGATE STREET, LONDON.
Merchants' orders executed with despatch.

BRIDGEWATER, JONES, AND CO.
WHOLESALE HABERDASHERS, HOSIERS and GLOVERS,
WAREHOUSEMEN and MANUFACTURERS,
39, 40, and 41, WOOD-STREET, LONDON, E.C.
Lists of Prices forwarded to Merchants and Traders on application. Remittances to be payable in London.

COWASJEE DINSHAW,

Close to the Landing Place. Depot of
EUROPEAN, CHINA, AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality. Bombay-made Soda Water and Lemonade. Perfumery, Confectionery, Oil man's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.

STEAMER POINT, ADEN.
Drawing and Reading-room free to Passengers.
THE "LONDON AND CHINA EXPRESS" ON SALE

UMBRELLAS and SUNSHADES suitable for all Foreign Markets and the Colonies are supplied to Shippers on the most favourable terms by JOHN MORLAND and SONS, Wholesale Manufacturers 50, Eastcheap, London-bridge, City. Silk, Alpaca, Gingham Steel Frames, Canes, Fittings and all kinds of Materia for the Trade. Oiled and japanned silks and cambrics.

CAUTION.

THE GROSS FRAUDS which continue to be practised by obscure manufacturers, more particularly in Germany, by imitating the Labels attached to JOHN GOSNELL and Co.'s PERFUMERY, render it imperative upon the Proprietors to Caution the public against such nefarious proceedings, and to request their friends and patrons to purchase only of respectable dealers, who import direct from JOHN GOSNELL and Co., and invite special attention to the address, 12, THREE KING-COURT, LOMBARD-STREET, LONDON, E.C.

JOHN GOSNELL and Co.'s SELECT PERFUMES.—Ess Bouquet, Royal Yacht Club Bouquet, Jockey Club Perfume, Essence of Wood Violet, Victoria Bouquet, Garibaldi Bouquet, Frangipanni, Military Bouquet, The Bride's Bouquet, Tea Rose, Russian Leather Perfume.

JOHN GOSNELL and Co.'s Toilet Vinegar, Inexhaustible Salts, Aromatic Vinegar, Aromatic Eau de Cologne.

JOHN GOSNELL and Co.'s Prince of Wales Perfumes

JOHN GOSNELL and Co.'s Princess Alexandra Perfume.

JOHN GOSNELL and Co.'s La Noblesse Perfume.
JOHN GOSNELL and Co.'s La Noblesse Pomade.
JOHN GOSNELL and Co.'s La Noblesse Soap.
JOHN GOSNELL and Co.'s Real Old Brown Windsor Soap.
JOHN GOSNELL and Co.'s Golden Oil—Moelline—Macassar Oil, Bear's Grease, &c., for the Hair.
JOHN GOSNELL and Co.'s Extra Highly Scented Toilet and Nursery Powder.
JOHN GOSNELL and Co.'s Stereodesmic or Dentists Tooth Brushes and Trichosaron Hair Brushes, warranted to purchasers.
JOHN GOSNELL and Co.'s Instantaneous Hair Dye
JOHN GOSNELL and Co.'s Cherry Tooth Paste is greatly superior to any tooth powder, gives the teeth a pearl-like whiteness, protects the enamel from decay, and imparts a pleasing fragrance to the breath.

NOTHING IMPOSSIBLE.—The Greatest and most Useful Invention of the day, AGUA AMARELLA.—Messrs. JOHN GOSNELL and CO., 12, Three King-court, Lombard-street, London, Perfumers to Her Majesty, respectfully offer to the public this truly marvellous fluid, which gradually restores the human hair to its pristine hue—no matter at what age. The Agua Amarella has none of the properties of dyes; it on the contrary, is beneficial to the system, and when the hair is once restored one application per month will keep it in perfect colour. Price One Guinea per bottle; half bottles, 10s. 6d.

JOHN GOSNELL and Co., Perfumers to Her Majesty and by Special Appointment to H.R.H. the Princess of Wales, London.

Keating's Cough Lozenges.

JUDGED BY THE IMMENSE DEMAND this Universal Remedy now stands the first in public favour and confidence: this result has been acquired by the test of fifty years' experience. These Lozenges may be found on sale in every British colony, and throughout India and China. They have been esteemed wherever introduced. For COUGHS, ASTHMA, and all affections of the Throat and Chest, they are the most agreeable and efficacious remedy.

Prepared and sold in boxes and tins of various sizes, by THOMAS KEATING, Chemist, &c., 79, St. Paul's Churchyard, London. Sold retail by all druggists and patent medicine vendors in the world.

N.B.—To prevent spurious imitations, please to observe that the words "KEATING'S COUGH LOZENGES," are engraven on the Government Stamp of each Box, without which none are genuine.

Digitized by Google

UPPER MARSH, LAMBETH, LONDON, S.
HUBBUCK'S PATENT WHITE ZINC PAINT.

THE most durable and beautiful paint known, is cheaper than White Lead, and is proved to be superior for all purposes than the pernicious Lead Paint, and equally adapted for all climates.

Its whiteness is unaffected by bilge water, boiling sugar, or noxious gases.

It is free from any poisonous ingredient, and suited in all respects to the use of the painter.

Each Cask of Pure White Zinc is Stamped "HUBBUCK, LONDON PATENT."

Inferior Zinc Paint, so marked, having been sold in Foreign Markets, the Patentees offer a Reward of FIFTY POUNDS for information which will lead to the conviction, in an English or Colonial Court, of those who have pirated their Mark. Both Exporters and Retailers are liable for its sale.

THOMAS HUBBUCK AND SON,
WHITE LEAD, OIL, PAINT, AND VARNISH WORKS,
24, LIME-STREET, LONDON.

HUBBUCK'S ANTI-CORROSIVE PAINTS

Are very durable, and the most valuable protection to Iron Roofs, Bridges, Piers, Ships and Buildings, exposed to stormy weather and scorching sun; they soon become extremely hard, and do not blister.

They are made of Stone, Slate, Copper, White, Blue, Green, or any other Colour that is desired.

HUBBUCK'S ANTI-OXIDATION COMPOSITION,

For Coating Iron and Wood Ships' Bottoms; a preservative against fouling and corrosion. This Composition is ready for immediate use, and obviates the waste of carrying unmixed Paints, Oils, Driers, &c. It is also applicable to all the purposes of other Paints.

HUBBUCK'S PALE BOILED OIL

Has less colour than Raw Linseed Oil, is a quick, hard and certain drier for White and Light Coloured Paints

PAINTS AND OILS PROPERLY PACKED FOR EXPORTATION.

IMPORTANT ANNOUNCEMENT

JOSEPH GILLOTT,
Metallic Pen Maker to the Queen,

BEGS to inform the Commercial World Scholastic Institutions, and the Public generally that, by a novel application of his unrivalled Machinery for making Steel Pens, he has introduced a NEW SERIES of his useful productions, which, for EXCELLENCE OF TEMPER, QUALITY OF MATERIAL, and above all, CHEAPNESS IN PRICE, must ensure universal approbation, and defy competition.

Each Pen bears the impress of his name as a guarantee of quality; they are put up in boxes containing one gross each, with label outside, and the fac-simile of his signature.

At the request of numerous persons engaged in tuition J. G. has introduced his WARRANTED SCHOOL and PUBLIC PENS, which are especially adapted to their use, being of different degrees of flexibility, and with fine medium, and broad points, suitable for the various kinds of Writing taught in Schools.

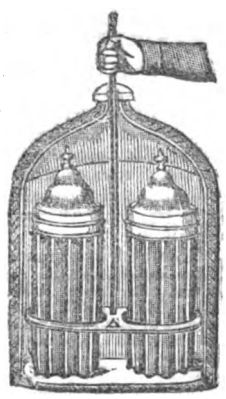
Sold Retail by all Stationers and Booksellers. Merchants and Wholesale Dealers can be supplied at the Works, Graham-street, Birmingham; at 91, John-street, New York; and 37, Gracechurch-street, London.

BASS AND ALLSOPP'S INDIA PALE ALE

GEORGE JONES, No. 8, Billiter-street, London.

Present prices 7s. 3d. per dozen quarts, and 4s. 9d. per dozen pints. Free on board, protected by his own and the Brewer's Labels and Patent Capsule.

IMPORTANT
TO PERSONS RESIDING IN HOT CLIMATES.



ASH'S PATENT "PISTON" FREEZING MACHINE AND WINE COOLER is the FIRST REALLY EFFECTIVE APPARATUS for TROPICAL CLIMATES.

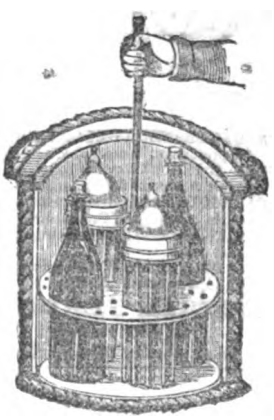
It will produce PURE BLOCK ICE, FREEZE and MOULD DESSERT ICES, and ICE WINES in any temperature. It is remarkably simple, will not corode or get out of order, and can be worked (with or without Ice) by the most ignorant servant. The Freezing Salts employed are indigenous to most hot climates, easily and cheaply obtained. A *bona fide* Receipt for preparing them given with each Machine. It is not too much to say that the "Piston" Freezing Machine is rapidly becoming indispensable to all European residents in India and China.

PRICES:—For 1 Bottle, 1 Block of Ice, 1 Dessert Ice... ... ... £4 0 0
For 2 Bottles, 2 Blocks of Ice, 2 Dessert Ices 6 10 0
For 4 Bottles, 4 Blocks of Ice, 4 Dessert Ices 11 5 0
If without fittings (merely as Wine Coolers.)

For 1 Bottle £2 0 0
For 2 Bottles 3 0 0
For 4 Bottles 4 5 0

When Dessert Ices are never required, these Wines Coolers can be fitted with BLOCK ICE MOULD at 30s. for each Mould so fitted.

SOLE MANUFACTURER:
GEORGE SIMPSON, 315, OXFORD-STREET, LONDON.
Orders enclosing remittance can be sent direct, or through Messrs. H. FOGG & Co., Shangha



HUGHES AND KIMBER,
WEST HARDING-STREET, FETTER-LANE, E.C.

MANUFACTURERS OF

MACHINES AND MATERIALS FOR LITHOGRAPHERS, PRINTERS, ENGRAVERS, BOOKBINDERS, AND STATIONERS;

LITHOGRAPHIC AND COPPERPLATE PRESSES,
PAPER-CUTTING MACHINES (DIAGONAL CUT),
AS SUPPLIED TO HER MAJESTY'S PRINTERS, THE "TIMES" OFFICE, "DAILY TELEGRAPH," &c.
CYLINDER PRINTING MACHINES,
FOR COLOUR AND BOOKWORK.

Perforating Machines (Round Hole), Paging Machines, Albion and Columbian Presses, Bookbinders' Arming Presses, &c.; Engravers' Plates, Lithographic Stones, and all Materials.
AN ILLUSTRATED LIST POST FREE ON APPLICATION.

DYSENTERY, CHOLERA, FEVER, AGUE, ETC.
CHLORODYNE.

CAUTION.—*Vice-Chancellor Wood affirmed in Court that Dr. J. COLLIS BROWNE was undoubtedly the Discoverer of Chlorodyne; that the statements of the Defendant Freeman were deliberately untrue, and he regretted to say they had been sworn to (see "The Times" of July 13, 1864); all others must be spurious.*

Earl Russell has graciously favoured J. T. Davenport with the following extract of a despatch from Mr. Webb, H.B.M.'s Consul at Manila, dated Sept. 17, 1864:—"The remedy most efficacious in its effects (in Epidemic Cholera) has been found to be CHLORODYNE, and with a small quantity given to me by Dr. Burke I have saved several lives." Earl Russell communicated to the College of Physicians that he had receive a despatch from Her Majesty's Consul at Manila, to the effect that Cholera had been raging fearfully, and that the ONLY remedy of any service was CHLORODYNE.—See *Lancet*, December 31, 1864. No home should be without it.

Eminent Hospital Physicians of London stated on oath that they prescribe CHLORODYNE largely, and mean no other than Dr. Browne's.

The General Board of Health, London, state as to its efficacy in Cholera and Dysentery:—"So strongly are we convinced of the efficacy of his remedy, that we cannot too forcibly urge the necessity of adopting it in all cases."

From A. Montgomery, Esq., late Inspector of Hospitals, Bombay:—"Chlorodyne is a most valuable remedy in Neuralgia, Asthma, and Dysentery. To it I fairly owe my restoration to health, after eighteen months' severe suffering, and when all other medicine had failed."

From W. Vesalius Pettigrew, M.D.:—"I have no hesitation in stating that I have never met with any medicine so efficacious as an antispasmodic and sedative. I have used it in Consumption, Asthma, Diarrhœa, and other diseases, and am most perfectly satisfied with the results."

Dr. M'Grigor Croft, late Army Staff, says:—"It is a most valuable medicine."

Dr. Gibson, Army Medical Staff, Calcutta.—"Two doses completely cured me of Diarrhœa"

Government supply both the Army and Navy with it. A Sheet of Medical Testimonials accompanies each Bottle.

Sold in Bottles, 2s. 9d. and 4s. 6d., by all Chemists. None genuine without the words
"DR. J. COLLIS BROWNE'S CHLORODYNE" on the stamp.

SOLE MANUFACTURER:—
J. T. DAVENPORT, 33, GREAT RUSSELL-STREET, LONDON, W.C.
Be not misled by the statements of unscrupulous persons, as the Defendant was termed by the Vice-Chancellor

Digitized by Google

INVALUABLE FOR SHIPMENT TO CHINA AND JAPAN.

BRYANT AND MAY'S PATENT SAFETY MATCHES

Light only on the Box!

BRYANT AND MAY'S PATENT SAFETY MATCHES

Are not Poisonous!

BRYANT AND MAY'S PATENT SAFETY MATCHES

Are not Liable to Spontaneous Combustion!

BRYANT AND MAY'S PATENT SAFETY MATCHES

Are Warranted suitable for all Climates!

BRYANT AND MAY'S PATENT SAFETY MATCHES

Are specially prepared for Exportation!

For Samples, Terms, and other information, apply to BRYANT and MAY, Fairfield Works Bow, London, E., Patentees and Sole Manufacturers of the Patent Safety Matches, Wax Vestas and Vesuvians, which contain no Phosphorus, and Light only on the Box!

WORKS: FAIRFIELD, BOW, LONDON, E.
WAREHOUSES: WHITECHAPEL-ROAD, LONDON, E.

N.B.—Purchasers are requested to observe that every Box and every Package bears our Trade Mark

and that without it none can be genuine.

Digitized by Google

OVERLAND ROUTE.

COMMUNICATION by STEAM to INDIA, AUSTRALIA, &c., *via* EGYPT.—The PENINSULAR and ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels at their London Offices for Gibraltar, Malta, Egypt, Aden, Ceylon, Madras, Calcutta, the Straits, and China, by their steamers leaving Southampton on the 4th and 20th of every month. For Gibraltar Malta, Egypt, Aden, and Bombay by those of the 12th and 27th of each month; and for Mauritius, King George's Sound, Melbourne, and Sydney, by the steamers leaving Southampton on the 10th of every month.

For further particulars apply at the Company's Offices 122, Leadenhall-street, London, E.C., or Oriental-place Southampton.

OVERLAND ROUTE VIA MARSEILLES.

SERVICES MARITIMES DES MESSAGERIES IMPERIALES.

FRENCH MAIL STEAM PACKETS.

The 19th of every Month, at 2 P.M. for—

MESSINA, ALEXANDRIA, ADEN, POINT DE GALLE (Ceylon), PONDICHERRY MADRAS, CALCUTTA, SINGAPORE, BATAVIA, SAIGON, HONG KONG, SHANGHAI, and JAPAN.

The 9th of every Month for—

MESSINA, ALEXANDRIA, ADEN, SEYCHELLES

REUNION, MAURITIUS.

For passage, freight, and information apply to B. W. and H. HORNE, 4, Moorgate-street, London; G. H. FLETCHER and Co., Liverpool; at the offices of the Services Maritimes des Messageries Imperiales in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

*** Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.

INDIA AND CHINA.

ROBERTSON and CO. will despatch the following first-class VESSELS to their respective destinations:—

Destination.	Ships.	Docks.	To Sail.
Shanghai	Juanpore ...	W.I.D.	With des.
Hong Kong & Whampoa	Banian ...	W.I.D.	With des.
Kanagawa and Yokohama	Corea ...	W.I.D.	With des.

Apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.

INDIA, CHINA, AND AUSTRALIA.

SHAW, LOWTHER, & MAXTON will despatch the following high-classed VESSELS to their respective destinations:—

Ships.	Class.	Destination.	Docks.	Date of sailing
Invincible ...	A 1 13 yrs	Hong Kong & Whampoa.	L.D.	With des.
Polmaise ...	A 1 14 yrs.	Shanghai ...	E.I.D.	Apr. 5
John Lidgett .	A 1 15 yrs.	Ditto	E.I.D.	With des. To
Assyrian ...	A 1 10 yrs.	Ditto	E.I.D.	follow.
Lady Egidia .	A 1 13 yrs.	Melbourne ...	E.I.D.	Apr. 25
Result ...	5-6ths ...	Ditto	E.I.D.	June 5

For Freight or Passage apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings, E.C.

CHINA and JAPAN.—The following splendid first-class clipper SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	Last Ship. Day.
Shanghai ...	Wild Deer ...	A1 14 yr.	E.I.D.	April 16.
Shanghai ...	City of Quebec ...	A1 12 yr.	E.I.D.	April 25.
Shanghai ...	Lammermuir	A1 12 yr.	E.I.D.	To follow.
Hong Kong & Whampoa ...	Robin Hood .	A1 10 yr.	E.I.D.	With des.
Kanagawa, Yokohama and Nagasaki ...	Merse ...	A1 13 yr.	E.I.D.	With des.

For Freight or Passage apply to KILLICK, MARTIN and Co., 28, Nicholas-lane, Lombard-street, E.C.

JOHN C. CAMPBELL will despatch the following splendid first-class VESSELS:—

Destination.	Ships.	Class.	Tons.	Dock.
Bombay ...	Marine Minister Von Roon	3-3rds=1.1	1,018	E I.D.
Bombay ...	Whitehall ...	A 1 14 yrs.	936	E.I.D.
Colombo ...	Neville	A 1 10 yrs.	715	W.I.D.
Colombo ...	Caroline Hutchings...	A 1 11 yrs.	287	W I.D.
Colombo ...	Spanker ...	A 1 10 yrs.	475	W.I.D.

No. 22, Great St. Helen's, E.C.

FROM LIVERPOOL.

Destination.	Ships.	Tons.	Class.	To Sail.
Shanghai ...	Charlotte ...	589	AA 1	Imm.
Hong Kong & Whampoa ...	Patua ...	325	—	,,
Batavia & Singapore ...	Ribbleton ...	424	—	,,
Calcutta ...	Ravenscrag ...	1263	—	Imm.
Calcutta ...	William Fairbairn ...	—	—	,,

For terms of Freight or Passage apply to MCDIARMID, GREENSHIELDS, and Co., Liverpool.

LINE of STEAMERS from LIVERPOOL to CHINA.—The following screw Steamers will be despatched with cargo and passengers, at their respective dates, for Mauritius, Penang, Singapore, Hong Kong, and Shanghai:—

Vessel.	Tons register.	Captain.	To sail.
Agamennon ...	1672	Middleton .	April 19.
Ajax	1670	Kidd ...	June 30.
Achilles	1672	Russell ...	Sept. 10.

Each vessel carries a surgeon and stewardess.
Apply to ALFRED HOLT, 1, India-buildings, Liverpool.

FROM LIVERPOOL.

MORS LE BLANCH & CO. intend despatching VESSELS to the undermentioned Ports as follows:—

BATAVIA AND SOURABAYA.

Vessel.	Class.	Probable date of sailing.
A 1 SHIP		—

SINGAPORE.

EASTFIELD	A 1	April 7
CECROPS	3-3rds	May 1

YOKOHAMA.

A 1 British SHIP	—

Loading in Prince's Dock.
Apply at 42 and 43, THE ALBANY, Liverpool.

FOR HONG KONG and WHAMPOA (under engagement to the Lords of the Admiralty, with quick despatch), the well-known British-built clipper ship YARATILDA, A 1 fourteen years, 720 tons register, JAMES DONOUGH, Commander; loading in the London Docks. This fine vessel is noted for her rapid passages, and has superior accommodation for chief cabin passengers.

TEMPERLEYS, CARTER, and DARKE, 3, White Lion-court, Cornhill, E.C.

FOR HONG KONG and WHAMPOA, with quick despatch (to follow the Yaratilda), the well-known iron clipper-ship PORTLAND, A 1 12 years, 872 tons register, JAMES PETERS, Commander; loading in the London Docks. This fine vessel is noted for her rapid passages, and has superior accommodation for chief cabin passengers.

TEMPERLEYS, CARTER, and DARKE, 3, White Lion court, Cornhill, E.C.

LINE OF PACKETS FROM LIVERPOOL FOR JAVA.

FOR BATAVIA and SOURABAYA, with immediate despatch, having two-thirds of her cargo engaged, the splendid Dutch clipper baaque CATHARINA, Captain VISMAR; 240 tons register; built in 1864, and classed 3-3rds L 1 1 for nine years; the highest class in French Lloyd's; coppered and thoroughly copper-fastened, and a most eligible conveyance for fine goods. Loads in Prince's Dock.

For BATAVIA and SINGAPORE, an A 1 twelve years Ship.

Apply to NUTTALL and Co., 18, Chapel-street, Liverpool.

WEATHERLEY and MEAD'S LINE of CLIPPERS for JAPAN Direct.

FOR YOKOHAMA (Kanagawa), the splendid clipper barque MINNIE, A 1 twelve years, 407 tons register, DAVID BLACK, Commander; well-known in the China trade, having the greater part of her cargo engaged, will be despatched immediately.

For Freight or Passage apply to the owners, Messrs. ADAMSON and RONALDSON, 1, Leadenhall-street; or to WEATHERLEY and MEAD, 21, Water-lane, Great Tower-street, E.C.

LINE OF PACKETS FOR YOKOHAMA, JAPAN.

Has the bulk of her cargo engaged, and will have prompt despatch,

THE splendid Liverpool-built clipper barque CARIOCA, D. HUGHES, Commander; 312 tons, A 1 at Lloyd's for thirteen years, only two years old, has proved herself to be one of the fastest vessels belonging to the port, and in every respect an unrivalled conveyance.

For Freight or Passage apply to Messrs. WAKEFIELD, NASH, and Co., to Messrs. C. SAUNDERS and Co.; or to E. C. FRIEND and Co.

With immediate Despatch.

DIRECT for COLOMBO, the well-known clipper ship NEVILLE, A 1 ten years, 715 tons register, J. ROBINSON, Commander; West India Docks. This magnificent vessel is noted for her rapid passages, and the good order in which she invariably delivers her cargoes.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street; or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

COLOMBO DIRECT.—Notice to Shippers.—The WYNAUD, A 1 13 years, 522 tons register, J. W. SMITH, Commander, is now at her loading berth in the West India Docks, and has room for light measurement goods only. This beautiful clipper has a very lofty cabin, with every accommodation for the comfort and convenience of passengers.

For Passage apply to W. H. TINDALL, 5, Tokenhouse-yard, and for Freight or Passage apply to F. TALLACK, 23, Birchin-lane, Cornhill, E.C.

Will have very quick despatch.

DIRECT for COLOMBO, the magnificent clipper-built ship SPANKER, A 1 10 years, 477 tons register, JAMES CANDLISH, Commander, West India Docks. This splendid Vessel is well known for her very rapid Passages, and the good order in which she invariably delivers her Cargoes, thus offering a favourable opportunity to Shippers of fine Goods.

For Freight or Passage apply to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

Will have very quick despatch.

DIRECT FOR COLOMBO.—The beautiful new Jersey-built Clipper Ship CAROLINE HUTCHINGS, A 1 Eleven Years, 287 tons register, G. H. COTHER, Commander; lying in the West India Docks. This splendid new ship, from her fine lines, is expected to make a very rapid passage.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street; or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

Will meet with quick despatch.

DIRECT for BOMBAY, the splendid new clipper ship, MARINE MINISTER VON ROON, 3.3rds L 1. 1.—A 1 9 years, 1,018 tons register, J. C. ELLER, Commander, lying in the East India Docks. This magnificent new vessel having the greater portion of her cargo engaged, is confidently recommended to shippers of fine goods.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING, and BRIGGS, No. 31, Great St. Helen's, Bishopsgate-street, E.C.

To follow the "MARINE MINISTER VON ROON," and will have quick despatch.

DIRECT for BOMBAY, the magnificent clipper ship WHITEHALL, A 1 fourteen years, 936 tons register, WILLIAM CHAPMAN, Commander; lying in the East India Docks. This splendid high-classed ship is now quite ready for cargo, and being one of the fastest vessels afloat (having made the passage to Sydney in 76 days), offers a most desirable opportunity to shippers of fine goods.

For Freight or Passage apply to LIVINGSTON, HOLDING and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

THE LONDON AND CHINA TELEGRAPH.

THE EIGHTH Volume of this JOURNAL commenced on the 4th of January, 1866. The Subscription for the three numbers per month is 30s. per annum, including Postage, and to the Export Supplement 12s. Terms for advertising, 2s. 6d. per five lines; and 6d. for each additional line.

Subscriptions and Advertisements received abroad by the following Agents:—

Paris	G. W. YAPP, Rue de la Michodiere No. 13.
Hamburg	Mr. ONCKEN.
Amsterdam	LOMAN AND VERSTER.
Rotterdam.....	HOOG & KRUYT.
New York	WILMER AND ROGERS.
Gibraltar.....	W. SPEED.
Malta	
Alexandria...	F. HAY
Aden	COWASJEE DINSHAW.
Suez.....	
Bombay	CHESSON AND WOODHALL.
Calcutta.....	SANDERS, CONES, AND CO.
Point de Galle	G. D. ANTHANISZ.
Colombo.....	J. W. VANDORT.
Kandy.....	W. A. ARCHBALD.
Labuan, Sarawak, and Singapore ...	JOHN LITTLE & Co., Singapore.
Penang	SANDILANDS, BUTTERY AND CO.
Bangkok.....	
Batavia	HUNTER, HOUGHTON, AND Co.
Anjer—Straits of Sunda	G. SCHUIT, Anjer Hotel.
Manila	PHILLIPS, MOORE, AND CO.
Hong Kong, Canton, Macao, & Swatow,	JAMES GARDINER, Hong Kong.
Amoy	BELLAMY AND CO.
Foo-Chow-Foo	HEDGE AND CO.
Shanghai.....	H. FOGG AND CO.
Tien-Tsin	JAMES HENDERSON.
Nagasaki—Japan ...	PIGNATEL AND CO.
Yokohoma	HANSARD AND BLACK.

OFFICE, 12, GEORGE-YARD, LOMBARD-STREET, LONDON, E.C.

Printed for the Proprietors by WOODFALL and KINDER Milford-lane, Strand, W.C., and published by JOHN ELLISON, at the Office of the "LONDON AND CHINA TELEGRAPH," 12, George-yard, Lombard-street, E.C. in the parish of St. Edmund the King.—Thursday April 5, 1866.

Digitized by Google

The London and China Telegraph.

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON ARRIVAL OF THE MAILS, about the 4th, 14th, and 28th, in connection with the "LONDON AND CHINA EXPRESS,"
A SUMMARY OF NEWS FOR THE OUTWARD MAILS OF 10th, 17th, and 26th.

VOL. VIII.—No. 206.] LONDON, THURSDAY, APRIL 12, 1866. [Price 9d., with Sup., 1s. 3d.—Sub. 30s. per ann. postage included, Sup. 12s. extra.

Latest Advices.

	From London.	Arrived out.	Homeward. Arrived in London this day.
JAPAN—			
Yokohama			Feb. 14
Nagasaki			„ 11
Hakodadi			
CHINA—Peking			
Tien-tsin			
Chefoo			
New-chwang			
Hankow			
Kiu-kiang			
Chin-kiang			
Shanghai	Dec. 26	Feb. 14	„ 28
Ningpo			
Foo-Chow			
Formosa—Tamsuy			
Amoy			
Swatow			
Hong Kong	Jan. 10	Feb. 21	„ 27
Canton			
Macao			
PHILIPPINES—			
Manila			„ 28
COCHIN-CHINA—			
Saigon			
SIAM— Bangkok			
BORNEO—			
Labuan			
Sarawak			
JAVA—			
Batavia			Mar. 2
MALACCA STRAITS—			
Singapore	Jan. 26	Mar. 4	„ 8
Penang	„ „	„ „	„ 10

List of Passengers.

PASSENGERS INWARD.

By this mail, per P. and O. Company's steamer Nyanza, arrived at Marseilles April 10.—From Yokohama: Mr. C. Bland. From Shanghai: Mr. H. Dent, Mr. Carey, two children, and two native servants, Miss Cuthbertson, Mr. Cresswell and one second-class passenger. From Hong Kong: Messrs. Morgan, Buchanan, Marteney, Pardoe, and Wood, Mr. Dickens, R.N., Mr. Soames and child, Mr. Legge, four children, and native servant, Captain Soames and two second-class passengers. From Singapore: Mr. and Mrs. Robinson and European female servant, Mr. and Mrs. Goetzee and child, Miss Van Gemert, Miss Schoens, Mrs. Anchinellos, two children, and native servant. From Penang: Mr. F. Brown, Miss Waller and one second-class passenger.

By the Bombay mail, per P. and O. steamer Euxine, expected to arrive at Southamptom this day.—From Hong Kong: Mr. Maxwell.

PASSENGERS OUTWARD.

Per P. and O. steamer, Tanjore, from Southampton, April 4.—To Shanghai: Mr. C. G. Webb, and one second-class passenger. To Ceylon: Mr. R. Reid, Mr. P. W. Conolly, Miss Watt, Mr. J. H. Thwaites, and three second-class passengers. To Hong Kong: Rev. John Macgowan, child, and native female servant, and one second-class passenger. To Singapore: Mr. W. Smith, Mr. and Mrs. Sinclair and three children (for Labuan). To Calcutta: Capt. and Mrs. Edridge, Mr. C. A. and Mrs. Turner and European female servant, Mr. Bartlett, Miss Ogibourne, Mr. W. G. Hills, Mr. and Mrs. McGuinness, Asst. Surg. R. Deacon, Mrs. Deacon, Capt. J. Robinson, Dr. Englehard, Mr. Schmidt, and thirteen second-class passengers. To Madras: Mrs. H. D. Phillipps, son, and European man servant, Mrs. Arnold, Staff Asst. Surg. W. O. B. White, Mr. J. Burrows, Miss C. J. Cradock, Mrs. Thompson, child, and native female servant, and three second-class passengers. To Alexandria: Mrs. Brooks, and one second-class passenger.

From Marseilles, April 12.—To Hong Kong: Mr. and Mrs. Thomas Thomas, Mr. P. F. Coare, Mr. W. H. Renshaw, Mr. W. Park, Mr. E. Tobin. To Shanghai: Mr. C. J. Skegas. To Singapore: Messrs. Harvey, Black, J. W. Mollett, and J. Cezard. To Calcutta: Asst. Surg. D. G. Massey, Mrs. Massey, Miss Jeffrey, Mr. W. H. Tullop, Mr. Heath, Col. Young, Messrs. C. R. Bradshaw, Thornton, C. Kelvey. To Madras: Mr. Ellis.

From Malta.—To Ceylon: Mrs. Fyers and family.

From Suez.—To Hong Kong: Mr. A. C. Levysohn. To Singapore: Mr. and Mrs. W. T. Martin, infant, and native man servant.

Per P. and O. steamer, Pera, from Southampton, April 20.—To Hong Kong: Capt. O. J. Jones, R.N., Mr. J. W. Lewis, Mr. H. W. Heitmann, Mr. J. B. Coughtrie, Messrs. F. A. Carter, R.N., J. Swanson, R.N., W. Sheen, R.N., W. Brock, R.N., T. Huard, R.N., R. Widdicombe, R.N., and R. W. Tapp, R.N. To Ceylon: Mr. E. Case, Mr. J. H. Purdon. To Shanghai: Mr. E. Wadman.

From Marseilles, April 28.—To Hong Kong: Mr. and Mrs. Leavesley, Mr. J. Livingston. To Yokohama: Mr. A. A. Shand.

Per P. and O. steamer, from Marseilles, May 5.—To Singapore via Bombay: Mr. C. Grey McClelland.

From Marseilles, May 12.—To Yokohama: Mr. and Mrs. Dohmen.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

From this port we have no later dates, and are again without our usual files of papers. The approach of the Japanese New Year holidays had interrupted business, and there was no political news of importance.

The late destructive fire at Yedo appears to have been attributable to a woman's jealousy. Report says that a Niphon fair one, having been forsaken by her lover for a more advantageous match, deliberately set fire to the bridegroom's house on the wedding night. As she then proceeded to fire the house of the *fiancé's* father in another street, her successful rival, on rushing from her flaming bridal couch, found nothing but ashes when she reached her former house. Such is the *on dit* in the capital. The disastrous nature of the fire, which destroyed nearly a whole suburb, was by no means overstated. One hundred and fifty lives were lost, a very large number of persons have been thrown out of employment, and much distress has been its immediate result; the price of provisions and clothing has risen, and agitators of the anti-foreign party, never inactive, have taken the opportunity of so inflaming the popular mind that it is said to be unsafe for Europeans to be seen in the streets of Yedo. A curious proof of the value of the mud fireproof godowns which the Japanese build so well, is found in the fact that the blackened ruins of the burnt town, extending over a space more than twice the size of Yokohama, are studded with the little white fireproof safes, which apparently were inside each house of any importance, hardly even blackened by the flames; probably the outside surfaces being brought to a white heat, threw off the smoke and soot.

With respect to the recent case of Glackmeyer versus McKechnie, the English Consul's decision having been appealed against to Sir Edmund Hornby, the Chief Judge reverses it; technically, he is compelled to take this course—because Glackmeyer had been arrested without a warrant—but, at the same time, agreeing with the English Consul here, that just cause existed for McKechnie's suspicions, he only gives forty shillings damages, and recommends McKechnie to prosecute the plaintiff in the American Consular Court, where, as he says with a grim satire hardly to be appreciated at home, he "is bound to presume" justice will be done. We are anxious (says the *Japan Times*) to see whether Mr. McKechnie will take the hint. Perhaps he is waiting for a change in the *personnel* of the court, which is, we trust, imminent.

It is believed that during the present year the Yokohama racecourse will be completed. The concession of a piece of land for the purpose formed part of the Osaka convention, and the matter has since been under diplomatic consideration. The terms will be finally arranged and the land made over at the same time as the new tariff is agreed to, that is immediately.

The Japanese have taken over the *Fusiyama*, a vessel of war built for them in America, whose arrival we noticed in our last. They bitterly complain of her price and of her construction; in fact aver that they have been much ill-used in the bargain. The vessel is to be put, we have been informed, under the command of an officer of H.I.M.'s ship *Guerriere*, so long as the frigate remains in these waters. This is the first step in the right way towards forming an efficient Japanese

Digitized by Google

navy that has been taken since the Tycoon received the Queen's present to him of the *Emperor*.

We hear of a scheme to create here a company like the Trinity Board, to be called, in fact, the Eastern Trinity Board, which shall take charge of the dangerous coasts of China and Japan, and supply at various points what are so urgently needed —beacons and lighthouses. It will be necessary (says the *Japan Times*) for the whole of the Treaty Powers to give their consent to a tariff of light-dues to be levied on ships of all nations having treaties with China and Japan, payable at the port of entry, of course. We do not think any very great difficulty is likely to be thrown in the way of the promoter of the scheme, or that the Chinese and Japanese Governments will refuse to assist in its successful development. The idea owes its origin to Mr. Patrick Dall, an engineer of considerable talent and experience, now resident in Yokohama. In our opinion the scheme is practicable, and, like every undertaking which promises to supply a general want that is actually felt, would most certainly pay very good interest on whatever capital may be invested in it. We hear that both Admiral King and Sir Harry Parkes have expressed themselves as highly favouring the scheme, and it has been sent in for the consideration of the Chamber of Commerce. We hope soon to see Mr. Dall's idea bearing useful fruit.

The *vexata quæstio* of the Itzeboo exchange is on the point of receiving its solution. The establishment of a new Japanese mint to receive all bullion brought into the country and return its value in a new coin will place the Mexican dollar in its proper position of an article of merchandise, instead of a coin of account. Thus the difference between the "official" dollar, worth 3 Itziboos, and the merchant's dollar, worth from 2¼ to 2½, will disappear. But, as a sudden change would greatly disturb trade at the present moment, a decent interval will be allowed to elapse before the present coin is called in; and we understand that the opening of the new mint will coincide with the opening of the new port of Osaka.

CHINA.

PEKING.

Native reports from Peking announce that much apprehension prevails in the capital in consequence of rumours of the approach of the Nienfei. The latter are now said to be on the high road to Peking, no important river intervening between their present position and that city. Moreover, three thousand Tartars, who were formerly under San-ko-lin-sin's command, were reported to have joined the ranks of the insurgents, who, if this be true, have thus gained an additional element of success.

On the other hand, reliable advices from other quarters inform us that no danger appears to threaten Peking, and that the Cabinet is quietly settling down into a grateful sense of security.

CHEFOO.

A correspondent at Chefoo informs us that on the 7th February that quiet settlement was startled by the alarm of fire. About 3 P.M. large volumes of smoke were seen issuing from the roof of a building in the occupation of the Customs officers, and soon after flames appeared, barely allowing time for the escape of the tide-surveyor and one of the officers who happened to be in his room. Prompt assistance was given by various members of the foreign community, and the fire was by their exertions confined to the range of buildings in which it originated, the whole of which, however, with their contents, were entirely destroyed. The want of a fire engine was much felt, the only one in the settlement sufficiently large to be of service being private property, and a request for the loan of it was, we understand, refused. It is therefore to be hoped that, in consequence of this disaster, some measures will be taken by the residents to obtain an engine, for which many of the Chinese merchants would doubtless be willing to contribute largely.

HANKOW.

The news relative to both Nienfei and Braves is extremely meagre, but fires are occasionally seen in different directions at a distance of ten or twelve miles. The number of rebels in the immediate neighbourhood of Hankow is estimated at from three to four thousand, while the Imperialist garrisons make up a muster of from twenty to twenty-two thousand. No dependence can, however, be placed on the loyalty of the soldiers, and the mandarins are in consequence almost powerless. The settlement at Hankow is crowded by refugees in every stage of destitution and misery, but the charitable have started a soup kitchen, which is well supported, and has already afforded a very considerable amount of relief.

SHANGHAI.

From this port we have no later dates—the French mail delivered on the 5th instant having left on the same day as the present P. and O. mail, viz., 23rd February. Some service is being done by the Chinese gunboats, under the command of Europeans, against the pirates which infest the coast. The *Pluto*, Chinese gunboat, had just returned from a most successful cruise. On the 9th Feb. she fell in with a large piratical junk off Chinsan, which subsequently proved to have nineteen men on board, and to be armed with two 6-pounders, one 9-pounder, four gingalls, and about thirty muskets. After some severe fighting the junk was captured and seven of the pirates were taken prisoners, the remainder escaping to the shore. On the 10th February the *Pluto* captured three junks, all heavily armed, and destroyed one off Ken-Shan. Two men were captured; one of them, being wounded, died, and the other was brought to Shanghai. The remaining men in the junks escaped to the shore, but were pursued, and though they were not caught, the *Pluto's* people succeeded in finding out the house of the pirate chief, which they pulled down.

It is said that the Taoutai is desirous of closing all the native theatres in the Foreign Settlements, and that while H.B.M.'s Consul, to whom application has been made upon the subject, is willing to further that course of action, the Municipal Council have expressed their unwillingness to carry out the order by means of the Foreign Police. Thus it would appear a dispute of a rather serious complexion is likely to arise; as it is not improbable that the Chinese will send their own police with a view to effecting the object, a plan which may bring them into collision with the municipal authorities.

Shanghai has unfortunately the reputation of being the most expensive port in the world to which a ship can be sent. The *North China Herald* remarks that the chief cause of this has been the difficulty and delay experienced in discharging cargo, and the expense attending that operation. It would be easy to adduce numerous instances of vessels of some eight or nine hundred tons which have taken between two and three months to discharge, the men and officers being meanwhile kept on full pay, and all the expenses of the ship running. On the other hand we find that a ship placed alongside a wharf can discharge a cargo of a thousand tons or even more in a day, and be ready if she arrives at this time of year, to accept a rice charter, which exactly fills up her time before the commencement of the tea season. Of this we have lately had an example in the *Serica*, which went alongside the Shanghai wharf on the 5th of February, and in twenty-four working hours was turned inside out. In that time, her cargo, consisting of bales and boxes of Manchester goods and rod iron, was discharged, sorted and made ready for delivery to the consignees. Thus the consignees have obtained their goods without delay, while the owners will make a profit out of the charter to Saigon, upon which the *Serica* left on the 10th February. There is little necessity to point out the manifold advantages of this system. Peculation by cargo boatmen and others is rendered impossible, for the bales and packages consigned to houses here may be counted and examined in the godown before delivery, and the labour of godown keepers is materially lightened.

We learn that a pilot cutter which was left at the East Saddles to await the return of her owner, Mr. Orr, who was placed on board an inward bound vessel, has been walked off by the Chinese crew, there being no European left in charge of her. It is supposed that she has been taken to Ningpo or Chusan for sale. The boat is valued at about twelve hunddred taels. Endeavours are being made through the Chinese authorities to trace the thieves and recover the stolen property. The pilot schooner *Cruiser* was run into by the barque *Sarah Scott* on the 7th February, cutting her down to the copper on her starboard bow; she was towed to Shanghai in a sinking state by the tug *Titan*. The steamer *Nanzing*, having had her engines overhauled lately, went on a trial trip to the Beacon on the 17th February. Everything worked entirely to the satisfaction of all on board, a speed of 12 knots being attained, without the slightest difficulty.

The Chinese New Year holidays, which had nearly filled up the interval since the last mail, had rendered trade dull, and prevented any important movements of a political character amongst the natives. The Nienfei were reported to have shut

Digitized by Google

themselves up for the festive season, and nothing occurred to mar the general felicity. In Shanghai the holidays passed by with remarkably little excitement, and the police sheets, contrary to the expectations of all, were actually lighter than at any previous period during the winter. The merchants and shopkeepers had commenced returning to their places of business, and in a few days the ordinary routine of trade would be restored.

Another matter of importance with reference to the French Settlement has been brought before the notice of the public, namely, the question of establishing a wharf for the Messageries Imperiales Company. At a meeting of Land Renters in the French Settlement convened to take into consideration the question of establishing a wharf for the Messageries Imperiales Company, fifty-five votes were represented, and it was decided by 40 votes to 15 that the rules passed at the general meeting in April, 1864, should be revised, and a committee, consisting of Messrs. Hogg, Dixwell, Viault, Bernard and Wignall, were appointed to report upon the modifications which it would be desirable to introduce, and to lay the proposed draft of revision before a meeting to be called on the 10th of March. The report of the committees is to be distributed to the Land Renters eight days previous to the meeting.

The usual monthly meeting of the Municipal Council took place on the 10th inst. The Finance, Rate, and Appeal Committee report that the taxes have been paid promptly, and that with economy there will be sufficient funds to meet the requirements of the Municipality. Her Majesty's Minister has given instructions that the taxes upon the Consular buildings be paid. As the town due cannot now be passed until the new land regulations have been sanctioned, the Finance Committee recommend that some similar tax be, if possible, passed under the present regulations, and will include some such impost in the budget, which is to be laid before the meeting of land renters in March next. The numbering of foreign hongs has been completed. The lease of the present municipal premises, &c., expiring shortly, the Finance Committee have been in communication with Mr. Thorne respecting the piece of land adjoining the police station. It is suggested that the Mixed Court should make some provision for the expenses entailed by the prisoners sentenced to hard labour in the Municipal Chain Gang. Mr. Fitzroy, the Commissioner of Customs, has been communicated with and requested to pay a similar tax upon the Custom House as that upon other Chinese buildings. He has, however, protested against the imposition. He has also been addressed with reference to the establishment of a river police. The report of the Watch Committee shows that the police force at present consists of 102 men, namely 64 Europeans and 38 Chinese, all in an efficient state. There has been a slight increase of crime during the past month, as is naturally to be expected with the approach of the China New Year. The number of apprehensions in January have been, Foreigners 37, against same month last year 113; Chinese 293, against last year in the same month 233.

H.B.M.'s Consul has requested that a description of all unemployed foreigners might be sent to him weekly for transmission to the Taotai, that in case such were found in the surrounding country they might be appehended. The committee pointed out to H.B.M.'s Consul the danger that might arise from this being done, as the Chinese authorities might mistake descriptions, of using the descriptions as a lever against foreigners, apprehend respectable people, H.B.M.'s Consul still however requesting the information, they disclaimed any responsibility in the matter but instructed the Superintendent of Police to make the required return of British subjects only.

The Works Committee reported that the engagement of Mr. Clark as Municipal Engineer expires on the 4th of June next, and at his request they have allowed it to terminate on the 28th of February. An engagement of three years has been made with Mr. E. H. Oliver to act in the place of Mr. Clark subject to the approval of the Council. The engineer is preparing a report on the public works undertaken during the past Municpal year.

HONG KONG.

The present mail brings intelligence from Hong Kong to the 1st March. No later news had been received from Europe since the departure of the French mail on the 26th February, and during that short period nothing of importance had transpired.

The *China Mail* has commenced the issue of a weekly return of piracies, the first instalment of which is as follows:—

Return of Piracies from 9th to 16th February, 1866.—Feb. 11, Chin Chin, Hamburg schooner, attacked in Ly-ee-moon Passage; three men wounded, one man missing, cargo untouched; Feb. 11, Johanna, Sarah Maria, and Resolution, attacked off S. E. Lema Islands, reported by a pilot as seen engaged with pirates; result unknown.

The *Daily Press* gives the following interesting particulars of the late cruise of the gunboat *Opossum* in search of pirates. The cruise seems to have been very successful.

Lieut. St. John has in one week captured sixteen junks, forty prisoners, fifty-three guns, has burnt a pirate village, and liberated twenty-seven captives,—a week's work to be proud of, indeed. On Saturday, the 10th, Lieut. St. John applied for leave, and received permission from the Admiral to go out for a cruise. He did not at that time know of any projected operations on the part of the pirates, and intended simply to look around and see what was going on. His fires were no sooner up, however, than some of the native merchants sent off to inform him that a number of pirate junks were lying at a place called Pak-shui, on the west coast, a little beyond Macao. In that direction, therefore, he steered, and yesterday week flushed the birds he was in search of. At the head of a small creek stood the village, guarded by a battery of three guns, —one of them a 55-cwt. gun, throwing a 24 lb. shot,—and anchored off it lay the piratical junks, fifteen in number. They were all armed, some of them heavily. In all they carried forty-three guns, most of them 18-pounders. They were manned by 200 men, and it must be acknowledged were not a bad match for one boat with only three guns on board, manned by about seventeen or eighteen Europeans, even though these were British seamen. Lieut. St. John came in so that as he ran down on the junks they were end on to him, and their guns being all in the broadside, consequently useless. As soon as he came within range, he opened a flank fire on the battery, and in a very short time its defenders cleared out. This was the signal for the men in the junks to do the same. The whole two hundred scrambled on shore, and made off into the interior, leaving the vessels a prey to the gunboat. Lieut. St. John landed with a small party of men from the gunboat, and while he was on shore, as we understand, the explosion took place on board one of the junks by which the warrant officer of the *Opossum* was wounded. He was engaged setting fire to the vessel when a jar of powder standing on the deck took fire. There was no explosion in the ordinary sense of the word—that is, no material were thrown about, and the gunner was burnt by the flame of the powder, and by a succession of smaller explosions which followed. A boy who was with him jumped overboard and escaped with but few injuries, but the gunner could not swim and had to run on in the junk. A marine was wounded in another explosion while setting fire to a junk which had been hauled up on shore. After the work had been performed, when the pirates were all out of the way and the *Opossum* was busily engaged destroying their craft, a fleet of forty Mandarin junks came round the point. It seemed that the Imperial men-of-war had been twice beaten off by the pirates of Paksui, and were coming down this time in force. The one English gunboat, however, had accomplished the task out of hand, and there was nothing left for the Chinese but to profit by the victory. They landed 1,600 men, and burnt the village, and Lieutenant St. John handed over to them the greater number of the captured junks and guns after having destroyed the rest. He then went to Macao, and sent back his wounded men to Hong Kong. During the whole of Monday he remained at Macao, but Tuesday morning saw him down the west coast again. On Wednesday, off a place called Imum, he fell in with a large heavily-armed junk, about thirty feet longer than the *Opossum*, carrying eight guns (one 50 cwt., one 30 cwt., and the others 12-pounders), big enough to have hoisted Her Majesty's small ship *Opossum* on board altogether, if she had had the proper machinery. This junk it was at once recognised as the vessel of which the gunboat, on information received, was in search. When she was stopped, her owner was prepared with all the documents necessary to prove him a most respectable trader, only carrying guns for his own protection; but it happened that Lieut. St. John had on board the Chinaman who really owned the vessel. She had, it seems, been entrusted to the man now found in possession of her, who had never afterwards accounted for her to his owner, but had turned pirate instead. When confronted with the Chinese merchants on board the *Opossum*, he saw that his game had been "played out," and resigned himself to his fate with Asiatic fortitude. He made no further attempts to defend himself either by arguments or physical force, and together with forty companions was con-

Digitized by Google

ducted by the *Opussum* to Quang-hei, and given over to the Mandarins. By them he was recognised as a man of great influence on the west coast. He and his crew will be sent on to Canton, and there is no reason to doubt the fate that awaits them. The captives we spoke of above were released at Pak-shui before the village was burnt.

Such exploits as these must have a tendency to diminish the prosperity of the piratical profession, though of course we must not expect that even many such will put an end to attempts on vessels leaving this harbour. While the pirate has so much in his favour, there is no reason to suppose that even if the trade be made more hazardous than it is now it would be abandoned. Piratical junks may come and go in this harbour as they please, and no questions are asked them. While every harmless British or other European vessel is bound under heavy penalties to explain herself at the harbour master's office within a short period after her arrival, native crafts are exempt from the necessity, and are free of the port, as if they owned it. There is nothing to prevent Chinese from establishing a piratical firm with chief offices in the Queen's Road, and the vessels of partners lying off the praya, ready to set sail whenever the departure of a weakly armed merchant ship might make it worth their while to put to sea. Whether there are any such firms in existence we do not know, but we are assured on good authority that it is a common thing for the pirate junks to lie in this harbour, waiting for the departure of some vessel they had previously "spotted." We are wasting the energies of our seamen in sending them up and down the coast after the buccaneers, if our own harbour regulations permit pirate junks to anchor almost within hail of the Admiral's flagship.

(FROM OUR OWN CORRESPONDENT.)

An unexpected but decisive success has within the last few days crowned the Imperial arms in the adjoining province. You have already been informed, in my previous letters, that the remnants of the Taiping hosts, which, after being chased in the early part of last summer out of the city of Chang-chow-Foo, near Amoy, had entrenched themselves in a strong position on the northern frontier of Kwang-tung, and which, being dislodged after months of effort from that position, wandered along the border-line of the adjacent provinces vainly seeking a road for escape, had at length suddenly doubled back and seized upon the city of Kia Ying-chow, not far from Swatow, where they managed to maintain a bold front for upwards of two months, under the leadership of the last survivor of the Taiping chiefs, known as the Kang Wang, or "Prince of Tranquillity." The Imperial forces, numbering some fifty or sixty thousand "braves," had proved absolutely incapable of meeting the rebels in the field, and a decree from Peking accordingly ordered the Viceroy of Tukien, Tso-Tsung-tang, in whose integrity and military skill great confidence is placed, to cross the frontier and take command of the Kwang-tung forces. His first action took place about the 7th inst., when a lucky bullet wounded the rebel leader, whose death ensued on the following day. His adherents, thrown into complete disorder by his loss, at once abandoned the city of Kia-Ying-chow, and endeavoured, to the number of some fifty thousand, to reach the mountains on the Fukien frontier. They were enveloped, however, by Tso Tsung-tang's troops, and absolutely annihilated in a two days' slaughter. The country people joined the troops in massacring the insurgents who had so long oppressed them, and upwards of twenty thousand corpses are said to have been the result of this bloody fight. Very little resistance was made by the hopelessly disorganised rebels, and the villagers are said (like the Spanish peasantry during the Peninsular War) to have actually seized and butchered batches of them, whose lives had already been spared by the braves. Upwards of twenty thousand prisoners still, however, remain in the hands of the Imperial leaders, including seven or eight hundred chiefs of different ranks. This brilliant success, which effects the final extinction of the last vestige of the great rebellion, was at once reported to Peking by couriers bearing the red flag which publishes the news of a signal victory.

The above intelligence has just reached me, and I have no further details. It affords a singular illustration of the often noted facility with which the Chinese administration rights itself, even when apparently on its beam ends and thoroughly hopeless. The condition of affairs in Kuang-tung has appeared serious enough of late to excite even apprehension for the safety of Canton itself; but a lucky blow has dispelled all danger, and the mandarins are on their feet again. It is noteworthy that this final annihilation of the rebellion has been accomplished without European assistance of any kind. Tso Tsung-tang, the successful general, has steadfastly repelled the offers of assistance that have been tendered him by our French friends, having learnt a wholesome lesson from them, while Governor of Che-kiang, in which capacity he had to do with the notorious D'Aiguebelle. A strong effort was made by the latter only a months ago to induce his former employer to engage his services once more, but a steadfast refusal met him, it is said, and also his ally and Counsellor, M. Giquel, a Frenchman in the Customs service. The success which has now rewarded Tso Tsung-tang's efforts will increase his influence at Peking, where already he reigns, in conjunction with Tseng Kwo-fan and Li Hun-chang, almost supreme.

Nothing has been heard respecting the movements of Sir R. Alcock since his arrival in the North, and the consolidation of friendly relations has been so far proceeded with as to leave him no great question to deal with. An absurd rumour appears to have reached England with respect to the dismissal of Mr. Hart from the direction of the Foreign Customs. Nothing could be further from the truth; and the rumour probably arose only from a mendacious paragraph in the *Daily Press* of this place, a journal so noted for its manufactured news (under its late management at least) as to be unworthy of the slightest credit. The Chinese Government have, it is believed, no intention of dispensing with Mr. Hart's services, although it is probable that on the conclusion of the indemnity payments (now close at hand) they will materially reduce the *personnel* of the Customs service. The expenses have become so enormously swollen as to attract attention, and the unnecessarily high salaries paid will, it is said, be sensibly reduced. Mr. Hart himself is reported to be in receipt of emoluments to the extent of some £20,000 sterling per annum. His pay is about one-fifth of that sum. There is no doubt, however, that whatever the cost of the foreign Customs service, the benefit it confers upon the Chinese Government far outweighs the question of expense.

The official returns of the Canton Custom-house have just been published for the year 1865, and I extract a few figures to indicate the course of trade. The following table is instructive :—

COMPARATIVE STATEMENT OF THE VALUE OF TRADE AND AMOUNT OF DUTY AT CANTON FOR THE YEARS 1860 TO 1865.

Total Value	Imports in Mexican Dollars.	Exports in Mexican Dollars.	Exports and Imports.
For the year 1860 ..	$18,415,727 ..	$16,257,623 ..	$34,673,350
„ 1861 ..	12,977,353 ..	15,811,512 ..	28,788,865
„ 1862 ..	10,580,928 ..	17,742,590 ..	28,323,518
„ 1863 ..	9,505,285 ..	16,083,062 ..	25,588,347
„ 1864* ..	8,192,795 ..	13,659,177 ..	21,851,972
„ 1865† ..	10,556,602 ..	18,054,557 ..	28,611,159

The receipts of duty have been as follows :—

TOTAL AMOUNT OF DUTY IN HAEKWAN TAELS.

1860	Tls. 1,496,293	1863	Tls. 926,315
1861	1,230,296	1864	727,889
1862	1,089,308	1865	843,892

From the above tables it will be seen that the depression in the trade of Canton continued progressively from the date of the opening of the Yangtze and northern ports until the close of 1864. In 1865 an improvement is shown, and this corroborates the general opinion that Canton has touched its lowest point, and will now recover, in some measure, its former importance. As the inconveniences attending the riverine trade of the Yangtze become recognised, the facilities offered by Canton are likely to recall a considerable portion of its former business; besides which, the trade in Canton teas and silk is yearly extending itself. A token of returning prosperity is noticed in the commencement of several new buildings on the hitherto almost vacant Shameen site.

The anticipations conveyed in my last respecting the alarm displayed at Hankow have been realised, and the panic which prevailed there a month ago appears now to have been based on slight grounds. The marauding braves have done much injury, it appears, in the surrounding country, but it is doubtful whether Hankow itself was ever in serious danger.

Another catastrophe, precisely similar in its nature and results to that on board the British ship *Pride of the Ganges*, carrying emigrants to Demerara, has occurred on board the French coolie ship *Hong Kong*, from Canton for Cuba. On the second day out, the coolies rose and succeeded in gaining possession of the vessel. The captain was dangerously wounded, and a portion of the crew escaped in one of the boats, in which they reached Macao on the 23rd inst. On the

* Also 2,625,045 dols. treasure imported. † Also 3,421,114 dols. treasure imported.

Digitized by Google

news being brought to Hong Kong by the French Consular Agent of Macao, application was made by the French Consul to the Admiral for the services of a gunboat to proceed in search of the vessel, and the *Firm* was at once despatched, in company with the chartered steamer *Fei-seen*. The vessel was found some miles to the westward, and has been brought in. The particulars of the rising have not yet become public.

STRAITS OF MALACCA.

SINGAPORE.

Dates are to the 8th of March. The London mail of the 26th January arrived out on March 4.

The Governor, Colonel Cavenagh, returned from Penang on the 28th of February, and is again resident at Singapore. Sir Richard McCausland, for the last ten years Recorder of Singapore and Malacca, would take his final departure by the next mail steamer, probably on the 22nd of March. He would be entertained at a public dinner on the 17th, to which every resident in the place would sit down. It has been officially announced that Sir Benson Maxwell, who has held the appointment of Recorder of Penang during the len years that Sir Richard McCausland has officiated at Singapore, will succeed the latter as Recorder of Singapore and Malacca.

Captain J. O. Mayne, R.E., Superintending Engineer, gave over, and Mr. J. Bennet, Executive Engineer, 3rd Grade, received charge of the Singapore division on the 1st March ; and Mr. A. Bremner, Sub Engineer, 2nd Grade, succeeded the latter in charge of the Penang division and office of Superintendent of Convicts on the 20th February. One of the principal topics here of late (observes the *Straits Times*) has been the prevalence of piracy in the neighbourhood, and this not only in the China sea, but in the creeks and coast lines of the Malay Peninsula not a day's sail from Penang. Of course these Malay piracies neither equal in extent nor atrocity those perpetrated by the pirate junks of the China sea, but they are notwithstanding a serious check upon a large portion of the native trade, especially of Penang. The Penang merchants call upon Government to station a gunboat there to act as a deterrent, but Government unfortunately are not in a position to do so, and even if they were, it is not quite certain that the desired result would be attained. We are afraid that the recommendation given to the larger craft trading in China waters must be repeated to the native prahus and pukats in the Straits, and that if they wish immunity from attack, they must go better armed on their commercial excursions.

A large fire broke out on Sunday morning, March 4, in Battery Road, in the godowns occupied by Messrs. Macdonald and Co., and Messrs. Barsoe and Ottzen. An alarm was quickly given, and the police fire engine soon made its appearance on the scene of action. Much delay was at first caused by the necessity of breaking open some of the doors before the fire could be reached, and when that was done the supply of water was very small, owing to it being low tide ; however, one engine was soon placed in the bed of the river to pump the water into another, and soon a large stream of water began to pour on the flames. A party of sailors from H.M.S. *Coquette* arrived to render assistance, and were of great use in helping to remove property from the vicinity of the fire. A number of artillerymen and sepoys were also present. By 2.30 A.M. the fire had completely burnt the back godown of Messrs. Barsoe and Ottzen, and was raging with little hope of abatement in that of Messrs. MacDonald and Co., and fears were entertained that the fire would spread. Fortunately, however, there was little wind, and the party walls of the godowns being tolerably thick, a sufficient barrier was opposed to the further progress of the fire, so that about 5 A.M. it was completely subdued. About $70,000 worth of property was destroyed in all.

The following narrative may account to the disappointed for the non-arrival of letters in England :—Shortly after the departure of the mail for Europe yesterday afternoon, Feb. 23, a gentleman in the employ of a mercantile firm found on the floor of a room underneath the office, part of a draft which had been enclosed in a letter for Europe. On searching the room he discovered a number of letters which he supposed to have been posted, all having the portion of the cover to which the stamps had been affixed torn away. An inspector of police was sent for, and on inquiry it was found that the head peon to whom the letters were entrusted for posting had gone to his house on excuse of sickness. The inspector followed, and found the man sitting in a room with several other Klings. He was highly indignant at being suspected, but on removing his hat he endeavoured to take out the contents, and his hands being seized the torn envelopes with the stamps still on them were found in his possession, whilst the cloth lined envelopes which he had been unable to tear were still entire, the contents having been thrown away. In a desk in the room were found some stamps on which the name of another firm was stamped in blue ink, and from the appearance of them they seemed to have been washed for the purpose of obliterating the name. The firm have reason to suspect that it is not the first time their letters have been destroyed. The case is a very bad one, and the man will unquestionably be severely punished. It will be important to discover where the man has disposed of the stamps, if he has stolen them before this instance, as he would, in all probability, sell them in Singapore, and the purchaser must have suspected that they were not honestly obtained, as their appearance must be injured in tearing them from the covers. In Singapore it is the custom to trust native persons to receive and post letters, but in Batavia it is a rule with some, and, we believe, most of the mercantile firms, to entrust this only to European clerks, and this being the second case of the kind that has been detected, some precaution of this kind will probably have to be adopted.

The very handsome and commodious rooms recently secured for the Singapore Club, were formally opened on the 27th of February, by a tiffin, at which the majority of the members were present.

The *Straits Times* has private advice to the effect that Singapore will soon be visited by a Commission of Inquiry from Ceylon, to gather information as to the state of the jail and prisons. The Home Colonial Secretary, it appears, grumbles at the easy labour of the prisoners of Colombo, and is determined to increase its severity. For this purpose he has formed a Committee of the Chief Justice, the Queen's Advocate, the Acting Auditor General, and the principal Civil Medical Officer of Ceylon, who, after having completed the tour of that island, are to visit Singapore, Malacca, and Penang.

The Government are in treaty to purchase the Sarawak steamer *Rainbow*, to supply the place of the *Pluto*, and she is to be taken over after her next trip. On the 23rd February the *Rainbow* got steam up and cruised about the harbour with a party of visitors and officials on board, to test her performance.

The wreck of the French schooner *Charlie et Julie* was sold on the 3rd March for $60. She is lying in about six fathoms of water, but the purchasers no doubt will use a diving apparatus, and if they succeed in stripping her of the copper sheathing they will have made a good bargain, for the vessel is a perfectly new one, being built only about eight months ago.

The clipper barque *Belle of the Southesk*, 548 tons register, Capt. James Mackenzie, which arrived from London on the 2nd March, has proved herself a very fast sailer, says the *Straits Times*, having beaten the Liverpool and Clyde ships which started before her. She left the East India Docks on the 12th November, and had a favourable run as far as Scilly, where she encountered those destructive westerly gales which swept over the British Isles towards the latter end of November, and which retarded her progress until the 30th of that month. She crossed the Equator December 15, passed the meridian of the Cape of Good Hope January 13, and entered the Straits of Sunda February 13th. This fine vessel proceeds at once to China to compete for the first teas of the season ; and as her principal owners are connected with Singapore, we wish her every success.

Births, Marriages, and Deaths.

(Announcements for Subscribers are made free of charge.)

BIRTHS.

ANDERSON—On the 16th Feb., at the Agra Bank house, Hong Kong, the wife of Adam Hay Anderson, Esq., of a daughter.

ATHOLE—On the 25th March, the Duchess of Athole, of a daughter.

BARCHAM—On the 26th March, at Thurgarton, Norfolk, the wife of Robert Barcham, Esq., of a daughter.

BURKE—On the 2nd April, at Marble-hill, Lady Burke, of a son.

CAMPBELL—On the 30th March, at 45, Lowndes-square, the wife of A. H. Campbell, Esq., M.P., of a daughter.

DANA—On the 4th March, at Gettysburgh, Singapore, the wife of Geo. H. Dana, Esq., of a son.

DAVIES—On the 2nd April, at Chelsea, the wife of Mr. W. H. Davies, P. and O. Steam Navigation Company's Agent, Aden, of a son.

DANBY—On the 28th March, at the residence of her brother-in-law, 37, Upper Bedford-place, Russell-square, the wife of S. Danby, Esq., of Calcutta, of a daughter.

EDEN—On the 24th March, at Cotgrave-place, Notts, the Hon. Mrs. Henley Eden, of a daughter.

FRANKS—On the 31st March, at Bedford Lodge, Balham, the wife of Charles Bayley Franks, Esq., of a son.

GODDARD—On the 7th Feb., at Tientsin, the wife of J. Bedloe Goddard, Esq., of H.B.M.'s Consular Service, of a son.

GOODWIN—On the 7th Feb., at Shanghai, the wife of Charles Wycliffe Goodwin, Esq., Assistant Judge of H.B.M.'s Supreme Court for China and Japan, of a daughter.

HALKET—On the 25th March, at Newcastle-upon-Tyne, the wife of Richard Webb Halket, Esq., Hankow, China, of twins—a son and daughter.

Digitized by Google

HANKEY—On the 28th March, at 12, Sussex-terrace, Hyde-park, the wife of Ernest Alers Hankey, Esq., of a daughter.
HIGGINSON—On the 27th March, at Lodge Park, county Kildare, the lady of St. James M. Higginson, K.C.B., of a son.
HILL—On the 22nd March, at 7, Hamilton-place, Piccadilly, the wife of Major Sir John Hill, Bart., 17th Lancers, of a son.
MACKINTOSH—On the 13th Feb., at Shanghai, the wife of John S. Mackintosh, Esq., of a daughter.
McCARTHY—On the 14th Feb., at Shanghai, the wife of John H. McCarthy, of a daughter.
METCALFE—On the 22nd Feb., at Penang, Straits Settlement, the wife of Major Ernest Metcalfe, of a son.
PONSONBY—On the 25th March, at the Cloisters, Windsor, the Hon. Mrs. Henry Ponsonby, of a son.
PORTMAN—On the 30th March, at 42, Portman-square, the Hon. Mrs. Portman, of a daughter.
SHORT—On the 28th Feb., at Chatsworth Sree Menanti Estate, Singapore, the wife of Septimus Short, Esq. (Manager of the Chartered Mercantile Bank of India, London, and China, Singapore), of a son.
TYERS—On the 29th March, at Brixton, the wife of Mr. Richard R. Tyers, late of Shanghai, China, of a son.
WILLGOSS—On the 4th April, at Surbiton, the wife of Henry Willgoss, Esq., of a daughter.

MARRIAGES.

CORRIE—WYATT.—On the 24th Feb., at St. John's Cathedral, Hong Kong, by the Rev John Wilson, R.N., Acting Colonial Chaplain, Captain William Taylor Corrie, 11th Regiment, to Rona Antoinette Fanny, eldest daughter of Colonel L. Wyatt, 11th Regiment.
DICK—LAURIE.—On the 10th April, at the National Scotch Church, Regent-square, by the Rev. James Hamilton, D.D., Thomas Dick, Esq., Commissioner of Customs in the Chinese Service, to Margaret, daughter of W. F. H. Laurie, Esq., W.S., Edinburgh. No cards.
DOHMEN—BONHOMME.—On the 3rd April, at Maestricht, Holland, Martin Dohmen, Esq. of H.M.'s Civil Service in Japan, to Valérie, second daughter of the late Jean Théodore Napoléon Bonhomme, of Maestricht. No cards.
ELLIOT—BARNABY.—On the 13th Feb., at St. John's Cathedral, Hong Kong, by the Rev. John Wilson, Acting Colonial Chaplain, Sergeant James Elliot, 2nd Batt. 9th Regt., to Mary Anne Barnaby.
FEARON—HUTTON.—On the 17th Feb., at St. John's Cathedral, Hong Kong, by the Rev. John Wilson, R.N., acting Colonial Chaplain, Robt. Ingus Fearon, Esq., to Mary, eldest daughter of Charles Hutton, Esq., of Convendish-place, Bath. No cards.
HART—RUSSELL.—On the 8th Feb., at Shanghai, by the Rev. C. H. Butcher, M.A., John William, eldest son of the late John Hart, Esq., of Kirkdale, Liverpool, to Margaret Anne, fourth daughter of the late Thomas Russell, Esq., of Greenheys, Manchester, formerly of Dunfermline.
SHAW—MEAD.—On the 5th April, at Pulborough parish church, by the Rev. George Mead, brother of the bride, John A. J. Shaw, Esq., late of Hankow, to Juliet Elizabeth, youngest daughter of the late Rev. T. W. Mead, Vicar of Studham, Herts, and of Great Haughton, Hunts.
VERE—HALKETT.—On the 22nd March, at St. John's Episcopal Church, Edinburgh, by the Very Rev. Dean Ramsay, Charles Edward Hope Vere, Esq., second son of the late James Joseph Hope Vere, Esq., of Craigie Hall and Blackwood, and the Lady Elizabeth Hope Vere, to Julia, daughter of Major-General J. Craigie Halkett, C.B. Ravelrig.

DEATHS.

CAMPBELL—On the 28th March, of bronchitis, after a week's illness, Colonel Colin Campbell, Retired List, Bengal Army, only surviving son of the late John Campbell, of Inverliever, Argyleshire, aged 62.
CUMMING—On the 24th March, at Fort Augustus, Inverness-shire, Roualeyn George, second son of the late Sir William G. Gordon Cumming Bart., of Altyre and Gordonston, aged 46.
EDKINS—On the 31st Jan., at Peking, Elizabeth Jane Louisa, only child of Rev. J. Edkins, aged 19 months.
FAIRHOLT—On the 3rd April, at 22, Montpelier-square, Brompton, Frederick William Fairholt, F.S.A., after a long and severe illness.
HOBSON—On the 24th March, at Walton Bank, Ashbourn, Walter Shirley, youngest child of the late Rev. John Hobson, British Chaplain at Shanghai, China, in his 6th year.
KINGSLEY—On the 23rd Feb., at the General Hospital, Hong Kong, M. Kingsley, Corporal 2nd Batt. 11th Regt., aged 26 years, of hydrophobia.
MCCLELLAND—On the 29th March, at Upper Norwood, Surrey, James McClelland, jun., Esq., of Glasgow, eldest son of James McClelland, Esq., of 73, Kensington Gardens-square, London, aged 34.
PARKER.—On the 15th March, at Madeira, where he had gone for the benefit of his health, Sir George Law Marshall Parker, Bart., Lieut. in H.M.'s 3rd Goorkha Regt., aged 25.
RENNIE—On the 30th March (Good Friday), at 39, Wilton-crescent, George Rennie, Esq., C.E., F.R.S., in the 75th year of his age.
ROME—On the 21st March, on board the steamer Pera, near Malta, James Christopher, eldest son of James Rome, Esq., Calcutta, aged four years.
STARK—On the 19th Feb., at Buitenzorg, Java, Robert Stark, Esq., of Batavia, late of Singapore, aged 30 years.
TAVARES—On the 15th Feb., at Shanghai, Abel, the infant son of L. A. Tavares.
TRENCH—On the 25th March, at Nice, aged 81, the Hon. Letitia Susanna, widow of the Hon. Sir Robert Le Poer Trench, K.C.B., K.T.S., and daughter of Robert first Baron Clonbrock.
WEBSTER—On the 27th March, at Brighton, Lady Vassall Webster, widow of the late Sir Henry Vassall Webster, Knight, K.T.S., aged 69.

COMMERCIAL REPORT.

CHINA EXPORTS.

TEA.—CANTON.—The excessive dulness mentioned in the last report still continues, the Chinese holidays being scarcely over and the teamen with few exceptions have not returned, so that hardly any transactions have taken place. No more Country Congous have come down and no Country Greens are expected, as the extreme prices paid in the North induce the merchants to have them forwarded there. In Canton-made Teas there have been sales of about 900 boxes Scented Orange Pekoe at 21½ taels, and the same quantity of Scented Caper at 11 taels. The stocks are uncertain.

AMOY.—The Amaranth having cleared for New York, the market may be considered closed for this season. Oolong and Ankoi: 1,666 pkgs. have been settled during the last few days at $15 to 29 per picul for fair Ankoi to good cargo Oolong. These rates show no change on previous quotations. Arrivals, sales, and stocks to date are:—

	This Season.	To same time last year.
Congou	.. 36,180 pkgs.	41,515 pkgs.
Ooolong and Ankoi	.. 96,106 „	108 807 „
Pl. Or. Pekoe ..	.. 1,476 „	1,348 „
	Settlements.	Stocks.
Congou	.. 36,180 pkgs.	Nil.
Oolong and Ankoi	.. 95,225 „	891 pkgs.
Pl. Or. Pekoe ..	.. 1,406 „	70 „

FOOCHOW.—The only settlements to report are: Congou, 280 chests and 125 half-chests at 10 to 16 tls.; Pekoe, fair even leaf, 100 chests at 26 tls. Total sales and contracts of Congous since May 8, 1865, and stock on 23rd February, 1866:—Dust and broken leaf, 76,756 chests; common to good common, 78,208 chests; flavory to good flavory, 308,378 chests; second-class Kaisow, 73,062 chests; good to fine, 45,765 chests; finest, 7,758 chests; total, 589.937 chests.

SHANGHAI.—Black Teas: Two chops of Hohow at 19 taels, one chop of Oonam at 22 taels, and three parcels of Oopack Dust at 9¾ to 12½, taels, in all 2,100 chests, comprise the settlements for the fortnight. Reshipments have been only 160 chests, and the stock is reduced to 700 chests. Total shipments from 1st June to date (including Hankow reshipments) 268,000 chests, against 71,500 chests at same date last year. Quotations are:—Hohow, common to good, 19 to 22 taels; Oonam, common to fair, 21 to 24 taels; do., good, 26 to 27 taels; Ningchow, fair to good, 26 to 30 taels. Green Teas: Owing to the intervention of the Chinese holidays business has been almost suspended. The only transaction has been the purchase of two small chops, and holders continue firm for previous rates. Arrivals have been trifling, and the stock remains much as last stated. Settlements have been 414 half-chests Fychow at 40 taels, and one chop local packed at 30 taels. Reshipments have not exceeded 800 half-chests and the stock consists of 22,000 packages Fychow and Moyune and 2,000 half-chests local packed teas. Total shipments from 1st of June to date—244,500 half-chests, against 187,600 half-chests same date last year. Quotations are:—Gunpowder: Fychow and Moyune, cargo, 35 to 40 taels; superior, 42 to 50; fine, 52 to 60; finest, 65 to 75 taels. Imperial: Cargo, 32 to 34 taels; superior, 36 to 42; fine, 44 to 48 finest, 50 to 54 taels. Young Hyson: Cargo, 24 to 28 taels; superior, 30 to 38; fine, 40 to 46; finest, 48 to 55 taels. Hyson: Cargo, 32 to 40 taels; superior, 42 to 50; fine, 52 to 60; finest, 62 to 75 taels. Twankay: Cargo: 17 to 20 taels; superior, 21 to 24; fine, 26 to 28; finest, 28 to 30 taels.

HANKOW.—The latest date is the 13th instant. There had been no arrivals of tea from the country, but a small quantity of Dust (contract) had been shipped to Shanghai. Total shipments to date: 678 chops or 327.700 chests or 33,195,600 lbs., against 752 chops or 373,900 chests or 37,337,300 lbs. to same date last year.

KIUKIANG.—Black Teas: The settlements comprise two small chops, one of 168 chests Hohow at 14 taels, and the other of 448 half-chests, Ningchow at 23 tls. Total shipments to date—119,300 chests o 9,217,500 lbs., against 120,800 chests, or 9,670,600 lbs. to same date las year. Green Teas: In these kinds there were no settlements to report, and musters had not been generally shown, the teamen preferring to ship direct to Shanghai. Quotations accordingly are nominal. 3,200 packages had been shipped, chiefly contracts, and the stock had increased to 13,000 half-chests, against 134,000 at same date last year. Shipments, however, exceed last year's by 58,000 packages. There is said to be but little more to come forward, and the total production will probably be 80,000 to 90,000 packages short of lost season's. Quotations were—Fychows and Moyunes common to fair, 30 to 38 tls.; fine to finest, 39 to 43 tls. Total shipments to date—124,200 half-chests or 7,453,400 lbs., against 66,200 half-chests or 3,908,300 lbs. at same date last year.

YOKOHAMA.—Since the last report the tea market has been quiet, the settlements for the fortnight amount to about 2,000 piculs for the American market. Prices are about the same as last quoted, and during the past few days nothing has been done at all in consequence of the approach of the New Year holidays. The Japanese, however, are very firm in their demands, and refuse to accept lower prices for their produce. The quotations are:—Fine, $36.00 to 38.00 per picul; Good Medium, $31.00 to 35.00; Medium, $27.00 to 30.00: Good Common, $24.00 to 26.00; Common 20.000 to 23.00; Ordinary, $12.00 to 20.00. The stocks are estimated at about 1,500 piculs.

RAW SILK.—The quantity of Raw Silk shipped for Europe by this opportunity is 180 bales, and 2 cases for Southampton, and 87 bales for Marseilles. 240 cases are taken for Bombay.

CANTON.—Very few settlements have taken place during the fortnight, and all kinds are now very difficult to obtain. There still remains in stock a small quantity of the commoner descriptions, which are reported to be wanted for native consumption. The stocks are very light, amounting to about 350 piculs. Quotations are:—Lack-low, $635 per picul; Cumchuck, $635.

SHANGHAI.—Owing to the Chinese holidays having caused a cessation of business, there are no transactions to report since the last report, so that quotations are purely nominal at former rates, the only alteration being the advance in exchange. Total settlements since 1st January. Chinas, 1,600; Japans, 1, 844. The quotations are—Tsatlees, No. 1, Tls. 650 to 655 per picul; No. 2, Tls. 630 to 635; No. 3, Tls. 610 to 615; Taysaams, No. 1, Tls. 530 to 540; No. 2, Tls. 500 to 510; No. 3, Tls. 460 to 470; Yuenfas, No. 1, Tls. 580. Stock, 1,000 bales.

YOKOHAMA.—The advices of the European mail of December 12th and 19th had no effect on prices. On the contrary, the native holders have gradually become weaker with the approach of the native holidays, as by this period they are in want of money to settle their accounts, and in several instances purchases even below former quotations have been made. The decline on former prices has however been less considerable than could have been anticipated, owing to the native holders having been able to secure considerable amounts in advance for silk deposited with foreign houses. In Mybash, extra qualities become scarcer as the season advances, and we can hardly look for any arrivals of magnitude before the new campaign. The majority of purchases for the fortnight consists of Mybash of current and inferior quality. Arrivals for the fortnight are 286 piculs. Settlements (included deposited silk) 538½. Stocks in holders' hands are 100 to 200, but, with what is deposited in foreign godowns against advances, may be called 700 piculs. The quotations are:—Ida, medium, $800 to 850; do., inferior, 850 to 870; Mybash, best parcels offering, 920 to 990, and medium, 820 to 870; Sinchu, inferior, 760 to 890; Oshio, best, 850 to 880; do., medium, 800 to 820; Sodai, best, 820 to 850; Coshu, best, 750 to 770.

DRUGS, &c.—CANTON.—Cassia Lignea: Quotations $18.60 to 18 35, butmerely nominal, as there are no stocks. Cassia Buds: $42, dull of sale, and only 50 piculs. Galangal: $2 to 2.50, at which prices 300 piculs remain on offer. Cassia Galls: Nominally quoted at $18 to 19. Star-anniseed and Essential Oils: None. Vermilion: $38½ per box of 50 catties. Rhubarb: Without fresh supplies and no transactions.

Digitized by Google

Musk: A recent arrival of 20 catties might perhaps be obtained at somewhat reduced terms.

CAMPHOR.—HONG KONG.—The previous reported stock of 2,000 piculs, Formosa, turns out to be only 1,500 piculs, of which 450 piculs have been sold at $26 packed, leaving a stock on the market of about 1,000 piculs for which the same price is asked.

COTTON.—HONG KONG.—The effect of the Chinese new year has not passed off, and the market is hardly open. Sales have consequently been very small, not exceeding about 1,000 bales—Bengal at $22.50 to 24.50, and 2,000 bags China sorts at $26.50 to 29. A recent arrival of 1,500 bales from Bombay was not of a good quality. Holders are firm, the Calcutta supplies having been checked, but renewed activity is expected before long. Quotations—Bengal, $22.50 to 25; Bombay, $23 to 25; Chinas, $26.50 to 29. The stock of Indian cotton is estimated at about 25,000 bales, and that of China sorts at 15,000 bags.

CANTON.—A further rise has taken place in this market, and a good business has been done considering the time of year. The settlement for the fortnight have been 140 bags Shanghai at 20 to 21½ taels, 200 bags Ningpo at 21 to 21½ taels, 650 bags Shantung and Tientsin at 20½ to 21½ taels, and 680 bales Bengal at 16¼ to 20 taels. The stock amounts to about 4,000 bags China Sorts, and 1,600 bales Bengal.

AMOY.—Northern Cotton: Arrivals from Chefoo have tended to lower the market, but we do not expect any material decline. Quotations, fair to good Shanghai, $28¼ to 30¼. Chefoo, $29 to 31. Ningpo and Tientsin, $29¼ to 31¼. Stock in native and foreign hands 5,381 bales. Bengal Cotton: Has been sold at $25½ per picul, and is now worth $24 to 26 per picul. Stock 150 bales.

SHANGHAI.—Two vessels have cleared with 9,648 piculs tor Liverpool, and there are three more on the berth; the market remains steady at 19 to 20 taels per picul.

CHINA IMPORTS.

HONG KONG.

GREY SHIRTINGS.—About 1,500 pieces of the reported clearances were sold at auction on underwriters' account, and 4,000 pieces "to arrive." 7 lbs., $4.20 to 4.25; 8 lbs. 4 oz., $4.75 to 4.90. White Shirtings: 1,000 pieces were sold at auction as damaged goods. T-Cloths: Sales include 500 pieces of 5 lbs. goods. American Drills, &c: None here. Quotations nominal.

WOOLLENS.—Have been neglected during the fortnight. Quotations are:—Spanish Stripes, $0.80 to 1.10; Long Ells, H Scarlet, $10.50 to 10.75; HH Scarlet, $10.25 to 11.0; Assorted, $10 to 10.50; Camlets, S, $23.50 to 23 80; BBB, $24.50 to 25.50. Deliveries small.

METALS.—Nail Rod Iron has been in good demand. Lead has attracted less attention, but holders are nevertheless very firm. 1,300 piculs have found buyers in Canton. Quicksilver: No sales reported.

COALS.—There are no sales of English or Welsh Coal to report. Australian and Formosa Coal have found buyers at high rates.

RICE.—Has been in good demand amongst Chinese, and clearances compare favourably with last fortnihgt's. 83,000 piculs of reported sales were Saigon grain.

EXCHANGES ON LONDON.

[For dates, see first page.]

		Bank.	Private.
At Yokohama	6 months sight.		
At Shanghai (per Tael.)	6 ditto	6s. 4¼d. to 6s. 4½d	6s. 4¾d. to 6s. 5d.
At Canton, At Hong Kong, At Macao	6 ditto	4s. 7½d.	4s. 7½d. to 4s. 8½d.
At Singapore	6 ditto	4s. 7d.	4s 7½d. to 4s. 8d.
At Manila	6 ditto		

At Shanghai, Bills on India, Rs. 300 to 302 per 100 taels. At Hong Kong, Rs. 217 to 218 per $100. Bar Silver at Shanghai, 111 taels; at Hong Kong, 11 per cent. prem. Mexican dollars at Shanghai, taels 73 per 100; and Exchange on Hong Kong, 27¼ discount. Hong Kong and Shanghai Bank shares, 11 per cent. prem.; Gas Company in demand at 30 per cent. prem.; Hong Kong and Whampoa Docks, 40 prem.

SHIPPING INTELLIGENCE.

ARRIVALS.

At YOKOHAMA.—From Amsterdam: Feb. 3, Batavia; from Rotterdam, 13, Maria.

At SHANGHAI.—From Liverpool: Feb. 11, Locket; from Cardiff, 9, Whampoa; 12, Wynona; 13, John Bunyan; 17, Nelly, Winna; from Swansea, 11, James Wishart; 9, Moldavian.

REPORTED BY TELEGRAM.—From London: March 2, Min; 12, Taeping.

At HONG KONG.—From England: Feb. 16, H.M.S. Serpent.

REPORTED BY TELEGRAM.—From Rangoon: March, Ariel.

At MANILA.—None.

At SINGAPORE.—From London: March 2, Belle of Southesk; from Liverpool, Feb. 23, Cambrian; from Cardiff, 24, Pieter Adolf.

DEPARTURES.

From YOKOHAMA.—For London: Feb. 10, Medina: For New York: 10, Louisa Bragington.

From SHANGHAI.—For London: Feb. 14, James Shepherd; for Liverpool: 11, Empress; 12, Aerolite; for New York: 13, Catalpa.

From FOOCHOW.—For New York: Anglo Saxon.

From HONG KONG and CANTON.—For Havana: Feb. 19, Hong Kong.

From MACAO.—For London: Feb. 13, Queen of the Age; 23, Emilie; for Havana: 11, Constantin; 14, Guadaloupe.

From MANILA.—For New York: Feb. 13, Endeavour; 14, Santee.

From SINGAPORE.—For London: Feb. 24, Golconda; 26, Jane and Anna (via Penang); For Falmouth: 24, Rio de Janeiro; 27, Spy; for New York: March 1, Apodina; for Boston (via Penang): 8 Orpheus.

VESSELS LOADING.

At YOKOHAMA.—For New York: Spirit of the Deep.

At SHANGHAI.—For London: Jubilee. For Liverpool: Scawfell, Maiden Queen.

At FOOCHOW.—None.

At HONG KONG and CANTON.—For London: Fort Regent. For New York, Eastward Ho.

At MANILA.—For London: Margaret Wilkie. For New York: Enock Train.

At SINGAPORE.—For London: Moneka, Como, Peter Adolph. For Liverpool: Fortuna. For New York: Orpheus.

FREIGHTS AND CHARTERS.

YOKOHAMA.—To London: £3.

SHANGHAI.—Rates for the Coast remain firm, and available vessels in port are not sufficient for the demand. An improvement is expected in home charters. To London and New York the rate is £2. 10s. per ton, and to Liverpool £2. 2s. 6d. to £2. 5s.

HONG KONG AND CANTON.—The amount of tonnage in harbour is rapidly diminishing, and the increasing inquiry for small vessels induces the masters to look for still higher rates. In home charters a good demand from the Philippine Islands is to be reported, and some settlements have taken place at £3. 10s. to £4 per ton. For London direct the Fort Regent has been put on the berth at £2. 15s. per ton. For the United States the rate remains at £2. 10s. According to the circular of George Holmes, the estimated number of disengaged vessels in harbour is 25, representing 11,653 tons.

SINGAPORE.—The demand for vessels has considerably diminished, and the business done in charters has been small, with a gradual decline in rates. Vessels on the berth for home are getting £1. 10s. per ton for tin, £2 for gambier, and £2. 10s. light cargo.

VESSELS PASSED STRAITS OF SUNDA.

From ENGLAND AND CONTINENT TO CHINA, &c.— Feb. 12, Albert Victor, Liverpool to Singapore; 13, Black Prince, London to Hong Kong.

From CHINA, &C., TO ENGLAND AND CONTINENT.—Feb. 12, Uranus Macao to Hamburg: Roslin Castle, Singapore to Liverpool; 13, Engel, Hong Kong to Liverpool; 14, Baron Kelner, Macao to Havana; Santa Maria, Manila to Spain; 19, Antoinette, Macao to Havana; 22, Leontine, Singapore to Falmouth; 25, Felix, Singapore to Bordeaux.

From CHINA, &C., TO UNITED STATES.—Feb. 14, Fritz and Anton, Singapore to New York; 16, Quick, Japan to New York; 21, Constantia, Amoy to New York; 25, Endeavour, Manila to New York.

CASUALTIES.

The De Hoop (van Duyn) sailed from Batavia on the 8th of September for Shanghai, and has not since been heard of.

COMMERCIAL POSTSCRIPT.

At the annual meeting of the Delhi and London Bank, the surplus was stated at £27,176, from which two dividends have been declared by the board, making together 9 per cent. for the year, free of income tax, leaving £4,676 to be carried forward. The reserve fund stands at £44,175.

DEPARTURES NOT INCLUDED IN THE TABLES.—April 7, from London for Singapore, St. Andrew's Castle; 9, for Yokohama and Nagasaki, Minnie; 6, from Cardiff for Hong Kong, Glenlee; 7, from Shields for Galle, Cour de Lion; March 10, from New York for Shanghai, Christopher Hall, Lota; 14, Antelope; 15, for Singapore, Powhattan; from Hamburg for Singapore, Luneborg; 7, from Cardiff for Shanghai, Bernhard Carl; for Hong Kong, Birch Grove, Amazone; for Singapore, Dapello; from Liverpool for Galle, Constance; from Shields for Galle, Semiramis; 9, for Singapore, Marie Louise Antoinette; 10, for Chins, Top Smit; 11, from London for Colombo, Neville; 4, from Cardiff for Shanghai, Red Deer.

CLEARED FROM NEW YORK.—March 23, steamship Varuna, Whiting, for Hong Kong.

CASUALTIES.—The cargo of the S. van Heel, Dietz, from Batavia for Rotterdam, which vessel put into Mauritius Feb. 22, having sprung a leak, was more or less damaged and would be sold.

SPOKEN.—Labrador, Manila to Liverpool, Jan. 8, in the Straits of Sunda; Marquita (barq.), Penang to London, 54 days out, Feb. 8, 35 S. 24 E.; Johann Christoph, from Foochow, Feb. 19, 9 S. 14 W.

MISCELLANEOUS.—The Admiralty have invited tenders for the conveyance of 139 tons Naval Stores to Trincomalee, and also of 15 tons Barrack Stores to Hong Kong, both from the River Thames.

APPOINTMENTS.—The Queen has been graciously pleased to appoint Thomas Carew Hunt, Esq., now Her Majesty's Consul at Stockholm, to be Her Majesty's Consul at Bordeaux. The Queen has also been graciously pleased to appoint Peter Barrow, Esq., now Her Majesty's Consul at Nantes, to be Her Majesty's Consul at Kertch. The Queen has also been graciously pleased to appoint Robert Charles Clipperton, Esq., now Her Majesty's Consul at Kertch, to be Her Majesty's Consul at Nantes. The Queen has been graciously pleased to appoint Randal Callander, Esq., now Her Majesty's Consul in the Philippine Islands, to be Her Majesty's Consul at Stockholm. The Queen has also been graciously pleased to appoint George Annesley, Esq., to be Her Majesty's Consul at Hamburg. The Queen has been graciously pleased to appoint Harry Thomas Alfred Rainals, Esq., now Her Majesty's Consul in the Island of St. Croix, to be Her Majesty's Consul in the Philippine Islands. The Queen has been pleased to approve of M. F. von der Heyde as Consul at Singapore for His Majesty the King of Prussia. The Queen has also been pleased to approve of Mr. Magnus Gideon as Consul at St. Helena for His Majesty the King of Denmark.

NAVAL APPOINTMENTS.—Surgeon: Peter M. Rae to the Acorn. Surgeon and medical storekeeper to the Melville Hospital Ship at Hong Kong Geo. B. Newton.

Digitized by Google

NOTICES TO CORRESPONDENTS.

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be authenticated by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

A REGISTER is kept of the addresses of all persons connected with the FAR EAST, and reference can be made to the same by personal application at the office or by letter.

Any information required by Subscribers, in reference to Commercial or General matters in CHINA, JAPAN, SINGAPORE, *and other parts of the* FAR EAST, *will be supplied on application at the Office, where files may be seen of the Journals published in those countries.*

THE LONDON AND CHINA EXPRESS.

PUBLISHED on the departure of the Mails *via* Marseilles on the 10th, 17th, and 26th, contains a Summary of European, American, and General News; Commercial and Shipping Reports, and Special notices of Trade with the FAR EAST.

Subscription 54s. per annum, including Postage. Export Supplement 12s. extra.

The London & China Telegraph.

LONDON, THURSDAY, APRIL 12, 1866.

CHINA.

A TELEGRAM dated Shanghai, 9th March, tells us that "the "Imperial troops have gained a great victory over the rebels in "the North. 50,000 of the latter are said to have been "slaughtered or captured." We know pretty well by this time what a Chinese victory is, and what is the real value of the imposing array of figures that is always presented to us in conjunction with one. When authentic news reaches us regarding this important action, we shall not be surprised to find that less than 50,000 troops were engaged on either side; and that this number included not only the killed and captured, but all those who ran away besides. Still, the tenor of this telegram, combined with a previous one similar in effect, and with intelligence that the last remnant of the TAIPINGS has been routed and dispersed in Kwantung, is sufficient to justify us in believing the star of the IMPERIALISTS to be still in the ascendant. All danger of an attack on Hankow is, we presume, at an end, and for the present we trust the NIENFEI panic will cease to be the leading feature in our China news. An entire cessation of such alarms is of course too much to hope for. What has become of the dismembered bands of TAIPINGS in Kwantung is not clearly indicated, and they may yet prove troublesome. There appears little danger now of their being able to effect a junction with the NIENFEI, or to co-operate in any way with the Northern rebellion. But should any portion of them make a descent on some small town on the coast and convert it into a centre for piratical operations they will prove a dangerous addition to the swarms of these pests that already prey upon the coasting trade. The aptitude possessed by Chinese of almost all classes for resorting to piracy is astonishing; discontented soldiers, discomfited rebels, and starving fishermen equally looking on it as a perfectly legitimate resource when their ordinary avocations fail.

As we go to press we are presented with another telegram from China, dated Hong Kong, 27th of February. This informs us that "KAN WANG, leader of the NIENFEI, was shot on the walls of Krayinchow." It is a great pity that these messages are not forwarded by persons properly conversant with the subjects they have to deal with. Of course, the personage alluded to had nothing whatever to do with the NIENFEI, but was the soi-disant K'ANG WANG, who headed the remnant of Taipings above alluded to; and the city with the mysteriously spelt name is meant for Kia-ying-chow. We now see that the telegram which reached us a fortnight ago announcing that "the leader of the NIENFEI had been shot" conveyed an entirely wrong meaning, and should have been the first intimation of the death of the TAIPING chief.

JAPANESE SILKWORMS' EGGS IN FRANCE.

IT was only the other day that the arrival of Japanese seed in France was looked forward to with feverish anxiety, and the fear that the premature warmth of the weather might cause the worms to appear before they could be provided for was really intense. When the Tycoon's present to the Emperor of ten thousand cards of eggs arrived, an experienced person was sent to examine the precious packages and see that no mischief had occurred, and M. Leon de Rosny, as we mentioned at the time, was commissioned to go and read off the Japanese marks on the cards. The eggs were then worth twenty francs a card, that is to say, sixteen shillings an ounce, the breeders were clamourous, as was said, for the eggs, and, therefore, ten thousand cards, or ounces, were a matter of very serious moment. The eggs were found not only to be unhatched, but in excellent preservation; the Japanese inscriptions were duly translated and recorded by the learned professor, and so far all being satisfactory, the market was open and eager buyers expected, when suddenly the price went down from twenty francs, not to fifteen, or ten, or five, but to *one* franc per card, and at the present moment buyers are not to be found even at that very low figure, a price at which French eggs are commonly sold even in the most prosperous times. The dismay amongst importers is great, as may be supposed; large importations have been made by many persons, some acting in a pure spirit of philanthropy, others in the ordinary spirit of commerce, to supply a demand that no one dreamed would be so soon satisfied; and now the stock on hand which ought to be at the present moment in the hands of the breeders is suddenly diminished in value to a rate that will scarcely pay for the freight. The market has been most completely glutted, and it is said, and that upon the very best authority, that the case is the same in Italy as in France. It is a commercial accident, which, perhaps, was not to be prevented, and one which is not unlikely to turn out serious for the future should a scarcity again occur and the breeders be again dependent on the importers. This extraordinary and sudden change in the state of affairs has not arisen from the cessation of the disease amongst the worms in France, for we have it direct from one of the men best informed upon the subject, and who was inclined to the belief in an amelioration, that although there was a decided improvement in some districts last season, the contrary was unfortunately the case in others; and as the breeding season has not yet commenced, except in the most southern parts of the country, no change can have taken place this year. There remains the very serious question whether the growers of the mulberry trees and the breeders of the worms in France may not have been so disheartened that many of them have given up the hope of profitable employment, and have turned their attention to other matters. We can scarcely regard this as likely to have taken place to any great extent, but the supposition is quite within the range of possibility. When the Emperor found himself in possession of ten thousand or more cards of seed under such circumstances, a very serious difficulty arose; the sale or the giving away of such a mass of eggs would be equally ruinous to other holders, who would find their stock absolutely worthless. A consultation was therefore held upon the subject, and it was wisely determined that the eggs in the hands of the Government should not be sold, but should be distributed through the prefects to such persons as wanted them for purely experimental and scientific and not for a commercial purpose, or to such small breeders as were positively too poor to purchase eggs at any price. The occurrence furnishes one of the most curious instances of the effect of a deranged industry, and a commercial leap in the dark, that we remember ever to have met with, and the whole to the causes which have led to such a result will probably never be brought to light. The French Government has appointed M. Guerin Meneville, the celebrated entomologist and introducer of the Ailanthus and other worms into France, to visit the silk districts and report on the condition of the worms and upon the industry in general, and it is to be hoped that his scientific knowledge and practical experience may throw some light upon the disastrous but mysterious disease which has given rise to so much distress and so many difficulties.

EUROPEAN TRAFFIC IN EGYPT.

M. LEON CAHUN, of Cairo, has published an account of the movement of Europeans towards and across Egypt, from which we extract the following as likely to interest our readers, leaving to M. Cahun the responsibility as regards the accuracy of the information. During the past year 4,283 vessels entered the ports of Alexandria, or twenty-six more than the total of the preceding year. The English movement is represented at Alexandria by 637 vessels, which carried 3,677 persons to Egypt, and 4,842 for transit across that country. Of these 637 vessels, however, only 462 were under the British flag. M. Cahun expresses his astonishment at the small difference between the number of English going to Egypt as compared with those on their way to India, China and Australia, and he says:—"1,165 passengers more for Egypt, and that country alone would receive as many English as the whole of the extreme

Digitized by Google

East." He forgets that all the English going to India, China and Australia, do not go by the overland route, and thus the comparison becomes practically worthless. France is represented by 248 vessels, which carried, we are told, "9,354 persons to Egypt, and 2,543 military in transit." It would appear by this that no Frenchmen except soldiers crossed Egypt for the Far East, which certainly is not the fact; however, the number was probably but small, and we may assume that the number of immigrants into Egypt from France was more than double the number from England. The immigration from Turkey is given at 8,527 persons, that from Austria at 6,721, and from Italy 3,594. This is, however, a great blot in M. Cahun's account; he says nothing of the numbers quitting Egypt in each case; it is probable that the completion of the account would not much alter the relative numbers, but it might make a considerable change in the totals. As regards the relative increase and decrease of the navigation of various countries, we are told by M. Cahun, with relation to Alexandria, that the vessels under the Egyptian flag fell off to the extent of 72 ships as compared with 1864, that those under the Ottoman flag were less by 104, and those under the French by 14 ships; while, on the other hand, the English showed an increase of 139, and the Greek of 108. The totals for England were 932 in 1865, against 793 in 1864; these totals, unlike those given above, include all vessels, whether employed in the coasting trade or otherwise. As regards commerce, M. Cahun says:—"The tonnage of 1865 was 1,350, 876, and the total number of passengers 73,990, while the tonnage of 1864 was only 1,334,837, and the number of passengers 56,612. Steam navigation increased also from 966 to 1,145 vessels." M. Cahun draws the following inference from the facts and figures given:—"If one compares this vast and active circulation of merchandise, of travellers and of men of business with the small movement of soldiers, if one notes the fact of the entrance of only 25 steam and 2 sailing ships of war into the ports of Alexandria during the year 1865, it will be seen that progress is not a word without meaning, and that the maritime companies form too many knots between Europe, Egypt and the East for any sword to sever." Perhaps the logic of the conclusion is not quite complete, but let us hope at any rate that the inference is a correct one.

THE MORTALITY OF TROOPS IN HONG KONG.

IN the House of Commons on the 10th inst. Colonel NORTH nominated the members of the Select Committee on this subject, moved for by him before the Easter recess. The Committee will consist of seventeen members, namely, Colonel NORTH, the Marquis of HARTINGTON, Lord HOTHAM, Mr. BAXTER, Mr. ADDERLEY, Lord F. CAVENDISH, Mr. ROEBUCK, Colonel P. HERBERT, Mr. DALGLISH, Lord H. PERCY, Mr. CALTHORPE, Major ANSON, Lord J. HAY, Mr. TREVELYAN, Sir H. VERNEY, Gen. DUNNE, and Major O'REILLY. The names seem well chosen, and likely to form a thoroughly efficient committee; so we may hope that in their hands all the details of this disgraceful affair will be properly sifted.

No appointment has yet been made of a Bishop for Hong Kong, although three other Colonial Bishoprics which had lately become vacant, have just been filled up. The post of Attorney-General at Hong Kong, vacant by the appointment of Mr. Smale as Judge, has yet to be filled.

THE *Gazette* of the 3rd April contains an official notification of the appointment of Mr. Randall Callander (lately nominated Consul at Manila) to be Her Majesty's Consul at Stockholm. The same Gazette notifies the appointment of Mr. Harry T. A. Rainals to be Her Majesty's Consul in the Philippine Islands.

According to the Paris *Patrie* of the 10th inst., a despatch from Yokohama, dated March 5, announces that the Japanese Government have conceded the principle of a revision of the treaties made with European Powers. Several clauses of an advantageous nature for foreign commerce will, by common consent, be introduced into the treaties.

Continental Intelligence.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, April 8.

The First Chamber of the States General met again on the 4th, but the debates are, and will be, totally unimportant. Several Bills will be voted by our patricians, and then they are to give place to the members of the Second Chamber, who will, no doubt, furnish very interesting discussions on colonial and economical matters.

The Minister of the Colonial Department, Mr. Fransen van de Putte, has recovered from his illness. He is now able to work with his Secretary-General every day. It is feared, however, that he will soon fall again into ill-health, if the true reason for his sickness was—as the Liberal papers told us—the too severe attacks of a few ribald journals. He will have to fight very important battles. Not only has the Indian Budget been laid before the members for the first time, but also the reply of the Government to the report of the sections about the Culture Bill. Neither document is yet obtainable by the public. Much sensation was caused by the protest of the Sourabaya Chamber of Trade and Industry against the Culture Bill. The last mail brought the Address of this Chamber directed to the King, begging his Majesty to take the Bill into further consideration, urging that the sugar industry of Java would be ruined by its enactment.

Religious doctrine commences again, alas! to mix itself with our politics. The Orthodox Protestants and the Roman Catholics are making common cause. They desire—no, they are determined, that our law about lower class instruction shall be altered in a Biblical sense. "Should these laws remain unaltered (they state), our Christian population will soon be a horde of unbelievers." They desire that the communal schools shall be abolished, that no free instruction shall be given, and that every sect shall maintain its school, with the Bible as the standard book. This question threatens to disturb the peace of our country for a long period. The anti-progress party already do all they can to reinforce their ranks in Parliament, and it is certain that Mr. Groen is again to be their leader. He will be a candidate at the next election for Gouda. Mr. Jonckbloet, M.P., published some days ago a very important work about this question. His *Schoolwet Agitatie* (agitation about the laws of instruction) is a warning for the Liberals as well as for the Tories to be on the *qui vive*.

On the evening of the 29th of March Mr. Floris Adriaan van Hall died at the Hague. Before, and since 1848, he has been three times minister. He was a statesman of great capacities, and was most daring in his political and financial administration. He was the man who saved our country from bankruptcy by his voluntary (?) loan of 147,000,000, but he was deficient in firm principles and convictions. He always stood alone, was the man of the moment, and adopted such politics as were fit for the moment. He created no school, and died at the advanced age of 76 years, without having any influence upon our present political condition.

Within a few days a commission will start for England to make arrangements with the British Government about the administration of our possessions on the West Coast of Africa. Messrs. C. J. M. Nagtglas, and H. A. Elias, both ex-governors of Dutch Guinea, will join this commission.

The measure adopted by the English Government, forbidding the importation of cattle for the English markets, has great influence on that branch of trade. The prices now paid here for all sorts of cattle have decreased 25 per cent. The cattle plague spreads more and more and every week, the *cordon sanitaire* is enlarged.

Louis Meyer, our eminent painter, well known to English amateurs, has died at Utrecht, at the age of 56.

The English mania for strikes and holding meetings to compel masters to increase wages has made its appearance here. In several branches of industry the masters have been obliged to grant the wishes of the workmen.

Prince Fredrick, Grand Master of our Freemasons, will celebrate his 50th jubilee within a few weeks. On that occasion he will resign, so that another person must be nominated for that important office. A monster banquet will be offered in the Crystal Palace at Amsterdam to the Prince and to all Freemasons of every nation on that occasion.

COMMERCIAL.

COFFEE.—The market is firm, but the private transactions are not of much importance; they include 3031 b. Maccassar, ex Schwinge, at secret prices; 394 b. Java, ex Henriette Gerardine, Susanna, and Dageraad; 1020 b. Macassar, ex Macassar, and 1270 b. Java, ex Madura, at 42½ c.; and 1106 b. Bali, ex Pudsey Dawson and Majestic, which were sold in auction at 28¾ to 29 c. The Trading Company delivered in the last month 85.590 b. This company will offer, on the 18th inst., in public auction, 28,200 b. Java and 6,800 b. Padang. The stock of the company consists of only 425,072 b. against, 671.700 b. in 1865, while the whole stock amounts to 495,400 b., against 681,800 b. in 1865.

Digitized by Google

SUGAR—(Raw). The market closes rather dull, and there is no inquiry at all. The total stock of raw sugar amounts to 44,518,378 ks.

RICE—(Uncleaned). The 13,000 b. (dam.) Java tafel, which were imported, via Havre, per Malabar, and offered in public auction, were sold at 3f. to 15½f. The prices paid were in general very high, because the quality was very inferior; the greatest part was sold for outward ports.

SPICES.—There was rather more demand for Nutmegs for export, and 83 to 84 c. was willingly paid for No. 1; No. 2, however, was offered at 78 to 79 c. Mace E. 98 c., with much inquiry, but holders decline to operate under 99 to 100 c. Cloves. No. 2, with rather more demand, and 27½ to 28 c. is willingly paid. The stock of the Trading Company is as follows:—

	Nutmegs.	Mace.	Cloves.	Cinnamon.	Pepper.
31 March 1864 ..	1016 cs.	646 cs.	—	1378 fard.	3271 bn.
31 „ 1865 ..	2683 „	696 „	1662 cs.	1155 „	1619 „
31 „ 1866 ..	1331 „	777 „	— „	1783 „	2589 „

TEA.—The market is firm, but there are no transactions to report. On the 25th inst. 2484 ¼-chests and 232 ½-chests Java will be offered in auction privately. The cargo, direct from Foo-chow-Foo, ex Thurso, consisting of 1626 ¼-chests 1519 ½-chests Congou, arrived in the English Channel.

BANCA TIN.—Notwithstanding that the prices are lower than since 1851, there is no confidence for this article; there is no demand either for export or speculation. 1000 slabs only were sold at 50½f. The Trading Company's stocks amount to 219,514 slabs, against 198,968 slabs in 1865, of which respectively 48,054 and 150,918 slabs are unsold.

TOBACCO.—The market is dull; the trade is occupied inspecting the parcels which will be offered on the 24th inst. Stocks, 3894 b. Java; 3567 b. Manilla.

RATTANS.—With a good demand. The sales include 5032 bundles per Majestic; 75 pic. per Madura; 531 bundles per Dageraad; 215 pic. per Brouwershaven.

INDIGO.—There was a good demand, and 120 chests Java were sold at firm prices. The annual spring auction of the Trading Company is increased with 380 piculs.

COTTON.—In consequence of the reports from the principal markets, the public sale, which was held to-day by the Trading Company, went off very dull, say from 14 to 4c. under the valuation. 1000 b. Tinnevelly good fair were paid with 81½ to 83c.; 400 b. sawginned Dharwar fair, 86½ to 89½c.; 493 b. Broach middling fair, 80½ to 82½c.; 235 b. Dhollerah fair, 83¾; 101 b. Oomrawattee good fair, 90 to 90½c. The stock comprises 5007 b. E.I. and 200 b. Japan.

HIDES.—The East Indian Rinder and Buffalo hides which were offered were sold at very firm prices, and the stock in the first hand is decreased to 1654 pkgs. Batavia Buffalo.

ARRACK.—There is a good demand, and the market is very active, in consequence of the decreased stock at Batavia. The transactions include 75 casks ex Ocean Pearl; 23 casks Sourabaya, ex Cossipore; 150 casks Batavia, ex Wallaroo; 72 casks Alcohol, 32 casks Batavia, ex Anna; 12 ¼ and to 50 ½-casks Batavia, ex Lady Ann.

MONEY.—The Bank discount is still unaltered, and in the open market money is very abundant, and large amounts are easily to be had at 5 to 5⅓ per cent. The stock market is dull in consequence of the political condition in Germany. Dutch 2½ per Cents., 60¼; 3 per Cents., 72; 4 per Cents., 93⅛; Trading Company, 145⅞; Dutch Rhenish Railway, 106; Rotterdam Bank, 101. The Rotterdam Bank published its annual report. A dividend of f.14.50—say 11 3-5ths procured upon the amount furnished—will be given. The transactions here amounted in the current of the year to f.214,957,670.37½, and at Batavia f.13,857,940.52; the gross profit was f.489,415.93, net f.356,229.79½

CHANGE.—London, 3 months, f.11.70, 2 months, f.11.74; short, f.11.84½. Paris, 3 months, f.46.57½, 2 months, f.46.72½; short, f.46.95 Hambro, 3 months, f.34 80, 2 months, f.34.90; short, f.35.20. Bremen, 3 months, f.189.40.

SHIPPING.—ARRIVALS.—March 24, at Brouwershaven, from Batavia, Vooruit; from Macassar, Macassar; 25, from Batavia, Vesta; at Zierikzee, from Batavia, L. J. Enthoven; 26, at Texel, from Batavia, Christina, from Banjoewangie, Anthony van Hoboken; from Batavia, India Packet; 29, at Texel, from Padang, Princess of Wales; from Decima, Haalstroom; at Brouwershaven, from Tjilatjap, Jacobus; 30, from Banjoewangie, B. D. Metcalf; from Batavia, Copernicus; at Texel, from Soura, baya, Lady Alice; April 1, at Texel, from Tjilatjap, Generaal Michiels; at Brouwershaven, from Batavia, Elizabeth; at Zierikzee, from Batavia, Ternate; 3, from Singapore, Henriette Gerardine Susanne; from Melbourne, Francina Wilhelmina; 4, at Texel, from Batavia, Lady Ann; from Passaroeang, Gleaner.

PASSENGERS INWARD.

From JAVA.—Per Generaal Michiels: Mr. Rynders. Per Duelwyk: Messrs. A. Lens and family, H. v. d. Wulp and family, H. Naus and family, J. Vriemoet Drabbe, two brothers Jacometti.

PASSENGERS OUTWARD.

For JAVA.—Per Waterloo: Messrs. Goudriaaz and family, Heyning, Veltman and family, Ammedisse and family, Boeke. Per Willem Poolman: Messrs. Ranzow and family, Bouwensch and family, Toepoel and family. Per Meulen: Mr. Warren, Mrs. Meyer.

RUSSIA, GERMANY, &c.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, April 7.

According to official returns received at St. Petersburg the total value of the goods brought to the annual fair at Jakutzk amounted to 841,999 roubles, of which 593,900 were sold. The principal article was fur, of which there was on show to the value of 221,253 roubles, and the whole was sold at good prices. Then came cotton piece goods of the value of 180,887 roubles, and for 109,290 roubles sold, Chinese produce (value 114,376 roubles brought, and f r 63,569 roubles sold), woollen cloth (46,086 roubles brought, and for 28,077 roubles sold), corn (26,637 roubles brought and all sold), silk manufactures (21,681 roubles brought, and for 15,933 roubles sold), the remainder consisting of various articles of minor importance, together with a considerable quantity of horses and cattle. The singular misproportion in the quantity of some articles brought to the fair produced a curious misproportion in the prices obtained, for whilst sold at 1 rouble 10 copecs to 1 rouble 20 copecs per lb., and sugar at 15 to 16 roubles per pood, the flour nown as kruptschatka fetched no less than 30 to 33 roubles per pood. Of other sorts of flour first quality was altogether wanting, and seconds sold at 20 to 25 roubles per kool of 4 poods. The small stock on show was soon bought up by the local dealers, whilst the poorer classes, who are dependent for their supplies of rye on the Government stores, have to pay for it 1 rouble per pood.

The difficulties to which the Russian missionaries are exposed in their endeavours to Christianise the Buriates are set forth in the report published by the Trans-Baikal missionary, Simeon Stukowas, of his experiences last year. The Buriates, he says, entertain a wonderful antipathy to changing their religion, the women especially, so that it is almost hopeless to attempt to convert them.

Siberian newspapers give the following account of the state of the fur trade in that province:—"About the beginning of November the traders proceed up the Angara, and every one tries to be the first, as they then have a better chance of making good bargains. As the fur traders had received information that at the last year's Leipzig fair squirrel skins were in great demand and fetched good prices, there was this season a keen competition for that description. But they were grievously disappointed, for the chase had been nearly a failure, so that hunters accustomed to bag 1,500 or 2,000 had not killed more than 150 or 200. This bad success was ascribed by some to a disease among the squirrels, whilst others maintained that they had retired to those recesses of the Siberian forests inaccessible to the hunters. The latter appears the most probable, because in some districts through which these little emigrants had to pass, considerable numbers were killed. Owing to their comparative scarcity the skins fetched the high price of 11 copecs each. Fox skins were abundant, and sold at 3 roubles each. Sables were scarce. It is difficult to procure those of the best quality, and but few of inferior. Marder skins realised 1 rouble each, ermine 25 copecs, and hare skins 5 copecs. Last year the stock of squirrel skins at Jenisseisk was more than a million and a half, but this year there is not a quarter of that number, and the wholesale traders bought them up of the hunters at 12 copecs each. The difficulty of obtaining them is so great that many have given up the business.

The first valuable present received this year by the Zoological Society of Hamburg is a young royal tiger, that arrived here last week by the steamer *Allemania* from New York. This beautiful animal comes from China, and is a present from Herr Pasedag, the Hamburg Consul at Amoy, who shipped it by a vessel to New York in the absence of a direct conveyance. A Chinese stag, also a present from the same gentleman, is announced to be on the road, and may be expected to arrive by one of the next steamers.

The Hanoverian brig *Bertha*, Captain Jacobson, after an absence in the Chinese waters of five years, arrived safely on the 27th ult. at Bremerhaven with a mixed cargo from Hong Kong.

By Royal patent, dated Berlin, March 30, 1866, Herr Conrad Gartner has been appointed Prussian Vice-Consul at Hakodadi. Mr. Eugene Butzow, Russian Consul at the same port, is promoted to the rank of Collegial Councillor.

COMMERCIAL.

In consequence of the uncertainty of political events and the supervening of the Easter holidays, the markets for all descriptions of goods have been all more or less affected, and present an unusual calmness at this generally busy time of the year. The sales of Coffee were not more than 20,000 bags, and prices could with difficulty be supported. Raw Sugar is quite neglected, and of Refined only 12,000 loaves changed hands. In Rice but little was done, but prices are well supported. Nothing has been done in any description of Spices. There has been some inquiry for Spelter, and the following transactions are reported:—

		Mks.	Sch.
1000	Centners in loco WH and PH at	16 ..	5
2000	„ afloat, CGH	16 ..	1½
2000	„ ditto	16 ..	0½
1500	„ ditto, favourite marks	16 ..	2
500	„ ex warehouse, CGH	16 ..	4
500	„ ditto WH	16 ..	6
1000	„ for arrival	16 ..	1
1000	„ ditto, CGH	16 ..	2
1000	„ ditto, WH	16 ..	4

Digitized by Google

SHIPPING.—ARRIVED.—March 27, Gustav Adolph, from Whampoa; 28, Florentin, from Foo-chow; April 3, Woitzlava, from Macao.

SAILED.—March 25, Costa Rica, to Hong Kong; 29, Luneburg, to Singapore; 29, Flora, to Hong Kong; 29, Victoria, to Nicolayefsk; April 4, Louise, to Hong Kong.

LOADING.—At Hamburg: Alice, for Macassar, Hong Kong and Macao; Dorothea and Agathe Johanna, for Singapore; Peter Godeffray and Pudel, for Hong Kong; George Heinrich, for Hong Kong and Tientsin; Feiga, for Hong Kong and Shanghai; Schulze-Delisch, for Tientsin direct; and Hannover, for Shanghae. At Bremen: Johann Smidt, for Hong Kong and Singapore.

MISSIONARIES IN CHINA.—The *Pall Mall Gazette* has the following on this subject:—"Be courteous," says St. Paul; but those who are fondest of quoting the maxim do not always remember to obey it. The Rev. J. R. Wolfe, Missionary at Foochow, tells us in the last *Record* about his tour in the province of Fohkien. He has to sleep at a village where the inns are intolerable to a Western barbarian. After trying "the best hotel in the place," he and his friend walk out to a Buddhist temple which they had noticed as they came along. It is late at night; and the bonze is startled, as well he may be, at the sudden appearance of two "foreign ghosts." However, after a little parleying, he receives them hospitably;" and they spread their beds in the large room, "taking care" (says Mr. Wolfe) "to turn our backs on the huge image which was placed upon the altar, lest the priest and others present should imagine that we reverenced their idol." By-and-by Mr. Wolfe begins to lecture the onlookers. Let us hope they could not understand him; else he might have been fairly met by the retort, "Either keep clear of our temples, or behave in them as you would expect us to behave in an English church." Now fancy a Chinaman walking into Westminster Abbey to avoid a shower of rain, and insisting on keeping on his hat, or on sitting down with his back to the Communion Table and taking a quiet pull at his opium pipe, or else edifying the vergers with a discourse on the weak points of Christianity. Should we be satisfied with his explanation that he did it all on purpose, lest we should think he reverenced the Christian God? But the Chinaman, if he knew his Confucius, could not be guilty of such conduct. Buddhists, too, Mr. Wolfe ought to know, are not idolators, and no one has ever suspected them of Satan-worship, save certain Jesuit fathers, who explained the many points of agreement between Buddhism and Christianity by calling the former system a devilish counterfeit of the truth. But, idolators or not, the missionary should have respected their feelings when he sought their hospitality, and should have remembered, moreover, that he had the English good name in his keeping, and that it would be sure to suffer by a breach of propriety. Trade too often makes Englishmen coarsely regardless of the ways of Orientals; it is a thousand pities that religion should ever have a similar effect.

THE MALTA AND ALEXANDRIA TELEGRAPH.—The *Malta Times* of the 29th ult. publishes a correspondence which has lately passed between the President of the Malta Chamber of Commerce, Sir Victor Houlton, Chief Secretary to the Malta Government, Mr. G. Gibson, Government and General Superintendent of the Malta and Alexandria Telegraph, and the managing director of the lessees of the line, on the subject of the frequent interruptions in communications which have taken place on the Malta and Alexandria Telegraph Cable. The managing director states that the subject has already received the serious attention of himself and his co-directors, and encloses a preliminary prospectus of a new company, which will take over the present line, and lay a new cable between Malta and Alexandria. Upon this correspondence the *Malta Times* makes the following observations:—"The proposal is to lay an entirely new cable from Benghazi to Alexandria in deep water, as this is the part which has hitherto given all the trouble, and afterwards to carry a line from Malta or Sicily to Benghazi, which will thus duplicate the whole route. We have carefully inquired into the causes of interruptions on this line, and we find that they have all arisen from the small or main cable, which was originally designed and made for depths of from 1,000 to 1,500 fathoms' water—between Falmouth and Gibraltar—having, by the exigencies of the service, been laid in very shallow water along the rough coast of Barbary, and all the faults have been occasioned by the rocky bottom gradually chafing and sawing through the cable, where the water was so shallow as to have the power to move it, generally in about 20 fathoms' depth. In no case has any change been found in the condition of the cable otherwise than that caused by the mechanical action to which we have alluded, and we are assured by those who understand these matters that had the cable been laid in the deep water for which it was designed it would never have given any trouble, so that we look forward now with confidence to the completion of the deep sea section from Benghazi to Alexandria."

METRIC WEIGHTS AND MEASURES.—Sir John Bowring called the attention of the magistrates of Devon, at the quarter sessions just held at Exeter, to the desirableness of conveying to the public, through the local committees of weights and measures, the needful information upon the metric decimal system as legalised by the late Parliament. Earl Fortescue seconded the motion; and a metric standard was decided to be purchased, and the committee instructed to take the needful steps for making the system known. We hope the same steps will be taken by the magistrates of other counties.

IT is stated from Paris that the French Government has ordered the screw corvette *Minerve*, now fitting out at Brest, to proceed to Hong Kong to join the English and French forces now there in an energetic effort to suppress piracy in the Chinese waters.

A BALL-CASTING machine has been constructed at Berlin by M. Leonhard for the Tycoon. It is capable of manufacturing 12,000 rifle balls a day.

Monetary and Commercial.

The report of the Chartered Bank of India, Australia, and China, to be presented on the 18th inst., recommends a dividend at the rate of 5 per cent. per annum, which will leave £2,438 to be carried forward. The sum of £85,000 has been set aside from the reserve to provide for the losses incurred from the Indian failures during the crisis of last autumn. A meeting of the creditors of Messrs. Puget, Bainbridges, and Co., the private bankers, of St. Paul's-churchyard, who recently failed, is convened for the 10th inst.

The meeting of the Credit Foncier of Mauritius took place on the 28th ult. The accounts for the past year exhibit a net profit of £10,777, and a dividend was declared for that period of 7½ per cent., of which 2½ per cent. has already been paid. The balance to be carried forward is £484.

It is understood that the directors of the Oriental Bank, at the meeting to be held on the 19th inst., intend to propose a dividend at the rate of 10 per cent. per annum for the last six months of 1865.

After one year from this date the annual cost of the public debt will be lightened by more than half a million sterling. This is in consequence of the approaching termination of the annuity of £585,740 contracted in 1823 to be paid to the Bank of England for forty-four years, the last half-yearly portion of which will fall due in April, 1867. The expiring of this annuity, commonly know as the "Dead Weight," observes the *Times*, will not in any way affect the accounts of the Bank, the requisite reserve having always been made to reinstate the principal amount.

Sales of five-franc pieces have taken place for shipment *via* Marseilles, in the absence of bars, which are very scarce at the moment, both here and abroad. Mexican dollars are also eagerly taken for China, and the market here being quite bare of them, purchases have been made on the Continent at very advanced rates.

The Mexican dollars by the West India steamer have been sold, for China, at 60¼d. per oz., being an advance of ⅛d. from the last price. The small quantity of bar silver by the same opportunity has fetched 61⅛d., also showing a rise of ⅛d. since the last arrival. There is at present a steady demand for silver for shipment to the East, and both here and abroad supplies are very limited.

The biddings for £350,000 in bills on India took place on the 4th inst. at the Bank of England. The proportions allotted were —to Calcutta, £200,000; to Madras, £50,000; and to Bombay, £100,000. The minimum price was as before, 1s. 11½d. on Calcutta and Madras, and 1s. 11¾d. on Bombay. Tenders on Calcutta and Madras at 2s. will receive about 4 per cent., and on Bombay at 2s. 0¼d. about 20 per cent; all above in full. These terms show an increase in the demand for means of remittance to the East.

It is curious to observe how American cotton is regaining its old ground in the British market. In the two months ending Feb. 28, this year, the United States sent us 570,735 cwt. of raw cotton, out of a total import of 1,154,122 cwt., leaving a balance of 583,387 cwt. supplied from other sources. In the corresponding two months of 1865 the United States sent 5,719 cwt. out of a total import of 811,601 cwt., leaving a balance of 805,882 cwt. supplied from other sources. The receipts from the Bahamas and Bermuda declined from 69,094 cwt. in the first two months of 1865 to 2,551 cwt. in the first two months of 1866; those from Mexico from 49,645 cwt. to 1,391 cwt.; those from Turkey from 23,345 cwt. to 13,616 cwt.; those from Egypt from 322,663 cwt. to 148,268 cwt.; those from China from 45,652 cwt. to *nil*; and those from miscellaneous countries from 39,398 cwt. to 17,926 cwt. On the other hand, the receipts from Brazil increased from 69,981 cwt. in the first two months of 1865 to 93,728 cwt. in the first two months of 1866; and those from British India from 186,104 cwt. to 305,907 cwt.

The amount of bullion by the P. and O. Company's steamer *Tanjore*, from Southampton on the 4th inst., was—in gold to Madras, £1,116; to Singapore, £4,050; to Malta, £30,000. In silver, to Calcutta, £59,000; to Singapore, £2,960; to Hong Kong, £49,000; to Yokohama, £500; to Shanghai, £43,180. Total—in gold, £35,166; in silver, £154,640.

ARTICLES OF IMPORT.

TEA.—There has been only a moderate amount of business doing during the past fortnight, the very limited buying which has been the feature for so many weeks past having been further curtailed by the Easter holidays. The last few days, however, there has been more disposition shown to purchase, the telegrams from China, stating the tea season as over, having imparted more confidence, whilst prices, looking at the probable supplies for the season, are now ruling at a moderate rate. Broken-leaf and dusty kinds of Congou have sold to some extent at the decline last quoted. Fair to good common remain quoted at 1s. 0½d. to 1s. 1¼d.,

Digitized by Google

with a moderate business. In fair flavoury kinds the last day or two there has been more doing at from 1s. 1½d. to 1s. 3d. Fine to finest show no alteration. Common to fair black leaf kinds, from 1s. to 1s. 2d., have been saleable, and during the last few days several Chops have changed hands at rather better prices. Medium to good have been sold at about former prices. In fine to finest business continues very limited. In Oolongs there is no new feature to notice. In Souchongs there has been a fair amount of business at about previous prices. Flowery Pekoes remain as before. In Canton Scented Teas there has been a good business done, chiefly in common to fair Capers from 1s. 1d. to 1s. 4d. per lb., and in Orange Pekoes from 1s. 5d. to 1s. 7d., the better kinds being difficult of sale at the quotations. Foo-Chow kinds of Caper remain difficult to move. In Orange Pekoes sales have been made from 1s. 6d. to 1s. 9d. for fair to good kinds. Uncoloured Japans remain as before. There have been no fresh arrivals. Green Teas continue firmly supported, importers selling slowly at the last quotations rather than reduce the prices, as the supplies for the season are likely to be moderate. Canton-made kinds show no material change, transactions being small. Japan uncoloured leaf has been in great demand, and the entire cargo of the Simon Hobley has changed hands at 1s. 5d. to 1s. 8d. per lb., being at an average of 1½d. per lb. above the Eleanor's cargo. There are still large orders in the market, but at impracticable limits. whilst the stock available is reduced to a few hundred packages. The Chanticleer has arrived from Nagasaki with a cargo of coloured sorts, and the kinds suitable for shipping are realising a quick sale at satisfactory prices.

SILK.—Another month has passed without bringing the expected renewal of trade. Good and fine Silk very fairly maintains its ground, and manufacturers have to pay within 1s. of quotations to obtain it, while 3d. or 6d. occasionally separates buyer and seller. There is less firmness shown with regard to inferior Silk, and during the past month some arrivals of low Chinas have been placed on the market, finding buyers only at 2s. 6d. to 3s. under the highest quotations of the year. A large parcel of Japans, mixed Mybash, arrived during March, was also pressed on the market and changed hands speculatively at a decided fall, but without affecting the general course of Silk quotations. Canton Silk, of which the stock is really large, has in some few instances lately gone into consumption at 20s. to 22s. 6d. for Loong Kong, Nos. 1 to 3, a fall of 1s. 6d. on the finer sorts; but here again no disposition is shown by holders to force their Silk. Much of the firmness on the part of importers is to be attributed to the doubts as to even a moderately good crop of European Silk, in spite of the great efforts made by an enormous importation of seed from Japan to restore the failing staple. Experiments lately and generally made in France and Italy of some of this seed do not promise well, and indeed the results in some instances are said to be bad, and as the course of prices for the coming season will after all be ruled by the yield in Europe, whether it be large or small, holders of Silk at the present time evidently prefer the chance of the market to realising at a period of inactivity, at a fall of some shillings from quotations. The deliveries in March were very small; 2,369 bales Chinas, 710 Japans, and 531 Bengals, total, 3,610, against 3,959 in February, and 6,193 in January. The stock on 1st inst. was 13,206 China, 4,484 Canton, 3,056 Japan, and 4,399 Bengal, total 25,145 bales, against a total of 17,817 on the same day last year.

CHINA.	Usual Imports				
	s.	d.		s	d.
CHINA:—Tsatlee, No. 1 & 2	30	6	to	32	0
,, No. 3 & 4	25	6	to	29	0
,, Hangchow	25	6	to	26	6
Yuenfa and Hamin, No. 1 & 2...	27	0	to	29	0
,, ,, ,, No. 3 & 4...	22	0	to	26	0
Taysaam, No. 1 & 2	25	0	to	27	6
,, No. 3 & 4	20	0	to	24	0
Long Reel	19	0	to	21	0
Skeins	20	6	to	21	0
Canton	18	6	to	21	0
JAPAN:—Mibush & Sinchew, No. 1 & 2	29	6	to	31	6
No. 3 & 4	33	6	to	35	0
Ida, Bricks, No. 1 & 2	26	0	to	28	0
No. 3 & 4	30	0	to	32	6
Sodai, No. 1 & 2	25	0	to	28	0
No. 3 & Inf.	29	0	to	31	0

STATE OF THE WAREHOUSES.

	Sold Stock.		Unsold Stock.		Delivered.	
	April 1, 1866.	April 1, 1865.	April 1, 1866.	April 1, 1865.	Jan. 1 to April 7, 1866.	Jan. 1 to April 7, 1865.
Bengal.....	2,222	2,380	2,177	2,032	2,017	2,760
China	5,339	5,769	7,863	2,788	8,598	8,499
Japan	1,440	2,667	1,616	2,053	2,585	3,416
Canton.....	1,355	30	3,129	30	1,332	338
Chinese Thrown.	4	40	—	28	29	68

COTTON.—Prices have declined 1d. to 1¼d. per lb. since our last, principally owing to the continued heavy import and increase of stocks at Liverpool. The stock at that port on the 6th was 650,969bales, against 605,455 bales at the same time last year. The stock in London on the 5th was 58,584 bales, against 127 545 bales at the same date in 1865. At the close of business on the week ending the 6th inst. the quotations at Liverpool were—Middling Orleans, 18½d.; fair Dhollerah, 15½d. During that week 1400 bales of Tinnivelly were sold in the London market at 14¼d. to 15d. good fair; and 600 bales to arrive at 13¾d. to 14d., March and December, guaranteed good fair.

SUGAR.—The business week ending the 29th March exhibited a further decline of fully 6d. per cwt., and extreme apathy continuing to prevail, lower prices had again to be accepted during the week ending the 6th inst.

COFFEE.—The market is barely supplied, and there is no quotable change in prices to record.

RICE.—Supplies being scanty, there is no feature of interest to notice in this article.

CARDAMOMS.—Very firm, but quiet: of 16 cases Malabar at auction, a few sold at 6s. 6d. per cwt. for very good; 51 bags Madras retired.

CAMPHOR.—Very quiet; nothing done in Japan, and only retail trade in China.

CASSIA LIGNEA.—Again dearer, with moderate transactions privately up to 105s. per cwt. for first quality buds. Nothing of the least interest doing.

CINNAMON—(CEYLON).—We quote 1st sort 2s. to 2s. 10d. per lb., superior, 3s. to 3s. 4d.; 2nd, 1s. 9d. to 2s. 9d.; 3rd, 1s. 8d. to 2s. 4d.; 4th and Jungle, 1s. 4d. to 1s. 9d.; moderate business done upon previous terms.

COCOA-NUT OIL.—This market has been firm, but with only a moderate extent of business, and no material variation in terms; 16 casks Cochin, 96 casks Ceylon, and 230 casks Sydney at auction.

DRUGS.—Cubebs: Quiet, with limited sales at previous value; no auctions. Dragon's Blood: Steady; of 25 cases at auction, three-fourths sold at £7 to £10 2s. 6d. per cwt. for middling to good lump. Rhubarb: Firm, but quiet; 35 boxes at auction all retired.

GUMS.—Benjamin: Steady; of 25 cases Siam at auction, three-fourths sold at £38 15s. per cwt. for good tear; £31 10s. for 3rd quality; and £16 10s. to £19 10s. dark and drossy. Damar: Quiet; 123 cases at auction all retired. Gamboge: Firm; 10 cases at auction retired at very high prices.

GUTTA PERCHA.—Firm; 53 baskets at auction sold at 1s. 10d. per lb. for fair genuine; and 10 tons common reboiled sold at 4¾d. to 5¼d.

HEMP (MANILA).—Quiet, but firm, with limited transactions at former terms; 250 bales of Sorsogon at auction retired.

INDIA RUBBER.—Quiet, with some inquiry.

JAPAN WAX.—Steady; 109 boxes at auction sold at 85s. per cwt. for fair saucers, and 77s. 6d. fair block.

OILS.—Anniseed: Firm, with moderate business at 9s. 6d. per lb. Cassia: Very flat, with scarcely anything doing; 10 cases at auction retired. Cinnamon: Only 1 case at auction retired. Citronelle: Held very firmly, and 12 cases at auction partly sold at 4¼d. per oz.

PEPPER.—Black: Remains very flat; of 1,497 bags Penang at auction, half sold at 3⅞d. per lb. for good Trang; 463 bags Tellicherry retired. White: Also continues flat, and 70 bags Penang, and 178 bags Singapore at auction were all retired; nothing of moment doing by private treaty.

SPICES.—Cloves: Remain quiet for all descriptions. Mace: Very quiet; 30 cases Batavia at auction retired. Nutmegs: Very flat, and nothing of any importance doing.

SAGO.—Is again rather cheaper: of 757 boxes at auction, only one-fourth sold at 18s. per cwt. for middling bold. Flour: Nothing of any importance doing.

TAPIOCA.—653 bags Penang, at auction, comprised only 260 bags sound, which were partly sold, common to middling 2¾d. to 3½d., a few good bought in at 4d., the remainder, damaged, being taken at from 2¼d. to 3½d.; 40 boxes fair Pearl brought 26s. per cwt.

TERRA JAPONICA.—Cutch, Pegue: Steady, with limited business privately upon former terms. Gambier: Steady: 444 bales at auction retired; moderate business done privately upon former terms. Sales advertised.

TIN.—The course of this market since our last has been very unfavourable, and prices have gone back £2 to £3 per ton, the latest cash prices being £85 to £85 10s. per ton for Banca, and £83 to £83 5s. for Straits.

TOBACCO.—Manila Cheroots and Segars: The Nelson has arrived with about 400 cases, the bulk of which is for foreign account. Manila: In better demand; recent arrivals are for immediate exportation. Japan: The parcel referred to in March proved of fine quality, and realised extreme prices; a further arrival of 150 bales is to be offered at public sale. Java: Good descriptions readily placed; inferior quite neglected, though holders are willing to make considerable concessions. Quotations—Manila Cheroots, 6s. 9d. to 7s. 6d. per lb.; Manila Leaf, 6d. to 3s.; Java, 5½d. to 13d.; Japan, 4½d. to 8½d.

MISCELLANEOUS.—Blacklead: Good qualities meet with much inquiry. Galls: All Galls of the Bussorah character remain very flat, and are cheaper; China and Japan also lower: at auction 150 cases of the former retired; and of 526 cases of the latter, a few only sold at 63s. per cwt. for good. Musk: Quiet, with little present demand; and of 69 caddies at auction, only one-fifth was placed at 31s. to 33s. 6d. per oz. for good picked; 21s. 6d. ordinary; and 15s. 6d. to 16s. pickings: of 6 caddies Cabardine one sold at 11s. 3d.; and 18 tins Grain were all retired. Sapan Wood: steady. Only 3 tons damaged Manila at auction sold at £11 per ton. Mother o'Pearl Shells: Singapore wanted: very high prices demanded. Soy: Quiet: 450 cases Japan sold at auction at low prices, 17s. 6d. to 18s. per box of 36 bottles. Star Anniseeds: Cheaper; and of 187 cases at auction, one-third sold at £6 5s. to £6 10s. per cwt. for middling to good. Sticklac (Siam): Rather lower; and 1067 cases at auction sold at 41s. to 43s. 6d per cwt. for fair small, and 35s. to 37s. 6d. block and blocky.

ARTICLES OF EXPORT.

IRON.—The quotations in London are for Welsh bars, £6. 15s. to £7; nail rod, £8. 10s. to £8. 15s.; hoops, £9. 12s. 6d. to £10; sheets, single, £10. 10s. to £10. 15s.; Staffordshire bars, £8. 10s. to £8. 15s.; rails, £6. 10s. to £7.

STEEL.—Swedish keg, £15. 15s. to £16. 5s.

COPPER.—Sheet and Sheathing, £95 to £98 per ton; yellow metal, 7¾d. to 8d. per lb.

TIN.—£90 to £91 for block; £91 to £92 for common bars. Tin plates, best charcoal, I.C., 34s. to 35s.

LEAD, &c.—English pig, W.B., £22. 10s. to £22. 15s.; shot, patent, £23. 15s. to £24; sheet, £22; spelter, £24. 10s. to £25; zinc, English sheet, £32; quicksilver, £7. 15s. to £8.

The following is from the Circular of Messrs. French and Smith:—"Notwithstanding there has been more ease in the money market, the metal trade has shown but few symptoms of improvement, as merchants are buying but sparingly, and speculation for the most part is quite at a stand. Iron: Welsh and Staffordshire are in fair demand, but prices are rather easier. The speculators in Scotch pig warrants have maintained the price pretty well during the past month. But on the 2nd inst. the price went back to 73s. 9d. cash, but has recovered to 76s. The stock on warrants on 31st ult. was 464,500 tons, being an increase during the year of 106,700 tons. Copper: Contrary to general expectation the smelters reduced the official quotation £5 per ton on the 21st ult. This was the more unexpected as the demand had improved during the week previous, but it appears to have been owing to the association having bought a large quantity of ores at 16s. 3d. per unit. The present prices of Australian

Digitized by Google

are—Kapunda, 95s. to 96s.; Burra, 93s. to 93s. 6d.; Wallaroo, 92s.; Spanish is dull at about 83s. Tin: The principal occurrence of importance during the past month was the Dutch Company's sale, which took place on the 22nd; and the quantity, 111,746 slabs, realised on the average 49 86-100 florins, equal to £87. 10s. laid down here. The principal buyers having been the Dutch commission houses, the article has since been very quiet, and is now offered rather under sale prices for immediate delivery. Fine square Straits is offering at 85s., round 84s. The quantity of Straits Tin afloat for Europe is about 1,023 tons, against 1,098 in 1865, and 780 tons in 1864. Lead: There has been more business in this metal during the past month, a fair quantity having been bought for export, principally to China, and the price is consequently rather higher. Tin Plates continue firm, especially for charcoal. The exports last month were 140,000 boxes, against 105,000 in March, 1865. Spelter: Rather improving in price. The stock in London on the 1st inst. was 5,516 tons, against 7,365 tons same date 1865."

EXPORT OF BULLION TO CHINA, &c.

The following return shows the shipments of bullion from Southampton from the 1st January by the P. and O. Company's mail steamers.

	Gold.	Silver.
Shanghai	—	£60,988
Foo-chow-Foo	—	£4,446
Amoy	—	—
Hong Kong	—	£111,960
Singapore	£5,650	£45,710
Penang	—	—
Yokohama	—	£500

FROM MARSEILLES.

(BY THE P. AND O. COMPANY'S STEAMERS.)

	Gold.	Silver.
Singapore	£144 ...	—
Penang	— ...	—
Hong Kong	— ...	—
Foo-chow-Foo	— ...	—
Shanghai	— ...	£12,488
Yokohama	— ...	—

PER FRENCH MAIL STEAMERS.

	Gold.	Silver.
To Singapore	—	£40,000
To Saigon	—	£22,313
To Batavia	—	—
To Hong Kong	—	£216,300
To Shanghai	—	£28,124
To Yokhama	—	£1,900

GOLD AND SILVER.

Bar Gold (per ounce)	£3 17 9
Spanish Doubloon	3 16 0 to 3 17
United States Gold Coin	3 16 4
Silver in Bars	0 5 1 7-16
Mexican Dollars	0 5 1

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Apr. 1	Nicolaas Witsen	Portengen	Batavia	Texel.
— 1	Gleaner	Thompson	Banjoewangie	Do.
— 1	Elisabeth	Storm	Batavia	Brouwershaven.
— 1	Ternate	Curs	Do.	Zierikzee.
Mar 15	Ange Gardien	Roju	Macao	Havana.
— 23	Tuspan	Volbroth	Batavia	New York.
Apr. 3	Assyrian		China	Off Falmouth.
— 3	Woizlava	Malchin	Macao	Cuxhaven.
— 4	Louis Meyer	Holtgreve	Batavia	Zierikzee.
— 6	Seringapatam	Wyeth	Yokohama	London.
— 5	Earl Dalhousie		Shanghai	Off Portland.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Apr. 2	Carlota	Jesperson	Singapore	Portland.
Mar 31	Ariosto	York	Hong Kong	Newport.
Apr. 3	Espana	Yspedura	Manila	Liverpool.
— 3	Derwent	Tinmon	Hong Kong	Do.
— 4	Polmaise	Butler	Shanghai	London.
— 3	Celebes	Jeppern	Batavia	Cowes.
— 4	Agincourt	Philpot	Hong Kong	Southampton.
— 2	China	Smith	Shanghai	Newport.
— 3	Andreas	Stall	Hong Kong	Cardiff.
— 3	Pasaroeang	Hollander	Singapore	Do.
— 3	Laura and Adele	Lund	Do.	Do.
— 3	Wallaroo		Yokohama	Shields.
Feb. 27	Niphon (s.)	Peake	China	St. Vincent.
— 20	Loreley	Schenck	Batavia	Buenos Ayres.
Mar —	Flora	Schaw	Hong Kong	Hamburg.
Apr. 3	Schelde	Hoffman	Singapore	Newport.
— 3	Ostsee	Permien	Batavia	Cardiff.
— 4	Lion	Hillman	Do.	Do.
— 4	Foxhound	Fell	Do.	Do.
— 4	Hugh Fortescue	Periam	Japan	Do.
— 5	Yaratilda	Donough	Hg. Kong & Canton	London.
— 5	Statesman	Marshall	Japan	Cardiff.
— 5	Cilminar	Roberts	Manila	Do.
— 5	Ribbleton	Lamont	Batavia	Liverpool.
— 7	Banian	Chase	Hg. Kong & Canton	London.

(*See Commercial Postscript.*)

LOADING.

At LONDON.—For Yokohama: Corea. For Yokohama and Nagasaki: Merse, Minnie. For Shanghai: John Lidgett, Wild Deer, City of Quebec, Juanpore. For Hong Kong and Canton: Invincible, Portland, Robin Hood. For Singapore: Caldbeck. For Penang: Teesdale. For Colombo: Neville, Wynaud, Caroline Hutchings, Spanker, Celestial Queen, Star of Devon.

At LIVERPOOL.—For Yokohama: Carioca. For Shanghai: Charlotte, Bogota. For Hong Kong and Canton: Patna. For Bandkok: Emmanuel. For Singapore: Eastfield, Hermann Doctor, White Squall. For Batavia and Sourabaya: Triton. For Galle: Anna Maria, Constance, Carin. For Ceylon: Gaucho, Sultan. For Mauritius: Penang, Singapore, Hong Kong and Shanghai; Agamemnon (S).

At GLASGOW.—For Batavia and Sourabaya: Majestic. For Singapore: Lochleven Castle. For Java: Nicot.

SPOKEN.

GUSTAV ADOLPH, Canton to Hamburg, Jan. 17, 17 S., 5 W.
ANTONIE VAN HOBOKEN, Batavia to Amsterdam, March 23, 49 N., 8 W.
MARAQUITA (?), Penang to London, Jan. 2, 8 S., 87 E.
PRINCESS OF WALES, Padang to Amsterdam, March 21, 48 N., 8 W.
PREMIER, Liverpool to Hong Kong, Jan. 15, 1 S., 120 E.
ALMA, Liverpool to Hong Kong, Jan. 17, in Timore Straits.
CHARLOTTE, Batavia to Amsterdam, Feb. 25, 40 N., 37 W.
SKIMMER OF THE WAVES, Colombo to London, Feb. 17, 3 N., 23 W.
MAALSTROOM, Canton to Amsterdam, March 14, 44 N., 20 W.
ROBIN HOOD, Shanghai to London, 5 March, 24 N., 39 W.
OSPRAY, London to Hong Kong, Feb. 26, 2 N. 24 W.
PALESTINE, London to Colombo, Jan. 21, 25 S., 31 W.
ANTILLA, Saigon to Liverpool, Dec. 21, in the Straits of Sunda.
PIETER ADOLF, Cardiff to Singapore, Feb. 9, in Banka Straits.
JAMES WISHART, Swansea to Shanghai, Jan. 7.
JANET MITCHELL, Newport to Shanghai, Jan. 14, 16 N., 130 E.
SWITHAMLEY, Java to Amsterdam, March 13, 36 N., 39 W.
WALLACE, Cardiff to Shanghai, Jan. 2, 1 N., 131 E.
HERCULES, Batavia to Amsterdam, Dec. 20, in the Straits of Sunda.
LAURISTON, Liverpool to Singapore, March 4, 5 N., 24 W.
GENERAL MICHIELS, Batavia to Amsterdam, March 25, 49 N., 11 W.
ELISABETH, Batavia to Rotterdam, Jan. 25, 26 S., 5 E.
WINTERTHUR, Singapore to London, Jan. 24, 31 S., 35 E.
BELLE, Cronstadt to the Amoor, Jan. 27, 27 S., 29 W.
ROBY O'MORE, Foochow to Boston, Jan. 6, 26 S. 68 E.
ANN, Batavia to Amsterdam, Feb. 18, lat. 10, lon. 35.
DEVANA, London to Hong Kong, March 5, 5 S. 30 W.
JOSEPHINE, Colombo to London, Feb. 13, 11 S. 75 E.
DUNMORE, Leith to Singapore, April 3, lat. 50, lon. 16.
E. SHUN, China to London, March 4, lon. 1 W.

FREIGHTS AND CHARTERS.

Rates in outward freights are now somewhat easier, and all the loading berths for China are fairly supplied with shipping.

Current Rates of Freight for Vessels on the Berth:—To Yokohama: 50s. weight, 40s. to 50s. meast. To Nagasaki: The same. To Shanghai: 40s. weight, 30s. to 35s. meast. To Hong Kong: 40s. weight, 30s. meast. To Singapore: 30s. weight or measurement. To Penang: 40s. weight or measurement. To Ceylon: 40s. weight, 20s. measurement.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel. For Hong Kong: £45 to £47. For Galle: £40. For Singapore: £39. For Shanghai: £55. For Batavia: £35. From Newport, Cardiff or Swansea, per ton. For Hong Kong: £2 3s. For Manila: £1 17s. 6d. For Galle: £1 18s. to £1 19s. For Singapore, £1 17s. 6d. For Shanghai: £2 15s. For Batavia: £1 12s. 6d.

The Admiralty having invited tenders for the conveyance of stores to Hong Kong have ordered the Robin Hood to be surveyed for that purpose.

CASUALTIES.

The Lota, from New York for Shanghai, put back damaged, having struck on a sunken wreck.

The Maria Agnes, Westenenk, from Batavia for Amsterdam with a general cargo, foundered March 20th; her crew and passengers were picked up in the chops of the Channel by the Water Sprite.

The Carlota, Jesperson, from Hamburg for Singapore, put into Portland March 27, with her pumps choked.

The Beautiful Star, Lees, from Sunderland for Hong Kong, lost mizenmast and split sails during the gale on the night of the 23rd March, and drove from Dungeness into the North Sea.

The Jacoba, Schaap, from Shields for Singapore, was assisted into Harwich making a little water and with loss of three anchors, warps, and other stores. She had also thrown some coals overboard.

The Edith, Ogilvie, from Nagasaki, arrived at New York March 13, with sails split, &c.

The Lady Alice, Strannack, from Sourabaya to Amsterdam, was in collision in the North Holland Canal, and sustained much damage.

The S. van Heel, Dietz, from Batavia for Rotterdam, put into Mauritius Feb. 22. Soon after leaving the Straits of Sunda she experienced strong winds, during which she sprung a leak, which went on increasing until she was making 22 inches of water per hour.

MISCELLANEOUS.

At MAURITIUS.—Feb. 22, from Chittagong, Jeune Adelie, Rivert, Sunda (s.s.), Bolck, sailed for Batavia; 27, Jeannie Meyer, Loesewitz, sailed for Singapore.

NOTICE TO MARINERS.

EAST INDIES—STRAITS OF MALACCA.

The Government of Singapore has given notice that four buoys have been placed near the One Fathom Bank in the Straits of Malacca; two of which are moored near the eastern end of the bank in six fathoms at low water, one off the southern end in six fathoms, and another at the western edge of the bank.

Parcela Hill, bearing east, leads to the southward of the bank, and E. S E. to the northward. Pulo Anza, bearing N.E., leads to the westward, and N.E. by N. to the eastward. Vessels bound up or down the Straits should pass southward and westward of the buoys and light-vessel, so as to clear the two fathom bank, off which the southern buoy is moored.

All bearings are magnetic. Variation, 1° 35′ E., in 1865.

This notice affects the Admiralty chart, Straits of Malacca, sheet No. 1, 355.

Digitized by Google

THE CAPE, INDIA, AND CHINA AGENCY.

ORDERS for GOODS of all descriptions executed, and Shipped by the Overland Route or by Clipper Sailing Vessels. Consignment of Produce realised. The Goods are selected by parties who have had personal experience of the requirements of the markets at the

CAPE COLONIES, INDIA, CHINA, AND JAPAN.

TERMS:—One-half the estimated cost to be remitted with the order, and the balance on receipt of Bill of Lading and Invoice.

Commission, 2½ per cent. on Orders over £50, and 5 per cent. on amounts under £50

Orders and remittances should be addressed to the MANAGER.

Office, 12, George-yard, Lombard-street, London, E.C.

PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's Establishments at the above Port afford every facility for REPAIRING and SPARRING VESSELS, and for CLEANING and PAINTING Iron and Steam Ships.

Their large Granite Dock, 286 feet long on the blocks, is in complete working order, and at average spring tides can take vessels drawing 16 to 17 feet water. The Dock is fitted with a Caisson Gate and with a Centrifugal Steam Pump of great power, ensuring despatch in all states of the tide. An ample stock is kept on hand of Timber, Oregon Spars, Sheathing Copper and Yellow Metal, and of every description of material for Dockyard use.

The premises comprise an Engineer's Workshop, Brass Foundry, a large Smithy and Carpenter's Workshops, and the works are superintended by Resident Europeans, viz., a Shipwright, an Engineer, and a Blacksmith. Dry Godowns for the reception of vessel's stores, &c., when requiring to discharge them.

Amoy, March, 1865.

CHARTERED MERCANTILE BANK of INDIA, LONDON, and CHINA.

Incorporated by Royal Charter.

Paid-up capital, £750,000. Reserve Fund, £250,000.

BRANCHES AND AGENCIES.

Bombay.	Colombo.	Penang.	Hong Kong.	Yokohama
Calcutta.	Kandy.		Shanghai.	
Madras.	Galle.	Singapore.	Hankow.	Mauritius

The Bank negotiates and collects bills and grants draft payable at the places above mentioned, issues letters of credit and circular notes for the use of travellers by the Overland Route, terms for which can be ascertained at the Head Office in London.

The Bank will effect the purchase or sale of Indian securities, undertakes the safe custody of same, and the receipt of interest, dividends, pay, pensions, and other moneys, for remittance through the Bank or otherwise.

The Bank receives money on deposit, on which interest will be allowed according to the length of time deposited. Particulars as to rates can be ascertained at the Head Office, 52, Threadneedle-street, London.

Office hours from 10 a.m. to 3 p.m.; Saturdays, from 10 a.m. to 2 p.m.

No. 52, Threadneedle-street, London, E.C.

"CHINA MAIL" OFFICE.

PUBLISHED at this Office, No. 2, WYNDHAM-STREET (back of the Club):—

1.—THE EVENING MAIL,

EVERY DAY.

PRICE,—2 dols. per month.

TERMS OF ADVERTISING.—First insertion, Ten lines and under, 1 dol.; each additional line, 10 cents. Subsequent insertions, per week, 50 cents and 5 cents—"Auction" Notices excepted, for which only One Charge per week is made).

2.—THE CHINA MAIL,

ONCE A WEEK.

(On Thursday Night.)

PRICE—15 dols. per annum; Single Copies, 44 cents.

ADVERTISING.—First insertion, Five lines, 1 dol.; each additional line, 20 cents. Subsequent insertions, 50 cent. and 10 cents.

3.—THE OVERLAND MAIL.

ONCE A FORTNIGHT.

(The Morning of the Mail's despatch.)

PRICE—To Subscribers to the Weekly issue, 8 dols to Non-subscribers, 12 dols. Single copies, 50 cents.

ADVERTISING.—The same as in the Weekly. All "Notices of Firms" appearing in the Weekly will be inserted in the *verland*, and charged for, unless otherwise ordered.

A. SHORTREDE & CO.

Hong Kong, Jan. 1, 1864.

THE MONEY MARKET REVIEW

A WEEKLY JOURNAL OF THE HIGHEST CLASS,

EXCLUSIVELY DEVOTED TO THE DISCUSSION OF COMMERCIAL AND FINANCIAL TOPICS.

PUBLISHED EVERY SATURDAY

TERMS OF SUBSCRIPTION.

PAYABLE IN ADVANCE.

Single Paper ... ... 6d. Yearly ... ... £1 6s.

BY POST.

Single Paper ... ... 7d. Yearly £1 10s

*** Post-office orders to be made payable to FRANCIS FISHER, 23, Birchin-lane, Cornhill, London, E.C.

THE BANK OF HINDUSTAN, CHINA AND JAPAN (Limited).

1, BANK-BUILDINGS, LOTHBURY, LONDON.

CAPITAL	... ...	... £4,000,000
Subscribed	... ...	... 3,696,100
Paid-up	... ...	... 924,025
Reserve Fund	...	... 120,500

BANKERS.

The Bank of England | The National Bank
The Alliance Bank.

EDINBURGH BRANCH.

DIRECTORS.

William Forbes, Esq., of Medwyn.
Patrick Arkley, Esq., of Dunimald.
James Mackintosh, Esq., jun., of La Mancha, and late of Calcutta.
John A. Macrae, Esq., W.S., 39, Frederick street, Agent.

BRANCHES AND AGENCIES.

Henry Turner, Esq., Inspector.

Bombay	Manila	Hankow
Calcutta	Hong Kong	Nagasaki
Point de Galle	Foochow	Yokohama
Colombo	Ningpo	Melbourne
Kandy	Shanghai	Sydney
Singapore	Kiu-kiang	

Deposits received, subject to ten days' notice, on the usual terms, and for fixed periods at rates subject to special agreement.

Drafts issued, and Bills negotiated, payable in India, China, &c. Circular Notes and Letters of Credit, payable throughout Europe, are also issued for the convenience of Travellers per Overland Route.

The purchase and sale of Indian and other Securities, and the safe custody of the same, undertaken. Dividends, Pay, Pensions, Interest, or other moneys realised, and the registry of Indian Government Loan Notes effected, so that the interest may be paid in England.

Every other description of Banking and Agency business in connection with India, China, &c., conducted on the most favourable terms.

JOHN OUSELEY, General Manager.

ASIATIC BANKING CORPORATION,

Incorporated by Royal Charter.

Authorised Capital, £2,000,000. Paid-up Capital, £500,000. Reserve Fund, £175,000.

Head Office, No. 4, Lombard-street.

BOARD OF DIRECTORS.

BOYKETT, Esq., Chairman, (Messrs. Timothy Wiggin and Co).

J. A. RUSSELL, Esq., Deputy Chairman (Messrs. Grey and Coles, and Grey and Co. Bombay).

S. D. BIRCH, Esq. (late Accountant-General, Bombay, and President of the Bank of Bombay).

T. CARDWELL, Esq. (Messrs. Thomas Cardwell and Co., and Cardwell, Parsons and Co., Bombay).

C. A. FEARON, Esq. (Messrs. Fearon and Co., late of Messrs. Augustine Heard and Co., China).

W. MAITLAND, Esq. (Messrs. M'Killop, Stewart and Co., Calcutta).

M. H. SCOTT, Esq. (Messrs. Finlay, Campbell, and Co., London, and Messrs. Ritchie, Steuart, and Co., Bombay).

Agencies and Branches are established at Bombay, Calcutta, Madras, Singapore, Penang, Ceylon, Hong Kong, Shanghai, and Melbourne.

The Corporation grant Drafts, collect and negotiate Bills of Exchange, payable at the above places, issue Letters of Credit and Circular notes, and conduct every description of Banking business connected with the East.

They effect the purchase and sale of Indian Securities, the receipt of Pay, Dividends, &c., and undertake the safe custody of securities.

They also receive Deposits, bearing interest, for fixed periods.

Rates of interest and Exchange may be ascertained at the Head Office.

By order of the Board,
F. W. LAWRENCE,
Acting General Manager.

THE CHINESE COMMERCIAL GUIDE.

CONTAINING Treaties, Tariffs Regulations, Tables, &c., useful in the trade of China and Eastern Asia, with an Appendix of Sailing Directions for those Seas and Coasts, by S. WELLS WILLIAMS, LL.D. Fifth Edition.

Hong Kong, SHORTREDE and Co.; London Agent, F. ALGAR, 11, Clement's-lane, E.C. Price Two Guineas.

Bottled Ales and Wines, &c.

"NO BUYERS for the BEST BRANDS, unless RE-PACKED," in consequence of repeated BREAKAGE.—Melbourne Journal of Commerce, Nov. 16. Heating and Breakage entirely prevented, and 15 per cent. saved in Freight of Cases by using SEYMER'S BOTTLE PACKINGS AND COOLERS. Price 7½d. per doz. Bottlers contracting for large quantities effect so great a saving in labour, &c., that they can supply them at one-fourth less in price to Shippers, who will find it most profitable to order their goods to be so packed in future. In use by all the leading London houses.—T. WHITEHEAD, 37, EASTCHEAP, E.C. Sole Manufacturer.

COWASJEE DINSHAW,

Close to the Landing Place. Depot of

EUROPEAN, CHINA, AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality. Bombay-made Soda Water and Lemonade. Perfumery, Confectionery, Oil man's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.

STEAMER POINT, ADEN.

Drawing and Reading-room free to Passengers.

THE "LONDON AND CHINA EXPRESS" ON SALE

Keating's Cough Lozenges.

JUDGED BY THE IMMENSE DEMAND this Universal Remedy now stands the first in public favour and confidence: this result has been acquired by the test of fifty years' experience. These Lozenges may be found on sale in every British colony, and throughout India and China. They have been esteemed wherever introduced. For COUGHS, ASTHMA, and all affections of the Throat and Chest, they are the most agreeable and efficacious remedy.

Prepared and sold in boxes and tins of various sizes, by THOMAS KEATING, Chemist, &c., 79, St. Paul's Churchyard, London. Sold retail by all druggists and patent medicine vendors in the world.

N.B.—To prevent spurious imitations, please to observe that the words "KEATING'S COUGH LOZENGES," are engraven on the Government Stamp of each Box without which none are genuine.

A FULL ASSORTMENT of PATTERNS

PRICES, and SAMPLES POST FREE TO AND PART of the WORLD.

SILK DRESSES from 15s. 6d. to Twenty Guineas.
FINE ORGANDI MUSLINS from 6s. 9d. upwards.
RICH FRENCH MUSLINS from 10s. 6d. upwards.
RICH FLOUNCED BAREGE ROBES from 6s. 9d.
50,000 YARDS BAREGE ANGLAIS 63d. per yard; a new texture, particularly adapted for hot climates.

THE BEST HOSIERY.

White Cotton Stockings from 5s. 6d. the half dozen
LADIES AND GENTLEMEN'S FRENCH KID GLOVES,
From 18s. to 42s. per dozen
REAL CAMBRIC HANDKERCHIEFS
From 5s. 6d. the dozen.
Hem Stitched ditto, from 6s. 9d. per dozen.
Patterns or Sample Handkerchiefs free.
ADIES OUTFITS AND BABY LINEN.
Detailed Price Lists sent Free.
MANTLES AND SHAWLS.
Three Show Rooms (en suite) for these Departments
Drawings (FREE ON APPLICATION)

PETER ROBINSON,

103, 104, 105, 106, 107, and 108, OXFORD-STREET AND GREAT PORTLAND-STREET, LONDON.

ORNAMENTAL STOVES AND FENDERS.

JEREMIAH EVANS, SON, and Co. respectfully call the attention of those Gentlemen who are building or refurnishing their mansions to the most extensive assortment in the United Kingdom of Drawing Room, Dining Room, and Library STOVES, FENDERS, and FIRE FURNITURE, en suite, which, for Elegance of Design and Construction, are unequalled, and are adapted for wood or coal fires. There is also a Large Stock of ITALIAN MARBLE CHIMNEY PIECES, executed by First Class Artists, adapted for every description of apartment, from the plainest to the most superb.

LAMPS AND CHANDELIERS.

The Lamp Department exhibits a Large, Elegant, and Various Stock of LAMPS, for the Table, Sideboard, or the Ceiling, and are fitted for Oil, Candles, or Gas.

This Establishment also combines every article in FURNISHING IRONMONGERY, such as Tea Urns, Coffee Machines, Dish Covers, Table Cutlery, and Japannery; ELECTRO-PLATE—in Forks, Spoons, Cruet and Liquor Frames, Candlesticks, Epergnes, Side Dishes, &c.

MANUFACTORY AND SHOW ROOMS,
Nos. 33 AND 34, KING WILLIAM-STREET, AND 10, ARTHUR-STREET WEST,
NEAR LONDON-BRIDGE, LONDON, ENGLAND.
ESTABLISHED IN 1815.

HOLLOWAY'S PILLS.—HYSTERIC AND OTHER FITS.—These Pills exert the most beneficial influence over the brain and nerves, and, therefore, are the safest and surest remedies for all disorders of these vital organs. Few diseases were more unmanageable than hysterics, convulsions, and similar fits until trial was made of Holloway's Pills, which proved able at once to control the morbid irritation, and very rarely failed to carry the patient steadily on to health and strength. Epileptic seizures, springing from scrofulous taints, are especially amenable to this treatment, which eradicates their cause. The Pills should be taken in doses calculated to act energetically on the bowels; the diet should be digestible, nutritious, and plainly cooked; pastry and spirits should be altogether avoided.

Digitized by Google

SOLID MAHOGANY FURNITURE FOR INDIA, CHINA, AND THE COLONIES.

HEAL and SON are Manufacturing, ESPECIALLY FOR use in EXTREME CLIMATES BEDROOM FURNITURE, which is entirely Free from Veneer. A general Assortment always in Stock.

IRON AND BRASS BEDSTEADS

Suitable for all Parts of the World. Their Stock consists of 2,500 Bedsteads.

HEAL AND SON'S PATENT HORSEHAIR MATTRESS.

HEAL and SON have Patented an Improvement in the Manufacture of Mattresses, which prevents the material from felting into a mass, as is the case with all Mattresses made in the ordinary way. The Patent Mattresses are made of the very best Horsehair, are rather thicker than usual, and the prices are but a trifle higher than those of other good Mattresses.

HEAL AND SON'S ILLUSTRATED CATALOGUE

For INDIA, CHINA, and the COLONIES, of Bedsteads, Bedding, and Bedroom Furniture, SENT FREE TO EVERY PART OF THE WORLD to which there is Book Post.

HEAL and SON, Bedstead, Bedding, and Bedroom Furniture Manufacturers,
196, 197, 198, Tottenham-court-road, London, W.

GELLE FRERES PERFUMERY

CHIEF ESTABLISHMENT, 35, RUE DES VIEUX AUGUSTINS, à PARIS.

THE house of GELLE FRERES, celebrated for the superiority of its Perfumery, addresses itself to the fashionable world as much for its essentially hygeianic, refreshing, and tonic preparations as for its delicate and distingué perfumes.

STEAM WORKS AT NEUILLY SUR SEINE

1st Class Paris Exhibition. Medal

DEPOT: BLUMBERG & CO., 55, CANNON-STREET WEST, LONDRES.

DEPOT: H. BRULE, 23, RUE DE L'HOPITAL, BRUXELLES.

1st Class London Exhibition. Medal

Commission. Articles specially Recommended. Exportation.

REGENERATEUR GELLE FRERES, a superior pomade for preserving, beautifying, and reproducing hair.
EAU D'ALBION for the toilet, an exquisite production from the juice of flowers and aromatic plants.
CARBOQUINA ROSE superior toothpowder, composed of carbon quinine and Province roses.
UCUMBER SOAP for softening the skin, the best of all toilet soaps.
LAIT PROPHYLATIC to remove freckles and improve the appearance of the skin.
COMPOSITION ZOUAVE, for the instantaneous dyeing of the whiskers and moustache.
COLD CREAM, AU LOTUS LE LYBIN, to soften and refresh the skin.
NIGRITINE VEGETALE, an incomparable dye for the hair and beard, not staining the skin.
VIOLET ESSENCE and VIOLET WATER for the handkerchief.
CONCENTRATED EAU DE COLOGNE for the toilet.

SPECIAL PERFUMERY WITH A BASIS OF GLYCERINE,
SOAP, TOOTH-PASTE, POMMADE, CREAM FOR THE COMPLEXION, EAU DE TOILETTE.
To be obtained of all the principal Perfumers and Hairdressers in Europe and other parts of the world.

NOTHING IS MORE REFRESHING THAN

RIMMEL'S

EXTRACT OF LIME JUICE AND GLYCERINE,
Which cleanses and cools the head, and gives the hair a beautiful gloss without greasing it. Price 1s. 6d., 2s. 6d., 5s.

RIMMEL'S TOILET VINEGAR
Will also be found a perfect luxury as an adjunct to the Toilet and Bath and a reviving Perfume. Price 1s., 2s. 6d., 5s.

RIMMEL'S NEW PERFUMES,
The Titiens, Indian, and Chinese Bouquet, all of delightful fragrance from 2s. 6d.

RIMMEL'S RAFRAICHISSEUR,
For producing an Ambrosial dew. Reduced to 6d.

RIMMEL'S PERFUME FOUNTAIN,
An elegant ornament for the Drawing-Room, Ball-Room, Dining Table, &c. Price from £1. 10s.

EUGENE RIMMEL, Perfumer by Appointment to H.R.H. the Princess of Wales.
96, STRAND, 128, REGENT-STREET, and 24, CORNHILL, LONDON.

R. L. SOUTHERN AND Co.
MERCHANTS AND AGENTS,
6, MINCING-LANE, LONDON, E.C.

TUPPER AND COMPANY.
MANUFACTURERS OF PATENT GALVANISED IRON, in Sheets, Tiles, Iron Roof Sheds, Cisterns, Pails, Gutters, Wire for Fencing, &c.
WORKS AT BIRMINGHAM AND LONDON.
OFFICES: 61A, MOORGATE STREET, LONDON.
Merchants' orders executed with despatch.

UMBRELLAS and SUNSHADES suitable for all Foreign Markets and the Colonies, are supplied to Shippers on the most favourable terms by JOHN MORLAND and SONS, Wholesale Manufacturers 50, Eastcheap, London-bridge, City. Silk, Alpaca, Gingham Steel Frames, Canes, Fittings and all kinds of Materia for the Trade. Oiled and japanned silks and cambrics.

CAUTION.

THE GROSS FRAUDS which continue to be practised by obscure manufacturers, more particularly in Germany, by imitating the Labels attached to JOHN GOSNELL and Co.'s PERFUMERY, render it imperative upon the Proprietors to Caution the public against such nefarious proceedings, and to request their friends and patrons to purchase only of respectable dealers, who import direct from JOHN GOSNELL and Co., and invite special attention to the address, 12, THREE KING-COURT, LOMBARD-STREET, LONDON, E.C.

JOHN GOSNELL and Co.'s SELECT PERFUMES.—Ess Bouquet, Royal Yacht Club Bouquet, Jockey Club Perfume, Essence of Wood Violet, Victoria Bouquet, Garibaldi Bouquet, Frangipanni, Military Bouquet, The Bride's Bouquet, Tea Rose, Russian Leather Perfume.

JOHN GOSNELL and Co.'s Toilet Vinegar, Inexhaustible Salts, Aromatic Vinegar, Aromatic Eau de Cologne.

JOHN GOSNELL and Co.'s Prince of Wales Perfumes

JOHN GOSNELL and Co.'s Princess Alexandra Perfume.

JOHN GOSNELL and Co.'s La Noblesse Perfume.

JOHN GOSNELL and Co.'s La Noblesse Pomade.

JOHN GOSNELL and Co.'s La Noblesse Soap.

JOHN GOSNELL and Co.'s Real Old Brown Windsor Soap.

JOHN GOSNELL and Co.'s Golden Oil—Moelline—Macassar Oil, Bear's Grease, &c., for the Hair.

JOHN GOSNELL and Co.'s Extra Highly Scented Toilet and Nursery Powder.

JOHN GOSNELL and Co.'s Stercodesmic or Dentists Tooth Brushes and Trichosaron Hair Brushes, warranted to purchasers.

JOHN GOSNELL and Co.'s Instantaneous Hair Dye

JOHN GOSNELL and Co.'s Cherry Tooth Paste is greatly superior to any tooth powder, gives the teeth a pearl-like whiteness, protects the enamel from decay, and imparts a pleasing fragrance to the breath.

NOTHING IMPOSSIBLE.—The Greatest and most Useful Invention of the day, AGUA AMARELLA.—Messrs. JOHN GOSNELL and CO., 12, Three King-court, Lombard-street, London, Perfumers to Her Majesty, respectfully offer to the public this truly marvellous fluid, which gradually restores the human hair to its pristine hue—no matter at what age. The Agua Amarella has none of the properties of dyes; it on the contrary, is beneficial to the system, and when the hair is once restored one application per month will keep it in perfect colour. Price One Guinea per bottle; half bottles, 10s. 6d.

JOHN GOSNELL and Co., Perfumers to Her Majesty and by Special Appointment to H.R.H. the Princess of Wales, London.

DYSENTERY, CHOLERA, FEVER, AGUE, ETC.

CHLORODYNE.

CAUTION.—*Vice-Chancellor Wood affirmed in Court that Dr. J. COLLIS BROWNE was undoubtedly the Discoverer of Chlorodyne; that the statements of the Defendant Freeman were deliberately untrue, and he regretted to say they had been sworn to (see "The Times" of July 13, 1864); all others must be spurious.*

Earl Russell has graciously favoured J. T. Davenport with the following extract of a despatch from Mr. Webb, H.B.M.'s Consul at Manila, dated Sept. 17, 1864:—"The remedy most efficacious in its effects (in Epidemic Cholera) has been found to be CHLORODYNE, and with a small quantity given to me by Dr. Burke I have saved several lives." Earl Russell communicated to the College of Physicians that he had receive a despatch from Her Majesty's Consul at Manila, to the effect that Cholera had been raging fearfully, and that the ONLY remedy of any service was CHLORODYNE.—See *Lancet*, December 31, 1864. No home should be without it.

Eminent Hospital Physicians of London stated on oath that they prescribe CHLORODYNE largely, and mean no other than Dr. Browne's.

The General Board of Health, London, state as to its efficacy in Cholera and Dysentery:—"So strongly are we convinced of the efficacy of his remedy, that we cannot too forcibly urge the necessity of adopting it in all cases."

From A. Montgomery, Esq., late Inspector of Hospitals, Bombay:—"Chlorodyne is a most valuable remedy in Neuralgia, Asthma, and Dysentery. To it I fairly owe my restoration to health, after eighteen months' severe suffering, and when all other medicine had failed."

From W. Vesalius Pettigrew, M.D.:—"I have no hesitation in stating that I have never met with any medicine so efficacious as an antispasmodic and sedative. I have used it in Consumption, Asthma, Diarrhœa, and other diseases, and am most perfectly satisfied with the results."

Dr. M'Grigor Croft, late Army Staff, says:—"It is a most valuable medicine."

Dr. Gibson, Army Medical Staff, Calcutta:—"Two doses completely cured me of Diarrhœa"

Government supply both the Army and Navy with it. A Sheet of Medical Testimonials accompanies each Bottle.

Sold in Bottles, 2s. 9d. and 4s. 6d., by all Chemists. None genuine without the words

"DR. J. COLLIS BROWNE'S CHLORODYNE" on the stamp.

SOLE MANUFACTURER:—

J. T. DAVENPORT, 33, GREAT RUSSELL-STREET, LONDON, W.C.

Be not misled by the statements of unscrupulous persons, as the Defendant was termed by the Vice-Chancellor

Digitized by Google

OVERLAND ROUTE.

COMMUNICATION by STEAM to INDIA, AUSTRALIA, &c., *via* EGYPT.—The PENINSULAR and ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels at their London Offices for Gibraltar, Malta, Egypt, Aden, Ceylon, Madras, Calcutta, the Straits, and China, by their steamers leaving Southampton on the 4th and 20th of every month. For Gibraltar Malta, Egypt, Aden, and Bombay by those of the 12th and 27th of each month; and for Mauritius, King George's Sound, Melbourne, and Sydney, by the steamers leaving Southampton on the 10th of every month.

For further particulars apply at the Company's Offices 122, Leadenhall-street, London, E.C., or Oriental-place Southampton.

OVERLAND ROUTE VIA MARSEILLES.

SERVICES MARITIMES DES MESSAGERIES IMPERIALES.

FRENCH MAIL STEAM PACKETS.

The 19th of every Month, at 2 P.M. for—

MESSINA, ALEXANDRIA, ADEN, POINT DE GALLE (Ceylon), PONDICHERRY MADRAS, CALCUTTA, SINGAPORE, BATAVIA, SAIGON, HONG KONG, SHANGHAI, and JAPAN.

The 9th of every Month for—

MESSINA, ALEXANDRIA, ADEN, SEYCHELLES, REUNION, MAURITIUS.

For passage, freight, and information apply to B. W. and H. HORNE, 4, Moorgate-street, London; G. H. FLETCHER and Co., Liverpool; at the offices of the Services Maritimes des Messageries Imperiales in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

*** Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.

INDIA AND CHINA.

ROBERTSON and CO. will despatch the following first-class VESSELS to their respective destinations:—

Destination.	Ships.	Docks.	To Sail.
Shanghai	Juanpore ...	W.I.D.	With des.
Shanghai	Heroes of Alma ...	W.I.D.	With des.
Kanagawa and Yokohama	Corea ...	W.I.D.	With des.

Apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.

INDIA, CHINA, AND AUSTRALIA.

SHAW, LOWTHER, & MAXTON will despatch the following high-classed VESSELS to their respective destinations:—

Ships.	Class.	Destination.	Docks.	Date of sailing
Invincible ...	A 1 13 yrs	Hong Kong & Whampoa.	L.D.	Apr. 20
John Lidgett .	A 1 15 yrs.	Shanghai ...	E.I.D.	Apr. 25 To follow.
Assyrian ...	A 1 10 yrs.	Ditto	E.I.D.	
Lady Egidia .	A 1 13 yrs.	Melbourne ...	E.I.D.	Apr. 25
Result ...	5-6ths ...	Ditto	E.I.D.	June 5

For Freight or Passage apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings, E.C.

CHINA and JAPAN.—The following splendid first-class SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	Last Ship. Day.
Shanghai ...	City of Quebec ...	A1 12 yr.	E.I.D.	April 25.
Shanghai ...	Lammermuir	A1 12 yr.	E.I.D.	To follow.
Hong Kong & Whampoa ...	Robin Hood .	A1 10 yr.	E.I.D.	With des.
Kanagawa, Yokohama and Nagasaki ...	Merse ...	A1 13 yr.	E.I.D.	With des.

For Freight or Passage apply to KILLICK, MARTIN and Co., 28, Nicholas-lane, Lombard-street, E.C.

JOHN C. CAMPBELL will despatch the following splendid first-class VESSELS:—

Destination.	Ships.	Class.	Tons.	Dock.
Bombay ...	Marine Minister Von Roon	3-3rds=1.1	1,018	E.I.D.
Bombay ...	Whitehall ...	A 1 14 yrs.	936	E.I.D.
Colombo ...	Caroline Hutchings ...	A 1 11 yrs.	287	W.I.D.
Colombo ...	Spanker... ...	A 1 10 yrs.	475	W.I.D.
Colombo ...	Celestial Queen.	A 1 13 yrs.	842	S.K.D.

No. 22, Great St. Helen's, E.C.

FROM LIVERPOOL.

Destination.	Ships.	Tons.	Class.	To Sail.
Shanghai ...	Charlotte ...	589	AA 1	Imm.
Hong Kong & Whampoa ...	Patna ...	325	—	,,
Calcutta ...	Ravenscrag ...	1263	—	Imm.
Calcutta ...	William Fairbairn ...	—	—	,,

For terms of Freight or Passage apply to MCDIARMID, GREENSHIELDS, and Co., Liverpool.

LINE of STEAMERS from LIVERPOOL to CHINA.—The following screw Steamers will be despatched with cargo and passengers, at their respective dates, for Mauritius, Penang, Singapore, Hong Kong, and Shanghai:—

Vessel.	Tons register.	Captain.	To sail.
Agamennon ...	1672	Middleton.	April 19.
Ajax	1670	Kidd ...	June 30.
Achilles	1672	Russell ...	Sept. 10.

Each vessel carries a surgeon and stewardess.
Apply to ALFRED HOLT, 1, India-buildings, Liverpool.

FROM LIVERPOOL.

MORS LE BLANCH & CO. intend despatching VESSELS to the undermentioned Ports as follows:—

BATAVIA AND SOURABAYA.

Vessel.	Class.	Probable date of sailing.
A 1 SHIP		—
SINGAPORE.		
CECROPS	3-3rds	May 1
YOKOHAMA.		
A 1 British SHIP		—

Loading in Prince's Dock.
Apply at 42 and 43, THE ALBANY, Liverpool.

FOR HONG KONG and WHAMPOA (under engagement to the Lords of the Admiralty, with quick despatch), the well-known British-built clipper ship YARATILDA, A 1 fourteen years, 720 tons register, JAMES DONOUGH, Commander; loading in the London Docks. This fine vessel is noted for her rapid passages, and has superior accommodation for chief cabin passengers.

TEMPERLEYS, CARTER, and DARKE, 3, White Lion-court, Cornhill, E.C.

FOR HONG KONG and WHAMPOA, with quick despatch (to follow the Yaratilda), the well-known iron clipper-ship PORTLAND, A 1 12 years, 872 tons register, JAMES PETERS, Commander; loading in the London Docks. This fine vessel is noted for her rapid passages, and has superior accommodation for chief cabin passengers.

TEMPERLEYS, CARTER, and DARKE, 3, White Lion-court, Cornhill, E.C.

LINE OF PACKETS FROM LIVERPOOL FOR JAVA.

FOR BATAVIA and SOURABAYA, with immediate despatch, having two-thirds of her cargo engaged, the splendid Dutch clipper barque CATHARINA, Captain VISMAR; 240 tons register; built in 1864, and classed 3-3rds L 1 1 for nine years; the highest class in French Lloyd's; coppered and thoroughly copper-fastened, and a most eligible conveyance for fine goods. Loads in Prince's Dock.

For BATAVIA and SINGAPORE, an A 1 twelve years Ship.

Apply to NUTTALL and Co., 18, Chapel-street, Liverpool.

WEATHERLEY and MEAD'S LINE of CLIPPERS for JAPAN Direct.

FOR YOKOHAMA (Kanagawa), the splendid clipper barque MINNIE, A 1 twelve years, 407 tons register, DAVID BLACK, Commander; well-known in the China trade, having the greater part of her cargo engaged, will be despatched immediately.

For Freight or Passage apply to the owners, Messrs. ADAMSON and RONALDSON, 1, Leadenhall-street; or to WEATHERLEY and MEAD, 21, Water-lane, Great Tower-street, E.C.

LINE OF PACKETS FOR YOKOHAMA, JAPAN.
Has the bulk of her cargo engaged, and will have prompt despatch,

THE splendid Liverpool-built clipper barque CARIOCA, D. HUGHES, Commander; 312 tons, A 1 at Lloyd's for thirteen years, only two years old, has proved herself to be one of the fastest vessels belonging to the port, and in every respect an unrivalled conveyance.

For Freight or Passage apply to Messrs. WAKEFIELD, NASH, and Co., to Messrs. C. SAUNDERS and Co.; or to E. C. FRIEND and Co.

COLOMBO DIRECT.—Notice to Shippers.—The WYNAUD, A 1 13 years, 522 tons register, J. W. SMITH, Commander, is now at her loading berth in the West India Docks, and has room for light measurement goods only. This beautiful clipper has a very lofty cabin, with every accommodation for the comfort and convenience of passengers.

For Passage apply to W. H. TINDALL, 5, Tokenhouse-yard, and for Freight or Passage apply to F. TALLACK, 23, Birchin-lane, Cornhill, E.C.

Will have very quick despatch.

DIRECT for COLOMBO, the magnificent clipper-built ship SPANKER, A 1 10 years, 477 tons register, JAMES CANDLISH, Commander, West India Docks. This splendid Vessel is well known for her very rapid Passages, and the good order in which she invariably delivers her Cargoes, thus offering a favourable opportunity to Shippers of fine Goods.

For Freight or Passage apply to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

Will have very quick despatch.

DIRECT FOR COLOMBO.—The beautiful new Jersey-built Clipper Ship CAROLINE HUTCHINGS, A 1 Eleven Years, 287 tons register, G. H. COTHER, Commander; lying in the West India Docks. This splendid new ship, from her fine lines, is expected to make a very rapid passage.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street; or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

Will have very Good Despatch.

DIRECT for COLOMBO, the splendid British-built clipper ship CELESTIAL QUEEN, A 1 thirteen years, 842 tons register, WILLIAM WATT, Commander; lying in the St. Katharine Docks. This magnificent ship, from her size, high class and fast sailing qualities, having made her last passage from Calcutta in 98 days, offers an unusual opportunity to shippers of fine goods.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street; or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

Will meet with quick despatch.

DIRECT for BOMBAY, the splendid new clipper ship, MARINE MINISTER VON ROON, 3.3rds L 1. 1.—A 1 9 years, 1,018 tons register, J. C. ELLER, Commander, lying in the East India Docks. This magnificent new vessel having the greater portion of her cargo engaged, is confidently recommended to shippers of fine goods.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING, and BRIGGS, No. 31, Great St. Helen's, Bishopsgate-street, E.C.

To follow the "MARINE MINISTER VON ROON," and will have quick despatch.

DIRECT for BOMBAY, the magnificent clipper ship WHITEHALL, A 1 fourteen years, 936 tons register, WILLIAM CHAPMAN, Commander; lying in the East India Docks. This splendid high-classed ship is now quite ready for cargo, and being one of the fastest vessels afloat (having made the passage to Sydney in 76 days), offers a most desirable opportunity to shippers of fine goods.

For Freight or Passage apply to LIVINGSTON, HOLDING and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

THE LONDON AND CHINA TELEGRAPH.

THE EIGHTH Volume of this JOURNAL commenced on the 4th of January, 1866. The Subscription for the three numbers per month is 30s. per annum, including Postage, and to the Export Supplement 12s. Terms for advertising, 2s. 6d. per five lines; and 6d. for each additional line.

Subscriptions and Advertisements received abroad by the following Agents:—

Paris	G. W. YAPP, Rue de la Michodiere No. 13.
Hamburg	Mr. ONCKEN.
Amsterdam	LOMAN AND VERSTER.
Rotterdam.....	HOOG & KRUYT.
New York	WILMER AND ROGERS.
Gibraltar.....	W. SPEED.
Malta	
Alexandria.....	F. HAY
Aden	COWASJEE DINSHAW.
Suez.....	
Bombay	CHESSON AND WOODHALL
Calcutta.....	SANDERS, CONES, AND CO.
Point de Galle	G. D. ANTHANISZ.
Colombo.....	J. W. VANDORT.
Kandy.....	W. A. ARCHBALD.
Labuan, Sarawak, and Singapore ...	JOHN LITTLE & Co., Singapore.
Penang	SANDILANDS, BUTTERY AND CO.
Bangkok.....	
Batavia	HUNTER, HOUGHTON, AND Co.
Anjer—Straits of Sunda	G. SCHUIT, Anjer Hotel.
Manila	PHILLIPS, MOORE, AND CO.
Hong Kong, Canton, Macao, & Swatow,	JAMES GARDINER, Hong Kong.
Amoy	BELLAMY AND CO.
Foo-Chow-Foo	HEDGE AND CO.
Shanghai.....	H. FOGG AND CO.
Tien-Tsin	JAMES HENDERSON.
Nagasaki—Japan ...	PIGNATEL AND CO.
Yokohoma	HANSARD AND BLACK.

OFFICE, 12, GEORGE-YARD, LOMBARD-STREET, LONDON, E.C.

Printed for the Proprietors by WOODFALL and KINDER Milford-lane, Strand, W.C., and published by JOHN ELLISON, at the Office of the "LONDON AND CHINA TELEGRAPH," 12, George-yard, Lombard-street, E.C. in the parish of St. Edmund the King.—Thursday April 12, 1866.

Digitized by Google

The London and China 新聞紙 Telegraph.

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON ARRIVAL OF THE MAILS, about the 4th, 14th, and 28th, in connection with the "LONDON AND CHINA EXPRESS,"

A SUMMARY OF NEWS FOR THE OUTWARD MAILS OF 10th, 17th, and 26th.

VOL. VIII.—No. 207.] LONDON, FRIDAY, APRIL 27, 1866. [Price 9d., with Sup., 1s. 3d.—Sub. 30s. per ann. postage included, Sup. 12s. extra.

Latest Advices.

	From London.	Arrived out.	HOMEWARD. Arrived in London this day.
JAPAN—			
Yokohama	Dec. 26	Feb. 18	Feb. 28
Nagasaki			„ 23
Hakodadi			„ 21
CHINA—Peking			
Tien-tsin			
Chefoo			
New-chwang			
Hankow			March 2
Kiu-kiang			
Chin-kiang			
Shanghai	Jan. 17	March 6	March 8
Ningpo			
Foo-Chow			
Formosa—Tamsuy			
Amoy			
Swatow			
Hong Kong	Jan. 26	March 11	March 15
Canton			
Macao			
PHILIPPINES—			
Manila			
COCHIN-CHINA—			
Saigon			
SIAM— Bangkok			March 14
BORNEO—			
Labuan			
Sarawak			March 13
JAVA—			
Batavia			March 16
MALACCA STRAITS—			
Singapore	Jan. 26	Mar. 4	„ 22
Penang	„ „	„ „	„ 24

The next French mail, bringing dates from Hong Kong to the 26th March, is expected on the 4th proximo. Telegrams have been received in advance of the mail of 1st April, announcing that an important convention had been concluded at Peking between the Chinese, English, and French Governments, and bringing rumours of a rupture between the Tycoon and Prince Satsuma.

List of Passengers.

PASSENGERS INWARD.

By this mail, per P. and O. Co.'s steamer Tanjore, arrived at Marseilles April 25.—From Singapore: Sir R. B. McCausland, Miss McCausland, Mr. Geo. Brackenbury, and two 2nd class passengers. From Hong Kong: Messrs. Sutherland, Sturrock, Murton, Hitchcock, and Pegram, Mr. T. G. Downs. From Shanghai: Capt. Champion.

To Southampton, per China, expected to arrive May 2.—From Penang: Mrs. Robertson, three children, and servant. From Singapore: Mr. Little, three children, and servant, Miss Crane, and three 2nd class passengers. From Hong Kong: Mr. Mortimer, Mr. Clarke, eight 2nd class passengers, and two children. From Shanghai: Mr. Webster, and one 2nd class passenger.

PASSENGERS OUTWARD.

Per P. and O. steamer, Pera, from Southampton, April 20.—To Hong Kong: Capt. O. J. Jones, R.N., and man servant, Mr. J. W. Lewis, Mr. H. W. Heitmann, Mr. J. B. Coughtrie, Messrs. F. A. Charter, R.N., J. Swanson, R.N., W. Sheen, R.N., W. Brock, R.N., T. Huard, R.N., R. Widdicombe, R.N., and R. W. Tapp, R.N., Mr. Hawkins, Mr. Jas. Ward, Mr. E. G. Hamilton, and four 2nd class passengers. To Ceylon: Mr. E. Case, Mr. J. H. Purdon, Mr. J. F. R. Horsfall, Mr. and Mrs. MacBride, Mr. J. F. Coulson, Mr. R. D. Ormsby, and eleven 2nd class passengers. To Shanghai: Mr. E. Wadman. To Singapore: Five 2nd class passengers. To Calcutta: Capt. Sewell, Mr. P. B. Duell, Rev. T. F. and Mrs. Bigg, Messrs. J. and N. Fox, Mr. Stout, Mr. Cary. Capt. and Miss Stewart, Mr. Davey, Mr. W. Duffell, and thirteen 2nd class passengers. To Madras: Maj. J. Barclay, Mr. J. W. Butler, Mr. and Mrs. Evezard and infant, Mr. E. C. Britton, Mr. L. F. Chapman, Capt. and Mrs. Clark, and seven 2nd class passengers. To Aden: Three 2nd class passengers and two children. To Suez: Three 2nd class passengers. To Alexandria: Mrs. Miller and child, and two 2nd class passengers.

From Marseilles, April 28.—To Hong Kong: Mr. and Mrs. Leavesley, Mr. J. Livingston, and one 1st class passenger. To Yokohama: Mr. A. A. Shand, Mr. P. Heinemann. To Shanghai: Mr. R. B. Baller. To Singapore: Mr. J. Meikleham. To Calcutta: Capt. Eustace Hill, Rev. P. and Mrs. Nicholas, Col. Showers, Capt. Castle. To Madras: Rev. W. Babington. To Aden: Lieut. and Mrs. Schmidt. From Suez.—To Calcutta: Mr. A. Baillie, Maj. J. Hills.

Per P. and O. steamer, from Marseilles, May 5.—To Singapore via Bombay: Mr. C. Grey McClelland.

Per P. and O. steamer, from Southampton, May 4.—To Shanghai: Mr. J. Kidner, Miss E. Meade, Mr. T. G. Meade. To Hong Kong: Messrs. F. Holden, J. Plowright, H. F. Struznell, J. Petts, J. Manley, and G. A. Moses; Mr. A. J. W. Neville, R.N., Mr. F. C. Corbet, R.N. To Ceylon: Mr. and Mrs. F. W. Lemarchant and three children, Mr. E. S. Grigson.

From Marseilles, May 12.—To Shanghai. Mr. R. R. Westall, Mr. R. Conolly. To Yokohama: Mr. and Mrs. Dohmen. To Hong Kong: Dr. F. C. Sibbald. To Penang: Mr. J. Lamb.

Per P. and O. steamer, from Southampton, May 20.—To Ceylon: Mr. and Mrs. H. S. Oldnall Russell, Mr. and Mrs. Hampton, two infants, and child, Mr. P. W. Stavers. To Singapore: Mrs. Swanston and child. To Hong Kong: Mr. E. G. Hamilton, Mr. P. M. Roe, Lieut. C. E. Domville, R.N., Mr. F. K. Taylor, R.N. From Marseilles.—To Hong Kong: Mr. F. Goodridge. To Ceylon: Mr. H. J. Deslandes. To Shanghai: Mr. R. V. Grahame. To Singapore: Mr. Meikleham.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

Dates are to the 28th February. The London mail of the 26th December arrived out on the 18th February.

There is no hope of any remission of the indemnity money being made by the treaty Governments, as the third instalment, due on the 29th day of the 12th month (Japanese) last year, has been paid to the Oriental Bank by a three months' bill or promissory note.

From Osaca there is nothing new or decisive. The question of Choshiu is said to be in course of settlement, but no particulars are given except that the Tycoon's party assert that both Choshiu and his son are desirous of yielding, but they are overruled by the fanatical party among their adherents.

There was a rumour the other day that Satsuma had sold all his palaces at Yedo. On inquiry we find that he has sold two or perhaps three,—those purchased by him—not those received from the Tycoon, which he cannot sell.

Kioto seems as undecided as ever—now leaning towards the Tycoon and now towards the hostile Daimios. The manner in which the Mikado to-day makes, to-morrow unmakes, the Gorogio, and deposes high functionaries is beginning to excite much indignation among the loyal servants of the Tycoon.

The gas scheme is in abeyance till some further statistics are obtained. Meanwhile, a great want, long felt in Yokohama, is about to be put in train for removal. We allude to the want of a dock. Two of the foreign residents, whose trade led them to feel the necessity of such a thing, have taken great pains to discover a favourable spot for the construction of a dock that should be of sufficient capacity to take in ships of the largest size that come here—and this they have found a few miles down the coast. Difficulties have to be overcome, inasmuch as the ground will have to be acquired at a distance from the port—but much opposition is not apprehended on the part of the Government. The capital that will be requisite is not very large, and several of our leading men have already expressed themselves as favourable to the enterprise, and willing to assist it.

The *Japan Herald* notes an important step about to be taken for the advancement of education. Our contemporary says:—The existence among us of missionaries belonging to three or four branches of the Protestant Church is quite as well understood by the Japanese as by ourselves. In days gone by it was customary for the authorities to send officers to the houses of these missionaries, outwardly as friends paying friendly visits, but really as spies. Lately these visits have been discontinued, and from suspicion the whole demeanour seems to have changed to the most implicit and entire confidence. Long ago, while yet some of the American missionaries resided at Kanagawa, the Government sent several young men of rank from Yedo to be instructed in English; and more lately schools have been established by authority, and under protection of the respective governors, both in Yokohama and Nagasaki, for the especial instruction of the sons of the upper classes. The

Digitized by Google

school at Yokohama has made wonderful progress. It numbers over fifty pupils—young men, it must be borne in mind, not picked up by the wayside and entreated to come in, but belonging to the official class, and sent thither by the sanction and desire of the Government. In this school are taught, in addition to the English language, several branches of science, and the pupils are made acquainted with books, read by them with avidity, in which Truth is revealed, and hence becomes the subject of general remark in the classes and in conversation. In addition to this Government school, as it may be called, some of the wives of Missionaries have classes of Japanese boys under instruction in English, and with much success. The French school for the instruction of the sons of the official class, in active operation at Benten—is meeting with most satisfactory results, and is strongly supported by the Japanese authorities. But now the Gorogio is going a step further. It is about to erect school buildings in Yedo, in which a hundred young men of family are to be taught. There is to be an English and a French Department, and already the missionaries have been applied to to take charge of them.

On the 26th February the officers of H.M.S. *Princess Royal* gave an amateur theatrical performance at the Olympic Theatre, for the benefit of the two charities to which the proceeds were to have been devoted on the previous occasion, but the funds of which were not then materially augmented—the expenses leaving a very bare surplus for such appropriation. The two pieces were "Aggravating Sam" and "A Regular Fix." Both were capitally played.

By the *Ida D. Rogers*, from California, Mr. Risley has arrived, bringing with him six cows and their calves as a nucleus for the dairy he proposes establishing in Yokohama. The *Ida D. Rogers* made a long passage of 70 days—and at one time there was a fear that the cattle would have died for want of water.

NAGASAKI.

The s.s. *Promise* was lately sold to the Japanese for itz. 175,000. It is said that the buyer is Prince Koko, whose place is opposite to Chosiu. The s.s. *Japan* remains unsold, and is to sail immediately for Shanghai.

The Japanese are to make a race course here for Europeans, at the extreme head of the bay, and a bund road to it from the European settlement, with a bridge connecting the upper end of the European settlement with Decima. The new road will run through Decima, and thence skirt the outside of the native town, right up to the top of the bay.

The Governor of Nagasaki is to leave for Yedo in about twenty-five days from hence. They are putting the *Shun-lee* in order at the factory at Akunora to convey him. The *Shun-lee* is a fine handy sized vessel, just suitable for Japanese use.

Ground has been obtained from the Government for a dock at Nagasaki.

HAKODADI.

An investigation has been held by H.B.M.'s Consul at this port into a charge of stealing the skulls of Ainos, brought by the Japanese Governor against three British subjects, one a Mr. Whitely, a naturalist, on a visit to Hakodadi, and the others two subordinate consular officers. The charge brought against the defendants was as follows :—

On the 21st of the 10th moon (December 8) three Englishmen dug up the skulls of eleven or twelve Ainos at the village of Otosbi, and carried them to Hakodadi. A foreigner came to-day (December 13) to the Custom-house and reported the matter. At the time the authorities knew nothing about it, but a complaint from the people of Otosbi subsequently arrived.

It having been ascertained that the accused parties had been in the neighbourhood of Otosbi on the day in question, they were called into the presence of the Consul and Governor, and gave a detailed account of their proceedings during the time of their absence from Hakodadi, but denied having ever desecrated an Aino cemetery. The Consul having shown the Governor the paragraph in the Order in Council under which the offence charged against the three Englishmen was punishable, the Governor asked whether in the event of the defendants being found guilty the Consul would fine them $500 each and deport them. The Consul replied that he could not answer that question until the charge had been fully investigated by a Consular Court, which, if the Governor thought it necessary, he would summon for the purpose. At the same time he warned the Governor that should the case come before him in his Consular capacity he should be compelled to consider him (the Governor) as a witness, and call on him for the names of his informants. Upon hearing this, the Governor rose suddenly without taking formal leave, snatched his sword in a rude and abrupt manner, and went away.

On the following day a formal despatch was written by the Governor requesting that the three Englishmen should be brought to trial, and enclosing the names of deceased whose graves had been disturbed. They were thirteen in all, nine males and four females. Accordingly, the 15th December was appointed for the trial. The witnesses for the prosecution established the violation of the tombs and theft of the skulls, but failed to prove that the defendants were in any way implicated. The only suspicious circumstance brought to light was that on December 5th the defendants hired horses from a stable at Hakodadi, and set out with three boxes and a roll weighing about 20 lbs. The horses were returned on the 10th December, and it was within the period of their absence that the graves were desecrated. For the defence it was alleged that the party had left Hakodadi on a shooting excursion, and that they had in their possession three baskets and a box, and two guns, one of which was rolled up in matting. They remained a short time at Otosbi, and then left accompanied by a Japanese boy. They shot fourteen birds for Mr. Whitely, and having had some refreshment returned to an inn where they had left their horses. This statement was supported by the other defendants and by the Japanese servant who had accompanied them, and the strongest assurances were given that nothing had been done to the graves. It was also sworn that when the defendants returned to Hakodadi their luggage was unpacked in the presence of witnesses, and no skulls were then seen. After due consideration of the evidence, the Court delivered judgment to the following effect :—

That on the part of the prosecution the evidence is only hearsay, and in no instance was there any one who could state that he had seen the defendants digging up any of the thirteen skulls mentioned in the plaint; that on the part of the defendants the evidence brought by them neither proves nor disproves the charge. The Court is further of opinion that during the two or three hours defendants were in Otosbi it was quite impossible that thirteen skulls could have been dug up and taken away without some one from the village having seen them. The evidence on the part of the plaintiff has never been produced, and the Court would further remark that it was the duty of the plaintiff, which he has omitted to perform, to have produced more conclusive evidence—things seen and not things heard. Finally, the Court is of opinion that the charge is not clearly proved, no evidence having been produced that the defendants did dig up thirteen or any Ainos' skulls as mentioned in the plaint, nor of these supposed thirteen skulls having been seen at Otosbi, or at any of the intervening villages at which the defendants slept, or even at Hakodadi after their return.

The assessors dissented from the judgment on the following grounds; and the proceedings will therefore be submitted for the opinion of H. M. Envoy :—

We dissent from the foregoing verdict for the following reasons. A serious charge is brought against three foreigners by the Japanese Government which they have not endeavoured to substantiate by the production of the most important witness, viz., the boy who informed the Ainos of his having seen foreigners digging in the grave yard, and the inmates of the house where the defendants stayed at Otosbi.

Again the statements of the defendants differ more or less in many important points, and the evidence furnished by their witnesses is irrelevant. Believing that there is a certain amount of truth in the statement of the Ainos, namely, that skulls have been taken away by foreigners, the matter ought to be thoroughly investigated, so as to prevent any ill-feeling or misunderstanding with the Japanese authorities or people here, and that all information on the point be collected, whether from Japanese or foreigners.

At a subsequent sitting of the Court, nothing further was elicited except that two boys had seen foreigners digging in the Aino Cemetery, but of these two, one could not identify the offenders, and the other did not recollect upon what day the offence took place. A few days after the trial some of the missing skulls were given up, but there remain others to be accounted for, which will be a more difficult matter, as it is thought that they are now on their way to some European museum. It is said that the defendants have since confessed that they had a share in the outrage, but other foreigners are supposed to be implicated. It is most unfortunate that the awkward way in which these resurrectionists went about their work has brought the affair to light, as it cannot but leave a very bad impression on the minds of the natives of the north of Japan, hitherto so well disposed towards foreigners.

CHINA.

PEKING.

The news from this quarter is in one sense of considerable importance, if true. It is stated that a mission is to be appointed to proceed to Europe, and that Mr. Wade and Mr. Hart will accompany it. We are also informed that it is intended to take with the mission six of the pupils now study-

Digitized by Google

ing English and French at Peking. Some doubt is entertained as to the truth of this report, as private letters have not mentioned the subject. Nothing more has come to hand about the insurgents in Anhui.

HANKOW.

General Lyang was killed on Sunday, February the 18th, by the Nienfei. He had gone out in the morning with some 60 or 80 men, and fell in with a troop of the Nienfei slightly outnumbering his; and not being able to overcome them, Lyang was making his retreat, when two large bodies suddenly appeared in his rear, and cut him off at a place called Kaipoo. Lyang and his little army are said to have fought bravely, but the odds were overwhelming, and only thirty escaped, leaving their general among the slain. His body was recovered the same night, and, strange to say, was only half stript, and not at all mutilated. Lyang's loss is a matter of great regret to all. He was a brave, energetic general, as Chinese officers go, and the Government express themselves at some difficulty to replace him.

The Treasurer has taken the field against the Nienfei, and the Viceroy will do so on the 25th. His military duties and adventures will be confined to living for a while in the new Customs buildings below the concession, or the joss-house at the foot of the Hanyang hill.

A meeting was held at the Club on the 20th Feb., by the Hankow Volunteer Corps, which was highly satisfactory, both in the selection of its officers and the interest it showed to be still existing towards the movement.

An idea had spread abroad that the Toutai was willing to employ the services of any foreigners who would enlist against the Nienfei, at a daily pay of 5 tls. Whence this rumour arose it is impossible to say, but so great an attraction was it in these hard times that some persons of *uncertain livelihood* have already come up to offer themselves, and a large number are said to be flocking from Shanghai. Of course there is no truth in the report, and no employment for these persons in Hankow, and unless the foreign Consuls and Chinese authorities send them back again at once to whence they came, they will certainly cause much trouble, either by remaining here idle, or by volunteering to the Nienfei. The latter have as yet, however, shown no great desire for individual foreign assistance. One adventurer who went over to them was but rudely received, and had his head half cut off, a proceeding unpleasant perhaps for himself, but decidedly beneficial to the world at large.

A distressing accident occurred while the crew of the gunboat *Algerine* were practising with Congreve rockets. One of the rockets burst in the tube, and so severely injured the *Algerine's* boatswain, Mr. Gardner, who was standing by, that there at first appeared little or no hope of his recovery. He has, however, since rallied, thanks being in a great measure due to the ladies of Hankow, who provided him with those delicacies which it is impossible to obtain on board ship. A subscription in aid of his wife and family has also been got up.

SHANGHAI.

Some time ago an English gentleman, occupying an important position in the employ of the Chinese Government, being desirous to go on a shooting expedition, applied for permission to proceed up the river and creeks in a small steamboat. This request, it was generally imagined, he made more out of courtesy to his employers, whose feelings he might naturally be desirous to consult in such a matter, than from any real conviction that the Chinese authorities were desirous to act in a manner so contrary to the provisions of the treaty as to throw any obstacle in the way. His application was, however, met by a distinct refusal, and, probably on consideration of the position he occupied, he wisely abstained from making any active demonstration in the matter. We now hear that a despatch has been written by the Taoutai to Her Majesty's Acting Consul, stating that the Tsunle Yamen have, after consultation with Sir R. Alcock, issued instructions to the effect that foreigners shall not in future be allowed to travel up the river or creeks in boats other than Chinese. Her Majesty's Acting Consul has received no instructions from Peking on the subject, and has accordingly expressed his opinion to the Taoutai that there must be some misapprehension.

At a meeting of the Shanghai Steam Navigation Company, which took place on the 28th of February, the accounts were passed and the action of the company in purchasing the steamers *Moyune* and *Fire Queen* approved. Messrs. Bryans and Duncanson were elected directors. The directors were authorised to construct a new steamer during the year, if necessary for the company's interests; and also to sell the *Shanse* and *Sze-chuen* if they considered it advisable. The report stated:—

The statements of earnings and expenses are made up at the usual six monthly intervals. The statement ending 30th June, shows a profit of Tls. 38,409.98 on the River and Ningpo lines and Godowns, and a loss on the Fohkien, Pembroke, and Tsatlee of Tls. 12,849.53. The statement for the last six months of the year shows a profit of Tls. 114,608 69 on the River and Ningpo lines and Godowns, and a loss of Tls. 5,323.94 on the Fohkien, Pembroke and Tsatlee. The net result is a profit of Tls. 134, 84[illegible].20 on the business of the year, which is carried to credit of profit and Loss account.

Statements of the profit and loss account, reserve account, and of the insurance and depreciation fund are now given. It will be seen that the entire balance of profit and loss account, and also that the balance of the reserve account, have been transferred to credit of the insurance and depreciation fund. The directors have decided to pursue this course with the accounts for the reason that the insurance and depreciation fund account was for the purpose of accumulating a fund for the purchase of steamers, and for the cost of repairs to the company's boats, and inasmuch as all the net earnings of the company for the past year have been permanently invested in steamers, the directors consider that these earnings should be placed to credit of this account. The reserve account could not be considered as representing any real reserve so long as the insurance and depreciation fund showed a balance at debit, and the directors believe that the transfer now made will tend to simplify the accounts. The amount that appears at credit of insurance and depreciation fund as now rendered will be required towards payment for repairs already authorised.

The meeting of the Shanghai Gas Company was held on the 27th Feb. The report stated:—

"Regular supplies of coal of a description similar to that used by the Sydney Gas Works has been ordered on from Australia, and the first vessel should arrive about the end of February. In the meantime the engineer is using the best description of gas coal that can be obtained at this port.

"Of the sum of Sh. Tls 15,000 additional loan, authorised by you to be raised for the completion and carrying on of the works, only a sum of Sh. Tls. 5,000 has been required, and now that the income of the company has commenced, and shows evident signs of a rapid increase, it is expected that not any further liability in this respect need be incurred.

"It is with regret that the directors have to announce that Mr. Dore, the engineer of the company has, in consequence of continued ill health, been compelled to tender his resignation. Steps have been taken for the appointment of a properly qualified engineer in his place, and he is expected to be here early in March.

"During the past year, the value of the shares in this company fell in price as low as Sh. Tls. 60 each, but latterly an improvement has taken place, and the most recent sales have been at Sh. Tls. 80 per share, at which rate they appear very firm with an upward tendency. It may be reasonably supposed that they will now soon arrive at par, when not any time will be lost in disposing of the remaining unsold shares, and the loans reduced to an insignificant amount.'

The report having been adopted and the accounts passed, a discussion then ensued as to whether it would be desirable to appoint a manager to the company in lieu of agents as heretofore, it being argued on the one side that a saving of expenditure would be effected by such an arrangement, while on the other hand it was thought that a resident English engineer would be constantly necessary on the spot, and that he could not be expected to devote his attention to office management; and it was also suggested by Mr. Grew that it would be essential to have the offices of the gas company in town. The meeting then proceeded to the nomination of new directors, but great difficulty was experienced in finding gentlemen willing to act. Ultimately the following were proposed and elected, namely, Messrs. Hargreaves, Hancock, Hayes and King, and after the usual compliment to the Chairman, Mr. C. J. King, combined with a courteous recognition of his services to the company since its commencement, the meeting separated.

It is under contemplation to make arrangements for the members of the Shanghae Club to lease the building from the shareholders, and a meeting is advertised for the 10th March, to take this subject into consideration.

The annual meeting of Land Renters was to take place on the 9th March. This meeting will be more than usually important as the draft of the new land regulations will be laid before it. The polling for the New Municipal Council took place on the 8th March and the result at 4 p.m., though not officially declared, is stated to be as follows:—Edward Ford Duncanson, 123; William Keswick, 121; William Probst, 121; James Cock Coutts, 111; Egbert Iveson, 107; Augustus Allen Hayes, Jr., 106; Alfred James How, 99; Edmund Henry Lavers, 39; William Davison, 20; Emil Maintz, 19.

Digitized by Google

A small native banker living in Fohkien Road was arrested a few days since on a charge of passing counterfeit dollars. The dollars are coined in Canton, and it is hoped to discover the individuals by whose means they were imported.

The *Friend of China* of the 23rd February puts forward the following as an "on dit":—Mr. T. F. Wade, C.B., Secretary of Legation, will leave Peking for England almost immediately, and be succeeded at his post by Mr. W. H. Medhurst. Mr. Markham to take Mr. Medhurst's place as Consul at Hankow, and Mr. C. T. Jones to be Vice-Consul here. Mr. Forrest takes Mr. Consul Fittock's office at Ningpo. Mr. Carroll to be Co-Judge, *vice* Mr. Chaloner Alabaster ordered to Formosa. Chang-che-wan remains as Cantonese Interpreter until a good opportunity offers for helping him to a button.

HONG KONG.

Dates are down to the 15th March. The French mail of the 17th Jan. arrived out on the 1st March, and the English mail of the 26th Jan. on the 6th March.

Governor Sir Richard MacDonnell took the oaths of office on Monday the 12th March. Her Majesty's Commission having been read, he made a short and lucid speech, in which he was understood to say, "that it devolved upon him to swear the members of the Legislative Council, but it did not appear necessary to do so that day, they having already taken the usual oaths on assuming their seats in the Council, and it did not appear that there was occasion to find fault with them. As he found himself surrounded by such a number of civil and military servants of the crown and influential residents, he would take the opportunity on assuming the honorable post of Governor of this colony in the terms of Her Majesty's commission which had just been read, of reminding those present, that in the course of their duties, Her Majesty's Ministers and representatives sometimes found themselves obliged to maintain the interests, dignity, and welfare of the Government, in opposition to the well known wishes of the people. He trusted however, that in carrying on the Government of this colony he should have the happiness to obtain and deserve the support of the people. It was his wish and hope to study the welfare of the inhabitants in all matters of general interest. But it was to be hoped that the one quality necessary to maintain all governments would be found here, namely loyalty among all classes: That, as well as the good feeling and mutual esteem, which it had been his fortune to meet with in other parts of Her Majesty's dominions to which his duty had called him, he sincerely hoped would attend his Government in this colony." His Excellency wore the usual blue and silver uniform, and looked in perfect health.

The *Evening Mail* of the 12th March says:—"The unfortunate 11th has been directed to remain in Hongkong, and the two companies at Japan are not to be withdrawn. We have reliable information, that the present arrangements are as follows:—the 9th, as is previously stated, to go to Japan, and a wing of it will proceed in H.M.S. *Adventure* under the command of Major Darling direct to Yokohama on the 9th instant. She will then return with half the 20th, and afterwards make similar voyages, thus completing the change of quarters in two trips: we also learn that the women and children of the 20th are to be left at Japan. This certainly appears a hard case, for when the regiment left for Japan they were left here for a year, and they may probably expect to pass an equal time at Yokohama separated from their husbands. The War Department seem to take a pleasure in tantalising the troops stationed in China. The 20th have first been misled by hopes of proceeding to India, and their cheerfulness at this prospect is suddenly blighted. The 11th however appear to be the peculiar shuttlecock of Pall Mall incompetency—first Japan, then a Sanatarium in India, and now the prospect of quarters in the Happy Valley."

The agency of the Asiatic Bank Corporation has been transferred from Messrs. Augustine Heard and Co. to the bank's eligible premises in the Queen's-road, under the management of Mr. James Greig.

The adjourned meeting of the proprietors of the Hong Kong and Shanghai Banking Company was held on the 3rd March, when it was resolved that each of the present shares of $250 nominal value should be exchanged for two new shares for which scrip is to be issued on the 16th proximo; say one paid-up share of $125 and another share of the same nominal value ($125), on which a first call of $25 is to be made on the 1st July next.

An emeute has taken place on board another French coolie ship the *Flore*. The following paragraph respecting it is from the *Evening Mail* of the 14th March:—We hear with regret that a fresh outrage has taken place on board one of the French coolie-ships named the *Flore*, loading at Whampoa for Havana. A disturbance, of the nature of which information has not reached us, broke out on board this vessel two or three days ago, and was quelled only by severe measures, resulting in the death of at least one of the coolies. Secrecy is, as a matter of course so prevalent in these cases, that nothing more than a bare outline of facts is likely to reach the public; but we should be glad to know whether this attempted rising has any connection with the recent kidnapping of some Chinese labourers from the East River, of which a rumour has reached Hong Kong. It has been reported that two heavily armed junks, in the guise of mandarin war boats, with Portuguese on board, recently visited Shee-lung, and that a number of labourers were induced to go on board them by the pretext that a mandarin who was stated to be in command of the junks was engaging braves and army coolies. No sooner had a number of victims been thus decoyed on board than the junks made off again for Canton. Great excitement prevails in the District between the East River and Hongkong with regard to the operations of the coolie kidnappers.

Piracy has again been heard of, though in one case which has occurred the attempt could hardly be termed piratical. It appears that last week two Chinese junks which had left Macao to pick up "emigrants" along the coast were attacked by pirates not far from Lantao, and that the money and opium carried by one of them was captured, and the captain killed. The other case is that of the *Dannevirke*, Danish brig, which was attacked off Achow point on the morning of the 1st March, and plundered of all her valuables. No lives were taken, and it is supposed that the pirates are beginning to find out the different degree of criminal responsibility attached to piracy with and piracy without murder.

(FROM OUR OWN CORRESPONDENT.)

His Excellency Sir Richard MacDonnell arrived here by the mail steamer on the 11th inst., and was sworn in as Governor on the following day. As his arrival took place on a Sunday, he landed without a military reception. In my next I hope to be able to acquaint you with the commencement of some of those vigorous reforms with which public opinion credits his Excellency's intentions. If Sir Richard does not bring too lawyer-like a mind to bear upon the great question of the government of Hong Kong, much may be expected from his well-known vigour and independence; but as the press of the colony have declared of late, with striking unanimity, the time has arrived for the application of British sense rather than British laws to the enormous criminal mass which forms the bulk of the Chinese population of Hong Kong.

In my last I alluded to the fictitious story of Mr. Hart's dismissal from the post of Chief Inspector of the Foreign Customs Establishment in China. Nothing could be wider from the truth than this report; and, as a striking contradiction of it, I hear that Mr. Hart is about to proceed to England on a year's leave of absence, taking with him a party of Chinese, who proceed semi-officially to explore the unknown regions of Europe. The principal member of this party is a small mandarin employed in the Board of Foreign Affairs, who takes with him two of the young Tartars who have been instructed in the English language during the last few years, and proceeds at the expense of the Customs to obtain an insight into the manners and arts of the various European countries with which the Chinese Government is in treaty relations. The idea is an excellent one, and is no doubt the precursor of a more official mission. The party will probably leave Hong Kong by the next French mail.

I also learn that previous to the determination to despatch this mission, the question of the continuance of the foreign Customs' establishment after the month of July next, when the indemnities are to be paid up in full, was referred to the Imperial Council. It was represented that the expenses of the department amount to three-quarters of a million of taels (£250,000), and that the Chinese are becoming more and more apt for the conduct of their relations with foreigners without an intermediate party; but the decision in reply to the reference was, that matters are to continue for the present *in statu quo*.

The triumph over the rebels in the Canton province, which I mentioned in my last, has been a great relief to the Imperial Government, and has enabled them to devote all their energies to operations against the Nien Fei near Hankow. The vic-

Digitized by Google

torious General has already left the Canton province on his way to that place, and it is reported that the mighty Li Hung-chang, under whom Colonel Gordon operated until the treachery of Soochow took place, is to be moved as Viceroy to the Hupeh province, expressly to take the field in that direction. The *North China Herald* has recently started a theory that Li Hung-chang cherishes designs of rebellion against the Peking Government. Nothing could be more absurd than an idea of this kind. The unscrupulous but able mandarin in question enjoys a plenitude of actual power in his present situation which he is far too wise to exchange for the perils of an aimless rebellion, in which he would not only encounter the resistance of the Peking Government with such means as it would retain, but the hostility of every other official in the Empire, who would crush in a month any attempt made by one of their number to raise himself above the level of the rest. The suggestion is so puerile as scarcely to merit discussion, but as it may meet with attention at home I have devoted a few words to it. The slightest acquaintance with the history of China, or the modes of thought of the people, would suffice to show that rebellion, with a view of grasping the Throne, is the last idea that would enter the mind of Chinese functionaries of high position. The true rebel and usurper has seldom been other than a successful bandit chief.

In my last I reported the mutiny of coolies on board the French ship *Hong Kong*, on the second day of her voyage from Canton to Havana. Since then it has been ascertained that a deliberate plot had been formed by a party of the "emigrants," before the vessel left Whampoa, in the belief that a large sum of money must be carried on board. The same was, no doubt, the case on board the British ship *Pride of the Ganges*. The *Evening Mail* pointed out, the other day, that disorders on board coolie-ships were invariably coincident with the carrying on of the French coolie trade. During the years that no French barracoons were opened at Canton, vessels sailed regularly from thence to Demerara with Chinese emigrants without the slightest disturbance; but the moment the Cuban trade reopened mutiny became the order of the day. Any one who has seen the doorway of the French so-called "Emigration House" at Canton, with the faces of ruffianly half-caste Portuguese peering through the bars by which it cuts off access to the streets, need not be surprised to hear of any act of violence committed either by the dealers who "export" the unhappy coolies, or by mutineers among the latter. Two fresh cases of mutiny have been reported since that of the *Hong Kong*, and I hear that a rising took place the other night on board a fourth ship loading at Whampoa, which was not quelled until one at least of the coolies on board had been shot. The Chinese authorities are said to have repeatedly protested against the manner in which coolies are forcibly compelled to emigrate, but, as may be imagined, with little success. The business is conducted in the interest of an official of high rank at Paris, which fact, doubtless, accounts for the strenuous energy with which the French authorities in China support the traffic. In the meantime, it is rapidly becoming unsafe for Europeans to venture at a distance from Canton, as they are pursued by the villagers with shouts of "kill the kidnappers!"

STRAITS OF MALACCA.

SINGAPORE.

Dates are to the 22nd March. No later advices had been received from London than those noticed in our last—viz., those of the 26th January.

The fortnight has been chiefly remarkable (says the *Straits Times*) for the farewell demonstrations made in favour of Sir Richard B. McCausland, who goes home by the present mail, after ten years' occupation of the highest judicial post in the settlement, that of Recorder of the Supreme Court of Judicature. Before his departure, a grand banquet was given to him in the Town Hall. Some of the speeches that were given on that occasion are worthy of perusal even by our home readers; for, besides showing how high is the respect and esteem which Sir Richard McCausland has gained here from all classes, they are in some measure significant of the condition of the settlement. It will be seen that Sir Richard, whose point of observation has been a very high one, is a friend to that transfer of the settlement to the Colonial-office which has been so perseveringly urged here. Undoubtedly, the evil effects of the want of any local legislation must have often presented themselves to him in the administration of the law.

The Commission appointed by Government some months ago to inquire into the plans of the Pier Company, and also of a proposed railway from town to New Harbour, as well as to take into consideration the application made by the former company to reclaim a large portion of the shore frontage of the town for building purposes, has brought its labours to a close, The decision of Government has not yet been made known.

Sir Richard McCausland is not the only distinguished passenger which the present mail steamer will take from this. His Highness the Tumongong of Johore has determined, the first of his race, to venture on a trip to Europe, and leaves by the present steamer. His own claims and the claims of his family on English consideration are very great; for to the Tumongongs we owe, in a great measure, the peaceful manner in which we came into possession of Singapore. The present Tumongong is a fine example of a native gentleman,—he is intelligent, accessible and altogether free from arrogance, though he is now supreme ruler over the kingdom of Johore.

H.M.'s steamer *Rattler*, Captain Webb, from Hong Kong, via Manila and Labuan, anchored in the harbour, March 17th. Captain Webb will succeed Captain Rowe, of H.M.'s steamer *Coquette*, as senior naval officer in the Straits. H.M.'s ship *Arabia*, Captain Madison, sailed on the 11th of March for Madras with the first detachment of the 34th M.N.I. on board.

The British brig *Jervana*, from China to Sydney, was lost on a shoal in the vicinity of Minto (Banca Straits) about the 26th January; wreck sold for 5,000f. The captain and crew arrived by the last Dutch mail steamer.

Births, Marriages, and Deaths.

(Announcements for Subscribers are made free of charge.)

BIRTHS.

BURN—On the 19th March, at Killiney House, Singapore, the wife of Lieut. H. Burn (late Indian navy), Master Attendant, of a daughter.

CROZIER—On the 5th March, at Clairmont, Natal, South Africa, the wife of Philip Augustus Crozier, Esq., Advocate, of a son.

EMERSON—On the 19th April, the wife of Ambrose Emerson, Esq., of Willesden-lane, of a son.

FISCHER—On the 22nd April, at 55, Lansdowne-place, Brighton, the wife of Thomas H. Fischer, of Walton Oaks, Surrey, and Lincoln's-inn, Esq., of a son.

FOX—On the 12th April, at 10, Upper Phillimore-gardens, Kensington, the Hon. Mrs. Augustus Lane Fox, of a son.

GINGELL—On the 19th April, at 8, St. Mark's-terrace, Fulham-road, the wife of C. T. Gingell, of a son.

MURRAY—On the 22nd April, at Croston Tower, Alderley Edge, Cheshire, the wife of Charles W. Murray, Esq., of a daughter.

PETRE—On the 22nd April, at Thorndon, the Lady Petre, of a son.

SCHUSTER—On the 21st April, the Lady Isabella Schuster, of a daughter.

TATE—On the 4th March, at Shanghai, Mrs. J. Priestley Tate, of a son.

MARRIAGES.

CORRIE—FANYN.—On the 23rd Feb., at St. John's Cathedral, Hong Kong, by the Rev. John Wilson, R.N., Acting-Colonial Chaplain, Captain W. T. Corrie, 2nd Batt. 11th Regt., to Mons Antoinette Fanyn, daughter of Colonel Wyatt, 2nd Batt. 11th Regt.

TURNER—STOCKER.—On the 15th Feb., at St. George's Cathedral Capetown, by the Right Rev. the Lord Bishop, assisted by the Very Rev. the Dean, George Turner, Esq., Warley Common, Natal, second son of the late George Turner, Esq., of Fletching, Sussex, to Harriette Julia, youngest daughter of the Rev. Dr. Stocker, Draycott Rectory, Cheadle, Staffordshire.

TURNOR—GORDON.—On the 17th April, at Orton Longueville, Huntingdonshire, by the Rev. J. Watson, assisted by the Rev. J. H. Stewart, Edmund Turnor, Esq., eldest son of Mr. and Lady Caroline Turnor, to the Lady Mary Katherine Gordon, eldest daughter of the late Marquis of Huntly.

DEATHS.

BASDEN—On the 17th April, at his residence, 7, Lansdown-place, Plymouth, Rear-Admiral Basden, aged 75, deeply mourned by his relatives and a large circle of friends.

BENNETT—On the 5th March, at Shanghai, from inflammation of the lungs, Robert Bennett, of the Shanghai Medical Hall.

DUVAL—On the 11th March, at Macao, from the effects of wounds received from the coolie emigrants, Captain E. Duval, of the French barque Hong Kong.

FLEETWOOD—On the 12th April, at 127, Piccadilly, after a lingering illness, Sir Peter Hesketh Fleetwood, Baronet, of Fleetwood, in the county of Lancaster, and of 34, Adelaide-crescent, Brighton, in the 65th year of his age.

ELLESMERE—On the 17th April, at Bridgewater House, St. James's, Harriet, Countess (Dowager) of Ellesmere.

FARRELL—On the 8th March, at the Civil Hospital, Hong Kong, Henry Farrell, seaman unemployed.

LEGARD—On the 12th April, at Rome, of fever, Sir D'Arcy W. Legard, Bart., of Ganton Yorkshire, aged 22.

STANTON—On the 8th March, at the Seaman's Hospital, Hong Kong, R. Stanton, seaman unemployed.

YULE—On the 10th April, at sea, on board the Euxine, on his passage home from China, John Alexander Yule, M.D., only son of the late John Yule, Esq., W.S., Edinburgh.

EXCHANGES ON LONDON.

[For dates, see first page.]

		Bank.	Private.
At Yokohama	6 months sight.	4s. 7¼d.	4s. 8¼d.
At Shanghai (per Tael.)	6 ditto	6s. 5½d.	6s. 5⅝d.
At Canton, At Hong Kong, At Macao	6 ditto	4s. 8d.	4s. 8⅛d.
At Singapore	6 ditto	4s. 7½d.	4s. 8⅛d.
At Manila	6 ditto	4s. 1d.	

At Shanghai, Bills on India, Rs. 301½ to 302½ per 100 taels. At Hong Kong, Rs. 219 to 219¼ per $100. Bar Silver at Shanghai, 111 taels; at Hong Kong, 10½ to 11 per cent. prem. Mexican dollars at Shanghai, taels 72.50 per 100; and Exchange on Hong Kong, 27 discount. Hong Kong and Shanghai Bank Shares, for 1st July time, 10¼ per cent. prem.; Gas Company, 30 per cent. prem.; Hong Kong and Whampoa Dock, 40 per cent. prem.

Digitized by Google

COMMERCIAL REPORT.

CHINA EXPORTS.

TEA.—CANTON.—The few transactions that have taken place during the fortnight are reported for India and the colonies, and, as the teamen hold out for prices even higher than those last quoted, very little business will be done until musters of the new season's teas are exhibited, which will probably be in about six weeks' time. No chops of Country Greens have come forward, and it is asserted that no more will arrive this season. In Canton-made teas the small settlements reported were effected by Parsee firms at former rates.

FOO-CHOW.—No new feature of interest to advise. Reported settlements were two small chops of Foochow-packed Congous at previous rates. The teamen were busily occupied in making preparations for the coming new season, and the first boats with treasure and opium for the interior would probably take their departure in a week or ten days.

SHANGHAI.—Black Teas: The business since our last issue has been but trifling in consequence of the market containing a very few samples, of tea of a desirable quality. One chop Ningchow has been settled at 28 taels, the remaining purchases being so small as not to be worth particularising. There have been no fresh arrivals, from either Hankow or Kiukiang. We quote prices—Ningchow, 28 taels, Hohow, 19 to 22 taels, Oonam, 22 to 24 taels. Settlements, 788 chests, and 1,067 half-chests. Stock 2 chops or 912 packages. Green Teas: There appears no desire, on the part of teamen, to realise, and the few settlements reported show no decline on last prices; particulars and prices of settlements as follows: 1 chop Moyune at 46 taels; 2 chops Fychow at 32 to 38½ taels respectively, and 1 chop Shanghai packed at 21 taels. The stock is, Fychow 26,210 half-chests, and 3,200 half-chests Shanghai packed, Japan.

HANKOW.—No news, in consequence of the season being closed.

KIUKIANG.—Green Teas: There has been very little business done here during the last fortnight; we have only heard of two purchases, at tls. 39 to 41; nevertheless, the holders of tea are still firm in their demands, and quotations closed as follows:—Fychow, and Tuckhing, tls. 30 to 35; Moyune fine to finest, tls. 36.5.0 to 42 5.0; stock 13.861 packages, against 140,910 the corresponding month last year. Black Teas: Only one settlement has taken place, a small chop of 412 half-chests, tls. 22.5, and there is now nothing left in stock.

YOKOHAMA.—Tea: Transactions have been so limited in consequence of the New Year holidays that they are not worthy of particular comment.

RAW SILK.—CANTON.—There is no stock, and none is expected until this season's crop arrives. A few purchases have been made of the commoner sorts by Parsee firms, and then only at a reduced rate.

SHANGHAI.—Settlements very trifling, not reaching 200 bales China Silk. Purchases made lately show a fall of 30 to 40 taels, but some 50 bales sold to-day (7th March) show a fall of 10 taels more, tending downward. The silk market is nearly cleared, the stock being only about some 700 bales. The export is 51,498 bales, against 34,839 bales, an increase of 16,659 bales this season. Tsatlee: No. 1 and 2, none; No. 3, 590 to 615 taels per picul; No. 4, 570 to 585 taels per picul; No. 5, 530 to 550 taels. Yuenfa and Haineens, 480 to 575 taels; these are merely nominal rates. Taysaam: No. 1, none; No. 2, 485 to 500 taels per picul; No. 3, 460 to 475 taels per picul; No. 4, 335 to 450 taels per picul; No. 5, 410 to 420 taels per picul. Shaonings and Laelyungs, none.

YOKOHAMA.—Since the last mail, the Japanese holidays have almost entirely closed the market, most of the dealers are absent, and only about 100 bales have been settled, Prices are merely nominal. Export is now about 9,000 bales; against 10,500 bales last season at same date. Ida: Best, none; Medium $830 to 860; Inferior, $750 to 800 per picul. Mybash and Sinchu: Best, $920 to 940; Medium, $820 to 840; Inferior, $800 to 820 per picul. Oshio: Best, $810 to 910; Medium, $860 to 880; Inferior, $750 to 850 per picul. Sodai: Best, $840; Medium, $780 to 820; Inferior, none. Coshoo: Best, $760 to 780; Medium, $740 to 750; Inferior, none. Hatchogee: $700 to 710 per picul. Etchezen: Best, $860 to 880; Medium, none; Inferior, none. Mashta: None.

COTTON.—SHANGHAI.—One other vessel has left, making the export now 13,492 piculs for Liverpool. The market is inactive, but owing to the paucity of stocks, there are no sellers of best quality below 20 tls. per picul.

CHINA IMPORTS.

HONG KONG.

There has been some inquiry for 28 to 32 yarn, but other sorts have not been sought after. Grey Shirtings have also been quite neglected, one or two small transactions by speculators are reported at rates which show that holders are pretty firm, $4.90 having been paid for 8.4 lbs. goods of the best chop; for the commoner qualities there has been no inquiry whatever, although many have been willing to sell at very moderate rates. T-cloths have attracted more attention, stocks are extremely small, and holders therefore very firm. Fancy cotton goods show no improvement in demand athough stocks are very limited.

RAW COTTON.—There has been little or no demand for the staple, either from Chinese or foreigners, and rates are consequently lower.

WOOLLENS.—No change to note in these, except that prices are somewhat weaker.

METALS.—The demand for Iron of all sorts appears to have completely abated, and, with the exception of a small sale of Wire, there are no settlements reported. Prices show no material change. Lead continues firm and prices are still advancing.

COALS.—There have been no sales during the fortnight and quotations are nominally the same. One cargo of Sydney Coal has arrived, which, however, was not placed on the market.

RICE.—A very active business continues to be transacted and clearances have been considerable. Of Bengal and Aracan sorts there is but a very small stock, and attention therefore has been principally drawn towards Saigon grain, which is in good supply and commands high rates. The supplies from Bengal will be very small this season.

SHANGHAI.

COALS.—Transactions have been checked of late by the numerous arrivals that have come forward. Regular purchasers have in consequence been holding off, with the hope of obtaining cargoes at easier rates hereafter. We would quote Cardiff by the part cargo tls. 10·75 English Steam tls. 9·50, Sydney tls. 8·50 and 8·75.

SHIPPING INTELLIGENCE.

ARRIVALS.

At YOKOHAMA.—From London: Feb. 27, Grenadier. From Liverpool: 20, Eliza Hands.

At SHANGHAI.—From London: March 2, Min; 5, Burdwan. From Cardiff: Feb. 22, Glasgow. From Newport: 23, Janet Mitchell. From New York: March 4, T. Breck.

At HONG KONG.—From London; March 10. Black Prince. From Hamburg: 9, Fidelio. From New York: 1, Windward.

At MANILA.—From Glasgow: Feb. 28, Adolfo.

At SINGAPORE.—From Liverpool: March 15, Albert Victor.

At PENANG.—None.

DEPARTURES.

From YOKOHAMA.—None.

From SHANGHAI.—For London: March 6, Jubilee. For Liverpool: 3, Seawfell.

From FOOCHOW.—None.

From HONG KONG.—None.

From AMOY.—For New York: Feb. 24, Amaranth.

From MANILA.—For London: Feb. 24, Margaret Wilkier. For Havana: Prudencia.

From SINGAPORE.—For London: March 17, Como. For Bordeaux: 15, Louise Collet. For Boston: 8, Orpheus. For New York: 9, Diligentia.

From PENANG.—For London: March 15, Ocean Home.

LOADING.

At YOKOHAMA.—For London: Chanticleer.

At SHANGHAI.—For London: James Wishart. For Liverpool, Maiden Queen, Lockett. For New York: Resolute.

At FOOCHOW.—None.

At HONG KONG AND CANTON.—For London: Ethels, Fort Regent. For New York: Eastward Ho.

At MANILA.—For London: Her Majesty. For Liverpool (via Cebu): Olano. For Queenstown: Crest of the Wave. For New York: Enoch Train.

At SINGAPORE.—For London: Moneka, Peter Adolf. For Liverpool: Fortuna, Couranti. For New York: Diligentia, Cymberline.

At PENANG.—For London: Jane, Anna.

FREIGHTS AND CHARTERS.

At YOKOHAMA.—To London, £3 nominal.

At SHANGHAI.—For home ports no new charters have been effected. To the northern ports there has been considerable activity at advanced rates.

At FOOCHOW.—No vessel on the berth for home.

At HONG KONG.—In home charters nothing has been done; vessels from 500 to 700 tons register are wanted to load at Manila at £3 10s. per ton for sugar, or other Philippine ports at £3 15s. per ton to the United Kingdom; for London, the Fort Regent with tea, and Ethels with general cargo, are on the berth, both fully engaged, and no other vessel has as yet been laid on. Rates for New York are nominal, say £2 10s. to £2 15s. per ton; and no settlements have been made during the fortnight. The amount of disengaged tonnage in harbour, according to the circular of George Holmes, is 26, representing 12,171 tons.

AT MANILA.—The Olano has been fixed for Liverpool, at £3 10s. for unclayed sugar, and £4 per ton for 500 bales hemp; a portion of the sugar (400 tons) being shipped at Cebu. The English ship, Her Majesty, loads for London, with about 750 tons sugar at £3 10s., 400 tons hemp at £4, and measurement goods at £4 10s. per 50 cubic feet.

At SINGAPORE.—The rate for sugar is £2 per ton, and measurement goods £2 10s., with but little freight offering.

PENANG.—The Devonvale is loading home, with the best part of her cargo engaged as follows:—viz., at £3 for tin and sugar, and at £2 12s. 6d. light freight, which is scarce. The American barque Rocket is taking cargo on owners' account.

VESSELS PASSED STRAITS OF SUNDA.

From ENGLAND and CONTINENT to CHINA, &c.—Feb. 27, Belted Will, London to Hong Kong; March 4, Garland, Hamburg to Hong Kong; 6, Ellen Brouse, Sunderland to Shanghai; 12, St. Jan, Holland to Batavia; Quartet, Amsterdam to Batavia; Bengal, Cardiff to Singapore; Soumi, England to Singapore.

From UNITED STATES to CHINA, &c.—None.

From CHINA, &c., to ENGLAND and CONTINENT.—March 4, Margerita, Manila to Spain; 5, Rio Janeiro, Singapore to Falmouth; 8, Bennevis, Japan to London.

From CHINA, &c., to UNITED STATES.—March 1, Anglo-Saxon, Foochow to New York.

COMMERCIAL POSTSCRIPT.

The meeting of the Singapore Gas Company is announced for to day. The report of the directors states that the profits for the year 1865 were £1.732, which, together with £26 from the preceding year, made an available balance of £1,758. Out of this the directors recommended a dividend at the rate of 7½ per cent. per annum on the paid-up preference capital, and a dividend at the rate of 3 per cent. per annum on the original capital, all free of income-tax, leaving £172. The report of Mr. Wells, the engineer, for the first year's working, ending the 31st of December last, stated that the undertaking thus far had been a decided success, and that the continued demand for gas fully justified him in saying that the concern would be highly remunerative. Malays, Klings, Chinese,

Digitized by Google

Armenians, Parsees, Javanese, Bengalees, and other classes of natives were consumers of gas, which had also been introduced into the Hindoo and Mahomedan temples. Gas was also extensively used for illuminations by the Chinese, and also for their theatres; a device having been made in the Chinese characters which had given great satisfaction.

SPOKEN.—Rock Light, for Shanghai, March 7, 5 S., 27 W.

ARRIVALS NOT INCLUDED IN THE TABLES.—April 22, at Hamburg from Yloilo, Condor.

DEPARTURES.—April —, from Rotterdam for Batavia, Susanne; 21, from Cardiff for Nagasaki, Caernarvonshire; from Liverpool for Shanghai, Queen of England; from Sunderland for Hong Kong, Dryden; 24, from Cowes for Batavia, Hendrina; from Rotterdam for Batavia, Willem Poolman; 25, from Falmouth for Singapore, Hollandia; 24, from Liverpool for Galle, Anna Maria; 26, from London for Colombo, Wynaud.

THE Admiralty have invited tenders for the conveyance of 20 tons naval stores to Hong Kong and 41 tons (principally combustibles) to Trincomalee, all from the River Thames.

THE CHINA STEAMSHIP AND LABUAN COAL COMPANY (LIMITED) will present the first report of their directors to the shareholders at the meeting on the 30th inst. After details of proceedings under various heads, the report concludes:—"The disposal of those ships which are least suited for the trade, and their replacement by others, the increased productive power of the mines, the enhanced price of coal, as well as the new sources of revenue to be expected from petroleum, lubricating oil, wood, and land, all combine to place the position of the company on a footing it has never reached before; and in placing this report so fully before the shareholders of the company, the directors can only conclude by expressing their undiminished confidence in the value of the property, and their opinion that no circumstances with which they are at present acquainted are likely to interfere with the prospect of earning a satisfactory dividend when the proposed works shall have been carried out."

THE BISHOPRIC OF HONG KONG.—A notice of motion has been given by the Rev. William Denton, M.A., for the next meeting of the Society for the Propagation of the Gospel in Foreign Parts, in relation to the bishopric of Victoria, Hong Kong, which has been vacant several months. It is said that the bishopric has been offered to several gentlemen, but refused in consequence of the unsatisfactory state of the colonial episcopate. Mr. Denton's motion is as follows:—"That the attention of his Grace the Archbishop of Canterbury be respectfully called to the deplorable state of the bishopric of Hong Kong, and that his Grace be requested to take such steps as in his judgment may seem desirable to provide a bishop for the vacant diocese."

OVERLAND ROUTE.—We observe that the company which was formed for the purpose of establishing hotels in India and China, and elsewhere in the route between England and the British settlements in India and China, have just completed the first of their establishments, which is to be opened at Point de Galle immediately. Another is in course of building at Cairo, in Egypt. Both of these will, we have reason to believe, have every comfort and convenience of the best English hotels. Any one who has been along this route must feel how much hotels of this description are required, and we only hope that the success which there is every reason to expect will attend the first efforts of the company will be such as to induce them gradually to extend their system over Egypt, India, and China, in all of which countries hotel accommodation suitable to the requirements of the present day is so much wanted.

WILLS.—The will of Sir William Gore Ouseley, K.C.B., D.C.L., was proved in the London Court, on the 21st of March, by Marcia Lady Ouseley, the relict and sole executrix. The personalty was sworn under £14,000.—The will of Charles Finch Foster, Esq., banker of Cambridge (under the firm of E. and C. F. and G. E. Foster), late of Anstey Hall, Trumpington, was proved in London under £100,000. The following are the charitable bequests: £100 to the Cambridge Royal Albert Benevolent Society; £100 to the Victoria Asylum at Chesterton; and £250 to the Cambridge Benevolent Society for Protestant Dissenting Ministers and their widows.

THE JAPANESE STEAMER "FUSI YAMA."—"We recently announced," says the *Patrie*, "the arrival at Yokohama, in Japan, of a steam corvette, purchased in America for the Tycoon. A letter from Jeddo, of the 5th March, now states that the Japanese Government, considering that the vessel was too dear and badly constructed, had decided that in future purchases of the kind shall be made only in France or England. It also censured the engineer who had been sent to New York to purchase the corvette. That official, who is brother of one of the ambassadors who came to Paris, believed himself dishonoured, and asked for and obtained permission from the Tycoon to commit suicide. He consequently ripped open his abdomen, as is the custom, in the presence of his colleagues and servants, who stood in a circle around him."

THE ITALIAN IRRIGATION CANAL COMPANY—(CANAL CAVOUR).—The ceremony of the inauguration of this stupendous work was most successfully conducted on Thursday, the 12th inst. In the morning two special trains left Turin for Chivasso with the company which had been invited to be present at the ceremony. A separate carriage conveyed the Prince of Carignano (the King's brother) and his suite. Under the tent which had been erected for the reception of the guests were assembled some of the directors of the company, the Minister of Agriculture and Commerce, the Bishop of Ivrea, the Count San Martino, the Chevalier Montezemolo, the Royal Commissioner, Deputies Ferraris, Germanetti, Massa, Sommeiller, &c., the Prefect of Turin, Count Torre, the Syndic of Turin, the Syndic of Milan, and many other persons of distinction in political and scientific circles. The notary Turvano drew up the official account of the ceremony, which was signed by the Prince of Carignano, the Minister of Agriculture and Commerce, and by the ex-Minister of Finance, Sella, who evinced great interest in the works. The Bishop of Ivrea pronounced a benediction on the canal, eulogising the object and the manner in which the undertaking had been accomplished. The Prince of Carignano gave the first turn to the crane for opening the sluice-gates, and soon afterwards the waters of the Po rushed into the canal. A breakfast followed, and the whole party returned to Turin greatly delighted with the excursion, and with the magnitude of the works of this great national undertaking.

SHIPBUILDING AT ABERDEEN.—During the some hour as the *Northumberland* was taking the water, the Messrs. Hall, Aberdeen, launched from their yard the longest, and probably the very finest vessel this famous firm of clipper-build celebrity have yet put out of their hands. The new ship is built on the composite principle, partly wood, partly iron, and the following are her dimensions:—Length 300ft.; breadth of beam, 40ft. 6in.; depth, 28ft.; with a registered tonnage of 2,300, and burden 3,000. The bowsprit and lower masts of the vessel are iron; the topmasts, bower, and double topsail yards steel; while her standing rigging is formed of galvanised wire. The *Sobraon*, for so this magnificent new ship was named as she glided into the water, by Miss Hall, daughter of one of the builders, has three complete decks. The cabins are on the middle deck, in place of in the poop—the berths, &c., of the crew occupying the maindeck. The *Sobraon* is classed 13 years, A 1, on Lloyd's register; is to form one of the Australian fleet of liners owned by Messrs. Gellatly, Hankey, and Sewell, London, and it will be commanded by Captain Swanson, formerly of the *Duncan Dunbar*. Outwardly the *Sobraon* is for beauty of outline one of the most handsome vessels ever seen in the Aberdeen docks, while inwardly she is being fitted up under the immediate superintendence of her commander in a style rarely equalled. Not a hitch occurred during the launch, which was witnessed by thousands of the citizens.

Continental Intelligence.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, APRIL 25.

As soon as the Second Chamber of the States General reassembles, it will at once proceed to the discussion of the East India Budget for 1867. The cost to the mother-country, for the behalf of this part of our colonies, is estimated at f.32,701,102. 48c., and the cost to India at f.92,169,029. 6c., making together f.124,870,131. 54c.; which, compared with the estimate of 1865, gives an unfavourable balance of f.13,299,600. 54c. This difference, however, arises from the fact, that all the disbursements for India are now brought into this Budget, instead of, as formerly, making their appearance in part in the Budget of the Colonial Department. The receipts are estimated in the Netherlands at f.62,477,747. 54c., and in India at f.62,392,384; together f.124,870,131.54c., or f.8,344.362.54c. more than in 1865, arising out of the circumstance that the sales of produce used to be accounted for without deducting the charges of realisation here.

The value of the produce for 1867 is estimated at f.61,951,617.84c., besides f.521,129.70c. worth of spices. In the East Indies there will be sold produce only to the amount of f.14,807,224, the rest of the income there arising from taxes, cultures, &c. Amongst the expenses appear:—Salary of the Governor General, f.295,000; Department of Justice, f.2,960,598; Home Department, f.53,587,398.08c.; Instruction and Industry, f.7,619,021.78c.; Public Works, f.9,685,353; Financial Department, f.16,484,328.11½c.; War Department, f 20,839.811.36c.; Marine, f.4,744,712.20½; Pensions, f.4,750,358.20½c.

A Bill is in preparation relative to the beetroot-sugar manufacture. Messrs. Mattie and Hoyer, functionaries of the Finance Department, remained some time in Paris, to make investigations in reference to this subject.

Mr. K. Vander Heyden, Captain in the East Indian army, now at home, is to start for Chalons, to be present at the manœuvres of the French troops. His mission will bear an official character, and will be on behalf of the East Indian army.

That dreadful epidemic, the cholera Asiatica, has made its appearance in this neighbourhood. Twelve cases are reported, of which seven were fatal. Measures were at once taken by the authorities to prevent the spreading of the malady. The official journal, *de Staats Courant*, was the first paper that announced the prevalence of the disease.

A Bill is before Parliament to authorise the Government to permit to shipbuilders, who build ships on account of foreign Governments, to send such vessels under the Dutch colours to their place of destination. The measure has arose out of a demand made by Messrs. C. Gips and Zonen, of Dordrecht, who built the *Kai-Yoo* for account of the Japanese Government, and it will no doubt be passed. This stately man-of-war will be ready to sail in the early part of August, and it is very probable that another vessel will be ordered.

The marriage of Miss M. E. Milbanke, daughter of the English ambassador to our Court to Jkr. W. W. Boreel, son of the First Master of Ceremonies to the Royal Household, was celebrated a few days since at the Hague with much pomp and magnificence, in presence of the King, the Prince of Orange, &c.

A new opera-house is to be built here, which will offer room for 11,000 persons.

Digitized by Google

Within a few weeks a Malay Illustration will be published at Amsterdam. It will bear a Christian character, and appear under the title "Nafiri Indjil. Satoe soewara wolanda bagi Radja orang Israël, kapala djamaätnja ia itoe Jezus Christus dau goena segala bangsa di tanah Hindi Nederland." Mr. J. Esser is its manager.

A third line of railway is to be laid down between Amsterdam and Rotterdam. When ready the transit will be shortened to 1¼ hours. Both the existing lines take three hours. It is an English Company that has obtained the concession.

COMMERCIAL.

COFFEE.—On the 18th the public auction of the Trading Company took place. 86,071 bags Java, Padang, and Menado coffee were offered and sold, in average at ¼ to ½c. under valuation, with exception of the clear and clear yellow sorts, which were paid with ½ to 1c. above valuation. Since the auction there is a lively demand for Menado and Malangs, but nothing is offered. The private transactions include 3,697 bags Padang, and 4,000 bags ditto ex Princess of Wales, at 45 to 46c.; 602 pic. Java, ex Batavia, and 1,694 bags Java, sold by the Netherlands Bank in auction, at 47¾c.

SUGAR (RAW).—The market remains flat, and it is impossible to sell without a further reduction in prices. Some parcels just arrived were brought into the market, but holders decline to sell for the offers made. The quotation of No. 16 is 34f., say 2f. to 2½f. nominal under the auction prices of March. Stock in entrepot on the 15th of April, 44,744,360.

RICE.—10,000 bags uncleaned Rangoon, ex Wilhelmina, were sold at secret prices. The 1,350 bags Arracan and Java (cleaned) offered in public sale by the Netherlands Bank were sold at 8f. to 9¾f.

SPICES.—The market was inanimate, and prices are rather nominal. There are no transactions to report, except an auction held by the Netherlands Bank, in consequence of a failure in Amsterdam.

TEA.—The market is inanimate, the trade being occupied inspecting the parcels of Java, which are to be sold by the Dutch Trading Company, and which consists of 249 ¼-chests and 15 ½ chests Boei, 432 ¼-chests and 40 ½-chests Congo, 50 ½-chests Pekoe Kempoei, 546 ½ chests and 33 ½-chests Souchong, 376 ¼-chests Pekoe Souchong, and 138 ¼-chests Pekoe, &c.

TOBACCO—(Java Leaves).—The market is dull, there are no transactions to report.

MANILA CIGARS.—On the 27th 490 m. 2 a. Cortados Cavita Manila will be offered in public sale.

DRUGS.—The 971 tubs (about 58,000 No.) Japan Camphor offered in public sale by the Trading Company were bought in at 74 c., and cannot be bought now without a considerable advance on this price. On the 8th of May 2918 ch. Japan Wax are to be offered in public sale. Cassia Vera is offered at 32 c. Cubeben flat, but without stock.

RATTANS.—A good business doing; in the first hand the transactions included 6000 b., ex Lady Alice; 3307 b., ex Grootmeether Nationaal; 3430 b., ex Christina; 1442 b., ex Princess of Wales; 1050 b., ex Anthony van Hoboken; 453 b., ex Macassar.

INDIGO.—There are no transactions to report; the trade is without animation, in waiting for the auctions of 1st and 3rd May. The opinion is very firm, and it is expected that full prices will be paid on this auction.

BANCA TIN.—Since our last report the following parcels were sold:—600 slabs at 47 f., 100 slabs at 47¼ f., 500 slabs at 47 f., 700 slabs at 47½ f., 250 slabs at 48 f., 800 slabs at 47½ f., 300 slabs Billiton at 46¼ f.

HIDES dull; only 194 p. Batavia Buffalo, ex Anthony van Hoboken, were sold.

COCOA NUT OIL.—2000 kilo., directly imported, were sold at 35¾ f., and 1000 kilo. Sydney at 28f.

ARRACK.—The market remains unaltered; 100 ½-casks per Lady Ann were sold at 180f.

MONEY.—The rate of the Bank discount is still unaltered; in the open market, however, money can easily be had, on good securities, at ½ per cent. under that rate.

STOCKS.—Dutch Two-and-a-Half, 59; Three per Cent., 70; Four per Cent., 92¼. Trading Company, 145; Rotterdam Bank, 101½; Dutch Railway, 118; Central Railway, 28—shares do., 117. The market in general was dull, according to the political situation of Europe.

EXCHANGE.—London, 3 months, f.11.66c.; 2 months, f.11.71c.; short, f.11.82½c. Paris, 3 months, f.46.57½c.; 2 months, f.46.72½c.; short, f.47.10c. Hambro, 3 months, f.34.75c.; 2 months, f.34.85c.; short, f.35.20c. Bremen, 3 months, f.189,40c.

SHIPPING.—ARRIVALS.—April 14, at Hellevoet, from Banjoewangie, Ellina; 15, at Hellevoet, from Batavia. St. Helena; at Texel, from Batavia, Philips van Marnix, Batavia, Baltimore, Bristolian; from Padang, Samarang: at Texel, from Tjilatjap, Stad Dokkum; from Batavia, Sophie, Webfoot; from Banjoewangie, President van Ryckevorsel; from Passareoang, Kon. Ned. Yacht Club; 16, at Texel, from Batavia, H.M.'s man-of-war Djambi, Constantia; from Banjoewangie, Souburg, Maria Regina, Lobelia; from Sourabaya, Star Queen; from Padang, Sir Robert Peel; at Texel, from Batavia, Governeur van Sureten; 17, from Batavia, Hercules; from Banjoewangie, Sandringham; 18, from Batavia, Jacob Roggeveen; at Zierikzee, from Banjoewangie, Nyverheid.

DEPARTURES.—April 19, from Texel, for Batavia, Insulinde; for Macassar, Constance; 22, from Brouwershaven, for Batavia, Susanna, Willem Poolman; from Japan, Jacob; from Hellevoet, for Macassar, Koning Willem III.

RUSSIA, GERMANY, &c.

(FROM OUR CORRESPONDENT.)

HAMBURG, APRIL 24.

As the German merchants and shipowners are every year extending more and more their commerce and navigation to the Far East, the flourishing progress of piracy in the China seas, which appears to have become a standing institution, has become an element of serious importance in their calculations of profit and loss. Of course these gentlemen are able to cover themselves from loss by the payment of a heavy premium of insurance, and do so to a considerable extent; but then the loss falls the more heavily on the underwriters and Insurance Companies, as the risk generally includes a wide margin for assumed profit and probable freight. Under these circumstances the question has been mooted what steps can be taken to avoid, or at least greatly to reduce, these losses, and an agitation has been commenced here and at Bremen for reviving the ancient Hansa or Hanseatic League, which three or four hundred years ago was so formidable as to exercise the police on the sea and overawe the pirates by the extreme severity with which they acted.

In the natural course of things it ought to be the duty of the Governments to protect their mercantile subjects by the display of an efficient naval force to put down piracy everywhere; but the singular jealousy and absence of unanimity even for their interests is unfortunately such a marked characteristic of the Teutonic character, that there is but little chance of bringing the Governments to take action in this case. The *Weser Zeitung* lately published a statistical table of the shipping returns of Hong Kong for the year 1865 from official sources, and from the subjoined extract it will be seen that the German element forms no inconsiderable part of the navigation of that port:—

Flag.	Arrived. ships.	tons.	Sailed. ships.	tons.
Hamburg..	250	81.831	245	82,077
Bremen ..	91	26,780	91	28,207
Oldenburg	14	3,990	15	4,834
Lubeck ..	2	662	2	691
Mecklenburg	6	1,771	8	2,060
Hanover ..	36	8,924	32	7,982
Prussia ..	44	13,624	61	19,012
	443	137,582	454	144,863

with crews numbering about 5,000 men. These German vessels labour under great disadvantages, and, what with low freights, risk of pirates and high premiums of insurance, have much difficulty in competing successfully with other flags. As large ships of war would be of no use in the suppression of piracy in the China seas, the only suitable class of vessels for this purpose would be gunboats. Prussia is the only North German State that has any ships of that description, but in the present threatening attitude she has chosen to assume it would be vain to expect her under existing circumstances to deprive herself of their services on such a distant station, when at any moment they may be required for active war at home. It is therefore proposed to fit out a few gunboats for the protection of German interests by the merchants, shipowners and underwriters of the different States interested. No public meeting has yet been held on the subject, but it has been taken up in a laudable spirit by the press both here and at Bremen. There would be no doubt many difficulties in the way of its execution, and I fear it will not lead to any results, simply from the above mentioned want of unanimity in the transactions of all Germans belonging to different States, not only among the Governments but also with their subjects; but the question has been and is still discussed with some chance of eventful success.

The Leipzig Fair has commenced under very inauspicious circumstances, and promises to be very bad indeed. In consequence of the unsettled state of political affairs, a great many people have been deterred from going to Leipzig at all, and the attendance of buyers is therefore very thin. The prices of leather are from 20 to 25 per cent. lower than were previously obtained, and there is also a great falling off in the value of woollen cloth. The fur trade is in a very depressed state, for the winter having been everywhere so mild the sale of furs was very meagre and the dealers have all still large stocks on hand and fresh parcels are being offered for which they have no outlet. For some hitherto unexplained reason the usual Russian supplies were greatly behindhand, and had only just begun to arrive, and in very moderate quantities.

Among the arrivals at foot will be found that of the Hamburg barque *Wappaeus* from Singapore. This vessel has been absent for nearly three years, and was reported as lost, but has now unexpectedly turned up all right, and sailed into the harbour decked out with innumerable flags and firing a salute of guns.

Letters from St. Petersburg state that the ice in the Neva broke up and put itself in motion on the evening of the 16th inst.

COMMERCIAL.

COFFEE.—Though the dread of impending war has greatly abated, there is but little improvement as yet in the produce market. Coffee

Digitized by Google

maintains its value, as the stocks are but small; the sales, however, did not amount to more than 7,000 bags.

SUGAR.—The raw article continues its downward tendency, and is again 8 Sch. Bco. lower, with but a very limited amount of business. Of refined 12,000 loaves were taken, but it was with great difficulty that previous rates could be maintained.

RICE.—This is almost the only article in which a large business was done, the chief demand being for inferior qualities and broken grain (reported to be for the Prussian Commissariat), which obtained higher prices. There is now a good assortment in the market.

SPICES fully maintain their value, being held in firm hands, but the dealings are quite trifling.

TEA.—Market firm. There have been considerable transactions in various descriptions ex the new arrivals Waitzlava, Emma, Persia, Areta, and Florentin, as well as a public sale of sea-damaged ex last-named vessel.

SPELTER.—This market is dull, and the market decidedly lower, though no sales are reported. Nominal quotations for Silesian in slabs both loco and for delivery 15 mks. 14 sch. banco.

DISCOUNT.—Money continues scarce, and the rate of discount 6½ per cent., being rather higher than last week. The Stock Exchange has fully recovered from its late panic, and Austrian Securities are higher than before. The chief object of speculation here are the shares of the Austrian Bank of Credit, the value of which fluctuates considerably every day. A month ago they were above 70 per cent., but have been gradually declining till during the late panic they fell to 59, since which, however, they have improved, and are now quoted 64 buyers.

SHIPPING.—ARRIVED.—April 17, New Ed, from Hong Kong; 19, Wappaeus, from Singapore: 20, Johann Christopher, from Foo-chow and Amoy.

SAILED.—April 19, Dorothea, to Singapore; Hanover, to Shanghai.

Naval and Military.

The Admiralty received tenders on Thursday, the 19th inst., for the conveyance of 145 tons navy provisions, and 2 tons Seamen's mess utensils, to Hong Kong.

Lieut. William F. L. Elwyn, from the Princess Royal, to the command of the Slaney, gun-vessel, in China, vice J. S. Keats promoted; Lieut. Comptom E. Domvile, late of the Meeanee, to the command of the Algerine, gun-vessel, in China, vice J. G. Tucker, promoted.

The Duke of Somerset (says the *Army and Navy Gazette*) has at length filled up the greater portion of the vacancies caused by the late large flag-promotion, and officers have at length found themselves recipients of good service pensions, and holders of the honourable posts of aides-de-camp to the Queen, when they had almost abandoned all hope of ever attaining to such distinctions. His Grace has broken through the rule which at one time, it is said, he had laid down for his guidance of declining to bestow additional income or honour upon any officer who was the fortunate holder of a lucrative appointment. Captain Charles F. A. Shadwell, C.B., now superintendent of Haslar Hospital, and of the Clarence Victualling Yard, has been proposed to and approved by Her Majesty as one of her naval aides-de camp; so has Captain H. Caldwell, C.B., now going out as Commodore of the second class to the Cape of Good Hope; so has Captain W. Edmonstone, C.B., the lucky man who was lately nominated at an improved rate of pay to Woolwich Dockyard. Captain F. A. Campbell, the private secretary of the Duke of Somerset, both from his seniority on the list and his standing in the service, could not have well been passed over, and his brother officers will naturally feel pleased at the distinction bestowed upon him. Captain F. Beauchamp P. Seymour, C.B., has obtained the fourth prize, and no one—unless Sir William Wiseman and Captain A. Cumming would have preferred the title of aide-de-camp, without pay, to the income which arises immediately from the receipt of a good service pension—can find fault with the selection made in his case. Captain Seymour not only did his work well in New Zealand, but in the Black Sea he was frequently employed by the late Lord Lyons, who was in the habit of saying, "I like to put Seymour to work; he always looks cheery, and never makes a difficulty." The good service pensions have been awarded to the following officers: Captains W. H. Hall, C.B., J. T. B. Wainwright, J. C. Prevost, Sir W. S. Wiseman, Bart., C.B., J. A. Paynter, Arthur Cumming, E. Tatham, H. C. Otter. We have so frequently expressed an opinion as to the merits of Captain Hall and Sir W. S. Wiseman that it is unnecessary for us to say more at present than we are pleased to find them figuring in a list with such deserving officers as Captain Paynter and Captain Cumming. The other gentlemen, no doubt, have served long and faithfully; but they have not, doubtless for the want of an opportunity, made themselves so well known to the country.

ADMIRALTY, APRIL 17.—With reference to the *London Gazette* of the 13th instant, the undermentioned Commanders have been allowed to assume the rank of Retired Captain from the 31st ultimo:—John Gustavus Harrison, George Kenyon, Philip de Saumarez. And the undermentioned Lieutenants have been allowed to assume the rank of Retired Commander from the same date:—St. Ledger Aldworth, Charles Edward Powys, James Hector McKenzie Robertson, Charles James Fox Campbell, Arthur Kennedy, Richard Hoops, Thomas Sibbald, Charles Bisset Bayly, Daniel Butler Dawles, Herbert Thomas Ryves, Robert Ellis, James Byrn Kinsman, William Tomlison Stanbridge.

Salamis, paddle-despatch vessel, Commander F. C. Suttie, arrived at Ascension, from England, on the 18th March, and left on the 22nd for Japan.

Orontes, 2, screw troop-ship, Captain Hire, from Hong Kong, arrived at the Mauritius on the 12th of March, and left on the 15th for the Cape of Good Hope and England.

Captain Snerard Osborn, R.N., C.B., has arrived in England.

The Netley and Minstrel, improved screw unarmoured gun-boats, 60-horse power, nominal, of engines, are ordered to be completed at Portsmouth as speedily as possible for the service in North American waters. Two other gunboats of the same class as the Netley and Minstrel are expected to be also commissioned, and form with them the nucleus of a strong squadron of small craft, the command of which rumour gives to Captain H. Burgoyne, V.C., now commanding the turret-sloop Wivern.

WAR OFFICE, APRIL 17.—Half-pay: To be Major without purcease, Captain James Stillman, from 9th Foot. Brevet: Major and Brevet-Colonel George Freeman Murray, retired on full pay 65th Foot, to have the honorary rank of Major-General. Captain and Brevet Lieutenant-Colonel Edmund John Cruice, half-pay, Unattached, and Staff Officer of Pensioners, who retires upon full pay, to have the honorary rank of Colonel. The following promotions to take place consequent on the death, on the 4th instant, of General Frederick Campbell, Colonel-Commandant Royal Artillery:—Lieutenant-General Sir William Cator, K.C.B., Royal Artillery, to be General; Major-General Poole Vallancy England, Royal Artillery, to be Lieutenant-General; Colonal John William Ormsby, from the Royal Artillery, to be Major-General. Captain and Brevet-Major Daniel William Tupper, 50th Foot, to be Lieutenant-Colonel; Captain the Honorable Edmund John Boyle, 85th Foot, to be Major.

WAR OFFICE, APRIL 20.—5th Foot: Lieutenant William Douglas Legge to be Captain, by purchase, vice Charles John Miles, who retires. Ensign Edward Harmsworth Ruddach to be Lieutenant, by purchase, vice Legge. Charles George Heathcote, gent., to be Ensign, by purchase, vice Ruddach. 11th Regiment of Foot: Thomas Stephen Coppinger, gent., to be Ensign, by purchase, vice Charles Albert Spaeth, who retires.

25TH REGIMENT.—Captain Floyd, Lieutenant Taylor, and Assistant-Surgeon Onslow, with a detachment of the 2nd battalion, arrived in the Dunphail Castle from Ceylon; as also Captain Tyndell and Ensign Evans, of the Ceylon Rifles.

A return has been issued, from which it appears that in the year 1864 there were 8,681 men whose limited term of service expired. Of these 4,711 were discharged; 3,742 re-enlisted, or were re-engaged without discharge, and 228 after discharge. It also appears that in the same year 2,004 men taking their discharge from the infantry arm of the service were brought home from India at an average cost per man of £26. 10s. 11d. for passage money, and £8. 10s. for other charges. Artillery men from the same places seem to cost £10. 3s. 4d., exclusive of passage money.

A Parliamentary return shows that the total amount of all moneys expended upon fortifications, military storehouses and buildings, and upon barracks at Hong Kong and Kowloon, from April 1 to September 30, 1865, was £3,387. 9s. 2d., which was thus distributed:—Fortifications, £46. 13s. 10d.; military store buildings, £146. 11s. 2d.; and barracks, £3,194. 4s. 2d. The total amount of moneys paid for godowns and other temporary buildings at the same places and for the same period was £957. 9s.

MASTERS IN THE NAVY—MR. PARKER, R.N., AND KAGOSIMA.

The following letter (addressed to the Editor of the *Army and Navy Gazette*) contains an apt illustration of the unjust manner in which masters in the Navy are treated under the present system. We understand that Mr. FALK, M.P., intends bringing forward a motion on the subject in the House of Commons.

Sir,—My attention has just been drawn to an article in your paper of the 17th inst. on the above subject, in which you allude to the services of Mr. Parker, R.N. This officer, in addition to serving in the Baltic, Black Sea, and Sea of Azof, when he obtained the Legion of Honour for his services ashore under Captain—then Lieutenant—Day, V.C., of the *Recruit*, was on the bridge of the *Euryalus* when both the captain and commander were killed. On our return to Yokohama, after the naval action of Kagosima, all on the station thought he would be promoted to the rank of commander, in accordance with the Admiralty rules, especially as if Captains Josling and Wilmot had survived they would have been rewarded, and two of the lieutenants on board, viz., Captains Hunter and Roe, got the death vacancies of those officers.

On the receipt of Admiral Kuper's despatch, published in the *London Gazette* of the 30th of October, 1863, in which the Admiral stated, in allusion to the services of officers generally on the occasion, "that those which have been brought more prominently to my knowledge are those of Mr. W. H. Parker, master of my flag-ship, who with the assistance of the masters of the ships present, succeeded in making a rough survey of the Bay of Kagosima, without which the squadron would have been unable to take up the eligible position it subsequently occupied whilst attacking the batteries. The steady and confident manner in which Mr. Parker steered the Euryalus within point blank range deserved my highest commendations." It was with great astonishment that we saw the extra promotions of one of every line from the commanders downwards except the masters' line. About this period Mr. Parker was invalided, and I saw no more of him until embarking with the Japanese Commissioner and suite at Devonport last December, on board Admiral Freemantle's steam yacht the *Princess Alice*. At the Commissioner's dinner afterwards, I learnt that Mr. Parker had been for six months after his return from Japan on half pay, viz., 6s. a day, and was considered to have got a good berth in the command of the *Princess Alice*, with 13s. and 2nd command pay a day for five years, but on the expiration of that period (in 1869) he reverts to his old position, and if on half pay 8s. a day. Mr. Parker has four children, and I know he has made strenuous exertions to get one of his boys—eight years old—a nomination to Christ's Hospital, but without success, and as boys cannot be entered after ten years old, I should be very thankful if this, my first letter addressed to your columns, could secure such a nomination through one of the numerous governors of that institution, of whom I believe about 150 have nominations each year. It may be well to mention that my interest in Mr. Parker chiefly arose from proceeding up the Gulf of Kagosima with Captains Borlase and Josling to test his chart of the bay, which resulted in the discovery of Prince Satsuma's three steamers—their capture next morning, and the unexpected naval action the same day, all of which is mentioned by the Admiral in his despatch above quoted.—FREDERIC BRINE, Major Royal Engineers.

Digitized by Google

THE DISASTROUS REPORT OF THE COMMERCIAL BANK CORPORATION OF INDIA AND THE EAST.

(MONEY MARKET REVIEW.)

There is a manly courage in the patient bearing of unforeseen misfortune which elevates adversity to something resembling dignity, and we think there is something of this in the report in which the directors of this company announce their losses to the shareholders. They have sustained great and signal reverses by the incapacity or default of several of their officials, but, for anything we as yet know, without any reflection upon the honour of the board. The company have recently had to face a season of almost unparalleled commercial vicissitudes in India and the East, in which, in consequence of the numerous failures of firms of high standing and repute, it would have been scarcely possible under the most favourable circumstances to have entirely avoided loss. But the circumstances under which the directors had to encounter these vicissitudes were not of the most favourable character. When this company, in January, 1865, took to themselves a transfer of the business and branches of the late commercial Bank of India, they took over, after a period of great commercial prosperity, a staff and a system which had not been organised by themselves, and had never been adequately tried and tested. They knew that some defects might reasonably be anticipated, because the difficulty of obtaining a body of properly qualified directors at Bombay was the main reason for establishing the head quarters of the bank in London. It was under these circumstances, and before the character and qualifications of the officers, and before the probable defects of the system could be properly investigated and rectified, that the period which was to try both so severely suddenly arrived.

The results have been serious, but not hopelessly disastrous. The losses incurred have swept off the whole of the reserve fund, £169,000, and the balance brought forward from the last account, £69,500, and the whole of the last year's profits, amounting to £70,439, and they leave, besides, a balance to the debit of profit and loss in the new account. But the losses, though thus heavy, are not more than the company are able to bear, and, assuming that the profits of the current year will not be less than those called ordinary profits for the past year, they will be more than sufficient to clear off the balance now standing to the debit of profit and loss. The company, therefore, at the end of the current year will again start clear of the past. The total amount of loss appears to be about £375,000. According to the report, the losses on sterling bills falling due during the past year have been estimated at £123,000, "and the directors have written off that sum accordingly." The amount of loss incurred by the imprudent advances made by their agent in Bombay to speculators and others during the recent share mania has been estimated at the sum of £89,000, "and the directors have written off that sum accordingly." Mr. Newby, the agent appointed by the late Commercial Bank of India for the purchase of bullion at San Francisco, for remittance to China, had advanced considerable sums, amounting, in the whole, to £196,782, on the security—incredible though it may seem—of certain mining shares, none of which could be realised at present except at a ruinous depreciation. The estimated loss on these advances amounts to the sum of £118,233, and the directors have written off that sum likewise. Mr. Wiggins, the late manager of the company at Shanghai, seems to have involved the funds of the bank in certain land and other speculative or irregular transactions, and the loss expected to result is estimated at £53,000. The losses from bad debts at that agency further amount to about £38,000, and the directors have written off that sum also; together with £5,000 for a bad debt at Hong Kong, and £1,500 for bad debts at Calcutta.

This history of the Commercial Bank of India is but another of the many cases illustrating what extreme care and discrimination are requisite in the selection of the managers, sub-managers, and agents of joint-stock banks, and especially where the spheres of their operations, as in this case, are at such a distance from the head-quarters. To be efficient for the purposes of the bank, they must necessarily be endowed with large discretionary powers; and their extreme desire to do business and realise profits, in order to meet the expectations of the directors and shareholders, must operate as a continual spur to their eagerness in seeking investments; and in that pursuit their judgment and discretion will be perpetually in danger of being over-ridden by their zeal. The field of their operations will most frequently be new, requiring extreme judgment on their part, and great need of control and advice, such as might be afforded by efficient colleagues, or a responsible board of directors, neither of which, in most cases, are available. The temptations to error are much greater, and the securities against it are, from the nature of the position, much less effective than in ordinary cases at home. Such appointments require men of the largest knowledge, judgment, and experience, and they are most likely to be sought after and accepted by men possessing more restless activity and enterprise than either. It would seem unjust to reproach the directors, in the present case, for want of judgment or discrimination in the selection of their managers and agents, for they have scarcely time for the exercise of either before the crisis arrived. But it will, no doubt, be a signal warning to them, and we may hope to other boards also. In that case there may still be a prosperous future for the Commercial Bank of India and the East. They have a subscribed capital of a million, and hold on deposit and current accounts nearly two millions more. They have a large field to work in, and ample means to employ in it, and in less than a year from the present time they may have written off the last shilling of their present losses, and start afresh with an enlarged connection, a valuable fund of experience, and a tried and chastened staff. We have seen so many instances of the elasticity with which the joint-stock principle rises superior even to difficulties like these that we cannot despair of the future of this bank.

CREDIT FONCIER AND MOBILIER OF ENGLAND.

The half-yearly general meeting of shareholders was held on Wednesday, the 25th inst., at the London Tavern; the Right Hon. JAMES STUART WORTLEY in the chair.

The report, which has already been published, was taken as read.

The CHAIRMAN, in moving its adoption, expressed his gratification at the large attendance of shareholders, and assured the proprietors that the directors were most anxious to avail themselves of every opportunity for imparting to them a knowledge of the actual condition of the company. He was sorry to be obliged to ask the indulgence of the shareholders on that occasion, as he had only recently recovered from a severe and protracted illness, which had totally unfitted him for business. He heartily congratulated the company on its position, and although he had not to propose so large and remarkable a dividend as on former occasions, he had the pleasure of submitting to the shareholders a dividend of 30 per cent. on their investment. He would now address himself to the balance-sheet. They would observe the small amount of liabilities of the company in proportion to their operations and their property. The bills payable—perhaps the most formidable item in a balance-sheet—were here only £270,000; and considering that they dealt in millions, he thought that was not a large amount. Their cash at the bankers' was £322,000. The debentures were still comparatively inconsiderable, amounting to £77,320, but it showed the progress of the company, and was evidence of the fact that it was gaining a solid reputation, as the calumnies against it ceased to have any effect on their property. (Cheers.) The result of the balance-sheet and of the profit and loss account, setting aside altogether the £300,000, which was the profit of the operation sanctioned by the last meeting of issuing new shares, which had not been put to profit and loss, and upon which no commission had been taken by anybody—he said this most emphatically, because on the last occasion it was hinted, and since they had letters to say, that the directors had taken the commission on that £300,000—this result he considered most satisfactory, showing the gross balance at profit and loss to be no less than £281,829. This amount, considering the character of the half-year, must be deemed satisfactory, and altogether free from objection or cavil on the part of the shareholders. They proposed to augment the £292,000 odd, resulting from the operations of the issue of the new shares, to the sum of £300,000, and carrying it to the reserve fund, which, with the £200,000 already in hand, would reach the marvellous sum of half a million. (Cheers.) In addition to this they carried to the next half-year's profit and loss account £86,000, and had £150,000 as a dividend reserve fund. The result was that their shares with £5 paid upon them were worth £8 13s. 6d. each. (Cheers.) The directors might have divided a larger dividend; but, after mature consideration, they had come to the determination to recommend the same dividend as last year, and a bonus of 10 per cent., which would be equal to 15s. per share. In adopting this course he believed they had acted with prudence and discretion, inasmuch as they left a large sum of money in hand to meet any contingencies that might arise. The dividend reserve fund would be increased to £200,000 next September, and he thought they might look upon that fact as a positive guarantee that they would receive in future a dividend of not less than 20 per cent. Some shareholders had expressed a desire to pay up their shares in full. He wished to say that that matter had been under the consideration of the board, but he was not in a position to state at present whether any definite course had been resolved upon to satisfy the wishes of the parties interested. With regard to the remuneration of the directors, he wished to inform the meeting that he had received several letters, in which inquiries were made touching that subject. They would find that by the articles of association the directors were entitled to 10 per cent. of the net profits, after 10 per cent. had been set aside for the shareholders, amongst whom the remainder was equally divided. He did not deny that this formed a handsome remuneration to the directors, but considering the character of their labour, and the responsibility attached to their names, he thought any objections to the present rate of remuneration were entirely uncalled for, especially at present, when they issued a balance sheet which gave so prosperous an account of their affairs. (Cheers.) The Chairman then alluded to the retirement of Mr. Wm. Dent from the directorship. He said that there was no doubt that there had been a great deal of popular feeling manifested against that gentleman. (Hear, hear.) Mr. Dent had explained the nature of his connection with the Joint-Stock Discount Company in a circular he had recently published. He had been a most valuable member of the board, and had been one of the largest, if not the largest, shareholder of the company, and the directors, whilst regretting his resignation, believed that he would have avoided a great deal of hostile feeling if he had adopted a similar course in other companies. The Chairman, in conclusion, expressed an opinion that the time would come when the company would rise above the calumnies that had been cast against it by persons deeply interested in its deterioration, and when by the good conduct and prosperous transaction of its business it would rise from a high commercial company to a national institution. (Loud cheers.)

Mr. LEVICK, deputy-governor, seconded the motion.

Mr. CROUCH moved as an amendment, "That it was the opinion of the meeting that the dividend proposed should be the same as last—namely, £1 per share—which would leave £45,000 to be carried to next account." He had no doubt that every gentleman present was satisfied with the dividend suggested by the directors; but the question was, did they receive the dividend to which they were entitled? A reduction of dividend would injure the reputation of the company, and on that account he objected to their going down the ladder. (Laughter and cheers.) He hoped they would not sanction a course which would add weight to the insinuations cast against them.

Mr. CORDING seconded the amendment.

The CHAIRMAN said he did not know whether the proposer and seconder of the amendment intended to persist in the step they had taken, but he would state for their information that on technical and legal grounds they could not increase the dividend.

Mr. CROUCH said he wanted an increase of bonus.

The CHAIRMAN: We can't do it.

Mr. CROUCH: What do we come here for?

The CHAIRMAN: A public meeting can diminish a dividend, but they cannot increase it. There are two courses open to you—either to negative the report, or to refer the matter back to the directors.

Mr. CROUCH suggested the adoption of the latter course.

Mr. MIDDLEMIST, while disclaiming anything like hostile feeling towards the board, thought it would be very satisfactory to the directors, and certainly satisfactory to the entire body of shareholders and the public, if steps were taken to examine the securities—(hear, hear)—and he would suggest the appointment of five independent shareholders for that purpose.

Digitized by Google

("Hear, hear," and "No, no.") If the company wished to meet the malicious reports which had been circulated to their detriment, they would adopt that course.

Mr. BRUCE in seconding the motion for a committee of investigation, said the directors had been re-discounting bills, for the purpose of "raising the wind," to get money with which to pay the dividends. (Uproar.)

Colonel DALZELL wished to ask the board what amount of their funds was advanced on their own shares? (Hear, hear.) He would ask the auditors, if they were present—and they were men of high character and unquestionable ability—whether the value they had placed upon the securities of the company was the value at which they were taken, or that which they were represented on the day on which the accounts were made up? He wished to ask whether these securities bore any liability beyond that which would ordinarily attach to them, and whether they were *bona fide* securities? They were told that their shares represented £8 13s. 6d., but the question was whether they could get that sum for them, and it should be remembered that the value of the shares depended on the character and value of their securities. If the auditors would answer his questions satisfactorily he believed the value of their shares would be raised to their proper standard. (Cheers.)

Mr. VINING would ask whether their directors held as many shares now as they did at the last half-yearly meeting, and he wished the question to apply to them individually? He wished to know if the directors had taken and now held their proportion of the new shares?

Mr. TRUST wished to know whether the statements contained in the prospectus of the Imperial Land Company of Marseilles, brought out by their company, were true. (Laughter.)

Mr. MAYNARD (one of the auditors of the company) in reply to Colonel Dalzell's questions, said the securities were not taken at their nominal value, but they were taken, he thought, at less than their warranted value. (Applause.) As regarded the other question, whether any extraordinary liability attached to the securities of the company, he begged to give an emphatic answer in the negative. (Cheers.)

The CHAIRMAN said that in consequence of his illness he was not in a position to answer all the questions put, but he had no doubt Mr. Grant, their managing director, would give all the information desired. As regarded the Imperial Land Company of Marseilles, he wished to say he was ill in bed when that undertaking came out, and therefore he could not reply to the inquiry put respecting that company, which was brought out by the Credit Foncier and Mobilier with every prospect of success, and with temporary actual success. He took that opportunity for asserting that there was a wide-spread conspiracy in existence for the purpose of deteriorating the value of their property. He thought they had information which would enable them to expose individuals to ignominy and contempt. As regarded the questions put to him, he observed that some of them were of a personal nature, inasmuch as they referred to the holdings of the directors. It had been insinuated that some of the directors had parted with a portion of their shares. He did not know that information of this kind should be asked for at a public meeting. (Hear, hear.) However, he would tell them he had no knowledge of anything of that kind. If any gentleman would come to him privately he would show him his holdings; and they recently had instances of persons coming to see the holdings of each director. His holdings were large, and perhaps more than it was prudent he should have; but he held them because he had a good opinion of the company. (Applause.)

Colonel DALZELL asked if any of the shares supposed to be held by the public were held by the company.

The CHAIRMAN: Not one. (Cheers.)

Colonel DALZELL wished to know whether any individual shareholder was responsible to the company for advances given on the security of his shares.

The CHAIRMAN replied that such a proceeding was not sanctioned, except in special instances, and then when the shares were accompanied by collateral securities.

Colonel DALZELL asked if any pecuniary advances were made to the directors or office bearers.

The CHAIRMAN replied that being absent for three or four months from London, he was unacquainted with the details which may be within the knowledge of other directors. He was told that some trifling advances were made to members of the board, but they had been accompanied by collateral securities.

Colonel DALZELL: It is most suicidal to make advances upon any consideration to the directors. (Hear, hear, and cheers.)

The CHAIRMAN said it was not the practice to make those advances. The advances made were trifling in amount, and in a short time would be extinct. The statement of Mr. Bence to the effect that they gave dividends by raising the wind was beneath his notice. (Cheers and uproar.)

The motion as to the adoption of the report was then put and carried with one dissentient.

A vote of thanks was moved to Mr. Grant, the managing director.

Mr. VINING protested that his questions had not been answered. He entirely believed in the business habits of Mr. Grant, and he would not dissent from the motion; but he wished to know from Mr. Grant whether at the last meeting he did not hold 2,500 shares, and if he had only taken 674 instead of 1,200 odd of the new shares, and now held only 300 old shares.

Mr. GRANT, who was received with cheers, then proceeded to deal *seriatim* with the questions put by shareholders. He explained in reference to the shares held by him, that he got new shares because he found them cheaper than old ones, and said his holdings of both classes of shares extended to 1,000. He begged to say he reserved to himself the right to hold as many shares as he liked, just as would be the case with any shareholder. A great deal of discussion had taken place with regard to the balance-sheet, and he wished to touch upon the subject and to give the shareholders an instance of the undesirability of observing that fullness of detail which seemed to be so much wished for. The International Financial Association wanted to give their shareholders the detail of every investment, and they formed their balance-sheet in this way:—By cash at bankers', so much; by sundry debtors for advances on securities, so much; by Hudson's Bay Company 1,740 shares at par, £342,800. They would have thought the shareholders would be extremely gratified at this information; but what was the fact? The moment the Stock Exchange saw the nature of the securities retained by the International Financial Association in their coffers, they naturally supposed they did not want them as a permanent investment, but would sooner or later sell them, and the company were in consequence unable for many months to get rid of those securities. With respect to the commission alleged to have been received by the directors, he pledged his word of honour that it was only on the balance the directors took their commission. With respect to the statement of Colonel Dalzell as to the advances made upon securities of shareholders, he wished to say that the security in these cases was accompanied by the security of the shares. (Hear, hear.) In conclusion, he assured the proprietors that although, as it had been stated, other companies had fallen through in consequence of the absence of inquiry on the part of shareholders, he thought such would not be the case with them. (Loud cheers.)

The vote of thanks to Mr. Grant was carried with acclamation, and a vote of thanks to the chairman concluded the business of the meeting.

ORIENTAL BANK CORPORATION.

The annual general meeting of shareholders was held on the 19th inst., at the offices in Threadneedle-street; H. G. GORDON, Esq., in the chair. The directors' report has already been published.

The CHAIRMAN, after apologising for the absence of three of the directors owing to unavoidable causes, moved the adoption of the report. He regretted that the dividend now proposed fell short of those which it had been his good fortune to announce on former occasions. They had had to go through a very unexpected crisis, and in common with all banks connected with the East they had suffered losses and a diminution of profit. The losses had occurred in the usual course of business, arising partly from failures in local banking business, and partly from mercantile failures in this country. The diminished receipts of the company had arisen in a great measure from the excessive competition to which they had been exposed, and moreover the board had been, by the force of circumstances, compelled to keep a large reserve when there was no prospect of a profitable employment of it. However, it was satisfactory to know that they had written off all bad debts, and made ample provision for whatever was doubtful. The capital and reserve funds were intact, and the credit of the corporation had never been in a higher position. (Cheers.) In the interval between the issue of the report and the meeting he had received several letters from friends of the corporation making inquiries which he had now very great pleasure in answering. An original shareholder had been so satisfied with the answers which he (the chairman) made him, that he expressed a hope that he would communicate them to the meeting. He (the chairman) had taken the questions put to him by the gentleman to whom he alluded, and had written the answers, and these he would now put the meeting in possession of, inasmuch as they embodied all the information which it was desirable to obtain regarding the affairs of the company. The first question put to him was whether they were involved with any banks, or finance or discount companies in Bombay, in this country, or elsewhere. His answer was in the negative, being qualified by the addition that the only connection they had with such companies arose in the usual way of business. The second question, which was no doubt suggested by recent losses consequent upon investment in land in China, was whether the company had invested any money in this way, and to that he gave a negative answer. He should add that of course they required premises there for conducting their business. The third question was what had caused the fall in their shares. (Laughter.) A reduction in dividend had no doubt in part produced that effect; but a reference to the share list showed that their shares stood as high, if not higher, than those of their neighbours. The fourth question was—how were higher dividends made by other banks? His answer was that some might make higher dividends by London business, which had been very profitable during the past few years, and some might make higher profits by running risks which they did not care to do. The fifth question was—had any officers been recalled on account of irregular operations or for doing bad business? His answer was a negative one, and he might add that although their losses had been severe they had all been incurred in the regular course of their business, and not from any exceptional or irregular transactions. The sixth and last question was whether all bad and doubtful debts had been provided for, and to that he had already given a satisfactory answer. He would add that during the last six months of 1865 no bad or doubtful debts had been incurred, and the accounts received from the branches showed that an excellent business was doing, with fair profits. (Cheers.)

Replying to questions put by shareholders,

The CHAIRMAN said, the reserve and insurance funds were invested in consols and Indian Government securities.

A SHAREHOLDER asked what was the total amount of losses.

The CHAIRMAN said it was not usual to state the losses, especially as assurance had been given that all bad and doubtful debts had been wiped off. (Hear, hear.) If it was the opinion of the meeting that information should be given on the point he would bow to the decision of the shareholders. (Cries of "No," and "Yes.") He did not wish to conceal anything, but at the same time he thought it would be advisable to abstain from giving the information. (Hear, hear.)

A SHAREHOLDER observed that information of this kind might be used to the disadvantage of the corporation. (Hear.) If any shareholder wished to be satisfied on this matter he could effect his purpose privately. (Hear, hear.)

The meeting having ruled that the question should not be answered,

The CHAIRMAN proceeded to say that they had experienced great competition in the East, but in consequence of the collapse of financial establishments there, and the proof given during the crisis of the soundness and stability of their company, that competition was gradually dying out, and would in all probability entirely disappear.

The report was then agreed to, as also a resolution in favour of the declaration of a dividend of £1. 5s. per share in addition to the ad interim dividend already given.

The retiring directors were re-elected.

The usual compliment to the chairman concluded the business.

Digitized by Google

NOTICES TO CORRESPONDENTS.

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be authenticated by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

A REGISTER is kept of the addresses of all persons connected with the FAR EAST, and reference can be made to the same by personal application at the office or by letter.

Any information required by Subscribers, in reference to Commercial or General matters in CHINA, JAPAN, SINGAPORE, *and other parts of the* FAR EAST, *will be supplied on application at the Office, where files may be seen of the Journals published in those countries.*

THE LONDON AND CHINA EXPRESS.

PUBLISHED on the departure of the Mails *via* Marseilles on the 10th, 17th, and 26th, contains a Summary of European, American, and General News; Commercial and Shipping Reports, and Special notices of Trade with the FAR EAST.

Subscription 54s. per annum, including Postage. Export Supplement 12s. extra.

The London & China Telegraph.

LONDON, FRIDAY, APRIL 27, 1866.

THE MORTALITY OF TROOPS IN HONG KONG.

THE special committee moved for by Colonel NORTH to inquire into the mortality of troops in China commenced its sittings on the 19th instant. Dr. SNELL was the first witness examined. His term of service in Hong Kong extended from 1860 to 1865, during the whole of which time he states that the smells from sewers and drains were most noxious and offensive, and no remedy was attempted up to the time of his departure. There was, in his opinion, sufficient recreation for the troops, there being a gymnasium, cricket-ground, and many other places for their exercise in Hong Kong; and there were also bagatelle boards, drafts, and chess. Workshops would have been a great boon to them, and was one of the principal things required there. The soldiers did not have much drill in the hot weather, and what they did was of very short duration. The health of prisoners was better than that of the soldiers, the prisoners hardly ever suffering from fever. He attributed this to the fact that the prisoners were housed, well taken care of, and looked after, while the soldiers were out in the heat, hardly ever sleeping on a bed. All the water-closets in Hong Hong were fearfully offensive, many of them not being used, while the drains, if such they could be called, were horrible in the extreme. The number of troops who died from fever decreased wonderfully in one year, through the administration of quinine wine to them. Subsequently the Government refused to send any more for their use, but he could not tell for what reason. The cost of the quinine wine was very small, being at the rate of one halfpenny per dose, each dose being half a wine glassfull. He considered the barracks in which the troops were at that time stationed totally unfit for the purpose and badly situated, being built in a ravine or hollow. The best place for the barracks would be on the hill where the cathedral stands, which is kept cool by the constant breeze. Dr. SNELL then exhibited some interesting photographs, showing the localities, &c., in which the troops were stationed.

The first point which attracts attention in this evidence is the stress laid by Dr. SNELL on the value of workshops, as a means of occupation for the men. There was no deficiency of means of recreation, we are told; but it is self-evident that mere amusement is not all that is required. Work of a healthy and suitable description should be provided, and would not only aid in promoting the health of the troops, but would be welcomed as a boon by the majority of them. There seems, however, to be no medium between constant, exhausting fatigue, and useless idleness, which is a certain incentive to drinking and other vice. Dr. SNELL describes the condition of the prisoners in Hong Kong gaol as infinitely superior to that of the troops in almost every way, and adduces an instance of what we can only term deliberate cruelty, in the sudden withdrawal of the supplies of quinine wine, an inexpensive medicine which, during the time it was issued, had been found to act almost as a specific against fever. So far, the evidence tends rather to strengthen than to extenuate the charge of gross and wilful neglect brought against the military authorities. We shall continue to "report progress" as the Committee continues to take evidence.

PIRACY IN CHINA WATERS.

WHENEVER any great evil is shown to exist there is no lack of proposed remedies for it. Piracy, among others, has received its due share of attention, and numerous schemes, more or less practical, have been promulgated with a view to its suppression —all, so far, without effect. Our correspondent NAUTICUS, however, whose letter will be found in another column, brings forward an entirely novel suggestion, and one which is certainly ingenious in its conception, although it would prove almost impossible, we fear, to put it into execution. NAUTICUS proposes nothing less than a complete and compulsory disarmament of all native trading vessels, large or small, belonging to China and the various islands of the Eastern Archipelago; to be followed within a given period by a stringent search made by gunboats belonging to the Treaty Powers, which should then ruthlessly destroy all vessels found armed, the mere possession of arms being taken as proof of guilt. It is very true that the necessity which is at present assumed to exist for every peaceable trader to arm in self-defence, frequently serves as a shield for piratical operations, and that the difficulty which hence arises of discriminating between traders and pirates is one of the chief obstacles in the way of any effectual measures for the suppression of the evil. But how is the proposed agreement between the Chinese Government and the petty chieftains of the Archipelago to be brought about?

As regards China, we have over and over again experienced the difficulty of inducing its Government to adopt any salutary measure of internal reform, and even if the Cabinet could be induced to assent to any such arrangement, there is little chance of the various provincial authorities being either able or willing to carry it out. And the "chieftains" of the Archipelago?—Why, it would be the work of a lifetime to bring them all to act in concert for such a purpose, and even if that were accomplished there is small probability of any good resulting. Suppose, however, we could bring all these potentates to join with one accord in a hearty united effort to do away with piracy; suppose the fiat gone forth; would not the disarming of those vessels which at once obeyed the mandate be the signal for the bolder ones to renew their depredations without fear of resistance from their defenceless prey? And as for the stringent search by foreign vessels of war, the intricate and dangerous coast line of the South of China and the adjacent islands would afford as many places of shelter then as they do now. For the present we must be content to wait the result of whatever measures may be adopted by Sir RICHARD MACDONNELL, who will doubtless take one step in the right direction, when he has had time to utilize the sum placed at his disposal out of the annual military contribution of Hong Kong.

THE CHINA SQUADRON.

A PARAGRAPH in the *Army and Navy Gazette* informs us that "Rear-Admiral GEORGE ST. VINCENT KING, who hoisted his flag on board the *Princess Royal* in February, 1864, and who proceeded shortly afterwards to the Cape of Good Hope and East India station, but was, on the 17th of January, 1865, appointed Commander-in-Chief on the Coast of China, with the temporary rank of Vice-admiral, is now the second on the list for promotion, and already several officers have intimated to the proper quarter their readiness to accept the appointment of his successor." This would clearly seem to indicate that as soon as Rear-Admiral KING becomes a Vice-admiral he must necessarily resign his command, or be superseded. *Why* this should be the case is not so clear. On a station of inferior importance, which is habitually commanded by a rear-admiral, we can understand the expediency of the holder of such an appointment relinquishing it on gaining a step; just as a Commander gives up his corvette or sloop on becoming a Post-captain. But the China station is recognised as a Vice-Admiral's command. Rear-Admiral KING, to render him eligible for it, received the temporary rank of Vice-Admiral; yet as soon as he rises in the ordinary course of events to that status which would entitle him to hold the position without any temporary or fictitious rank, he is immediately deprived of it! Dundrearyisms are out of fashion, but really this is a "sort of thing that no feller can understand."

Among the promotions in the navy, under date 12th instant, we are glad to notice that Lieutenant HENRY C. ST. JOHN, commanding H.M. gunboat *Opossum*, has been promoted to the rank of Commander "in consideration of the skill and judgment "displayed by him in effecting the destruction of a large piratical "force of Chinese junks without loss in the attack and capture."

Digitized by Google

THE CHINA DINNER.

THE annual China dinner will this year be held on Friday, the 18th of May, at Willis's Rooms, King-street, St. James's; Sir John F. Davis, Bart., in the chair. Tickets will be issued as last year to officers of the army and navy and Civil Service who have served in China or Japan, and to merchants, professional gentlemen, &c., who have resided or travelled in those countries. Major Brine, R.E., is Honorary Secretary in this country, and Mr. S. Mackenzie in China.

THE FRENCH MAIL SERVICE.

AN extremely important discussion is now going on in the Corps Legislatif on the great question of free trade in shipping. The French Government, after having established an inquiry into the condition of the mercantile marine, has introduced a Bill for allowing not only commercial vessels to be built or purchased abroad, but also every kind of material to be used in the construction and rigging of vessels to be employed in the merchant service to be admitted duty free, and, gradually, to remove all the restriction on navigation. The shipbuilders, backed by the protectionists, oppose this measure with all their might, and ask instead that shipbuilding and navigation which have done so badly under protection shall have more instead of less given to it. It is not within our province to take up the general question, important as it is to the commercial interests of Great Britain, but that of the mail services and subsidies which naturally arose during the debate is one which falls directly within our scope, and cannot fail to have considerable interest for our readers. The protectionists who would, if possible, induce the Government to try and shut out foreign competition by the maintenance or the re-enactment of differential duties and charges in favour of the French flag, complain loudly of the twenty-four millions of francs, rather less than one million sterling per annum, paid in the form of subventions to the companies carrying the mails. One of the principal speakers on the protectionist side, M. POUYER QUERTIER, declared in the debate in question that the mail service had very little to do with the matter, and added—"I must say that when I see our "free-traders pocket these twenty-four millions in the name of "liberal principles my reason is confounded." Such is the view taken by a protectionist of what many other people believe to be necessary and profitable protection of a special kind.

The attacks made upon the mail companies and the whole system of subventions were furious, and gave rise to some very angry and indignant denials. It was said, amongst other things, that the transport of silk from China to London cost less than from China to Marseilles, and allusion was made to certain *contre-lettres*, said to exist, which made deductions on prices named in bills of lading; this was absolutely denied by the MINISTER of STATE on the authority of the Director of the Company. The allegation was, however, categorically repeated, the same deputy, having declared that he maintained his assertion, said, "if the Messageries Imperiales Company "produced its *contre-lettres* it would be condemned for illicit "traffic;" and, he added, "the *contre-lettre* is secret; it modi- "fies the tariff indicated by the bill of lading and permits the "company to arrange matters as it pleases. This is a fact "which defies all contradiction." The matter was allowed to drop for a moment, but it came up again in two succeeding days' debate on the same subject. A letter said to have been written by one of the first silk houses in Marseilles was read, and afterwards placed in the hands of the MINISTER of STATE, in which the writer complained that engagements made with him had been ill-fulfilled by the Messageries Imperiales, and that foreigners were treated on such favourable conditions that those French houses which have establishments in Japan are threatened with the necessity of suspending their operations. The fact specially complained of in the letter is, that while the Messageries Imperiales charge 130f. per 100 kilogrammes from Marseilles to Japan, their agent at Zurich issues a printed tariff in which the rate from the latter place is only 85f. 10c. The circular in question is printed in the report of the debate, and according to this document it appears that the rates charged from Zurich are much lower than those from Marseilles. These are as follows:—To Aden, India, and Hong Kong, 65f. 10c. the 100 kilogs.; to Batavia and Shanghai, 75f. 10c.; and to Yokohama, 85f. 10c., insurance not included. But it is only fair to mention that, according to the terms of this circular, the rates mentioned therein only apply to goods composed of cotton, of cotton mixed with a small quantity of silk, of wool or half wool, and which do not exceed in value 2,000f. per 100 kilogs.; moreover, the cases are limited generally to a weight of 225 kilogs., and those containing goods from Saint Gall, which are lighter than others, to 125 kilogs. No explanation was offered, or at least none appears in the reports of the debates, why a similar special tariff is not offered to the merchants of Marseilles, who complain, through the mouth of M. POUYER QUERTIER, by whom the question was brought before the Corps Legislatif, that the manufacturers of Germany who might choose to send their goods by way of Zurich would have not only an advantage over their French rivals of nearly 45f. per 100 kilogs., but also the option of despatching them either by fast or slow train as they thought fit, while the French manufacturers are confined to the use of the latter. We have no doubt that the Messageries Imperiales will offer some explanation of the circumstances called in question, and as it touches English as well as French commerce we shall look for it with interest.

In the course of the debate in question, M. EMILE PEREIRE gave the following as the progress of the imports and exports of silk, woollen, cotton and linen manufactures since the reduction of the duties—in 1861 the imports of these articles amounted in value to 48 millions of francs, and in 1865 the amount was 76 millions; the exports of the same classes of goods amount to 591 millions in the former, and to 905 millions in the latter year; an awkward fact, as M. PEREIRE pointed out, for those who predicted the utter ruin of French commerce to account for.

SIAM.

THE report of Consul KNOX to Earl RUSSELL, on the trade of Siam for the year 1864, is a most cheering record of the steady increase of British commerce with that country. It exhibits an increase in British shipping cleared from the port of Bangkok of 27,954 tons as compared with the year 1862. The entire imports of Siam, which, according to Consul KNOX, were but £587,658 in 1862, had risen to £1,167,597 in 1864. A glance at the list of these imports shows that by far the greater and more valuable part are of British origin and manufacture. Though the official figures given us are most satisfactory, still there is good reason to believe that they by no means represent the entire import trade of the country. They do not, for instance, give us any information as regards the import trade in junks, which is carried on from the island of Hainan, and ports in the Gulf of Tonquin. This import trade, if we may judge of its value from the nature and value of the exports of cotton from Siam to those places, must amount to £26,771 annually. Neither do the official figures in the Consular report before us represent the import trade in steamers. One of these, and the principal medium of importation from Singapore, is owned by the Chinese merchant who farms the import revenue, whose interest it naturally is, to make the value of the trade appear less than it really is, so as to deter speculators from outbidding him for his monopoly. The entire amount of square rigged shipping which cleared from Bangkok in 1864 amounted to 171,335 tons, of which only 7,395 was in ballast, 54,771 tons was British, 62,348 Siamese, 21,124 Hanseatic, 8,010 Danish, 7,323 American, 3,284 Dutch, 3,699 Hanoverian, 3,896 Norway and Sweden. The remainder belonged to France, Russia, Austria, Prussia, and Oldenburg.

The exports from Siam, in square rigged vessels during the year 1864 was as follows:—viz., Rice to the value of £903,630; sugar, £111,576; sapanwood, £24,372; paddy, £13,876; pease, £5,485; silk, £31,375; tin, £4,783; teelseed, £13,463; hemp, £1,728; hides, £5,185; horns, £4,087; salt, £10,099; salt fish, £56,534; mussels, £6,161; teak, £15,116; rosewood, £5,214; gum benjamin, £3,624; ivory, £4,764; cotton, £9,645; lukrabau seed, £529; cardamums, £11,859; gamboge, £787; mangrove bark, £890; pepper, £44,810; and sticklac, £28,328; making a total export trade in square rigged vessels, of the value of £1,317,922. To this must be added the sum of £26,771, value of cotton exported in junks to the island of Hainan, and ports in the gulf of Tonquin, making a gross total export trade of the value of £1,344,693. The import trade being set down at £1,167,597 in square rigged vessels and about £26,771 in junks, gives the sum of £2,539,161 as the total value of the trade of Siam for the year 1864. This is no inconsiderable sum, if we consider that Siam has been open to foreign trade but eight years. That this trade has been steadily progressive the annexed table, showing the principal exports from the 1st January, 1857, to the 1st December, 1864, will prove:—

Digitized by Google

Vessels.	Rice.	Sapan-wood.	Pepper.	Hides.	Horns.	Cardamums.	Bastdo.	Teel Seed.	Tin.	Sticklac.	Silk.	Paddy.
	Pcls.	Pcls.	Pcls.	Pcls.	Pcls.	Pcls.	Pcls.	Pcls.	Pcls.	Pcls.	Pcls.	Pcls.
Foreign—1857	1047650	100412	9849	5176	916	561	376	6518	674	1091	678	—
Do. & Nat. 1858	1175385	199328	20382	8132	2332	579	1697	19007	774	3506	704	19513
" 1859	839751	203597	13504	26536	4334	1007	153	6249	739	2984	1079	5230
" 1860	1002215	67846	14557	6124	2139	2.8	—	5623	74	217	400	4773
" 1861	2158040	71318	24203	5878	1837	921	—	6769	—	4283	—	16216
" 1862	1555064	74976	24892	3426	1916	1715	—	11443	220	11328	478	7578
" 1863	753708	58100	19001	4608	1005	2661	1181	18648	764	15759	440	22594
" 1864	2300214	97490	23247	4197	3956	1265	—	26927	1007	13055	927	58661

The official report on the trade of Siam for 1865 has not reached us, but from private sources we learn that, with the exception of the articles, rice, sugar, paddy, sapanwood, horns, gum benjamin, ivory, teak, sticklac, and salt fish, there was an increase in all the other articles of export. The decrease in the production and supply of the articles mentioned, must of course, be attributed to the long and intense drought which prevailed in Siam in 1865. This not only put a stop to the cultivation of paddy, but was injurious to the sugar-cane, which became saturated with saline deposits, the ebb not being sufficiently strong to keep the flood tide out of the cane districts. The streams and canals in the interior, being dried up, prevented the transport of teak, gums, ivory, and other forest produce to Bangkok. In the beginning of 1865, the Siamese Government, fearing a scarcity, laid an embargo on the exportation of rice and paddy. This embargo existed till the month of November, when, owing to the cheering prospect of an abundant crop, the prohibition was removed, and the Siamese steamer *Chow Phya* took a cargo, the first of the season's crop, to Singapore. It is not at all likely that in future a drought can be so severely felt in Siam as it was last year, or that its effects can be so disastrous on the paddy and sugar crops, as the attention of the native authorities has been directed to the utility and feasibility of a system of artificial irrigation and embankments—a remedy which the Governor of the Western Province was going to apply in 1865, when the fall of abundance of rain rendered the work ,for the time, unnecessary. During the drought, however, the Chinese and foreign merchants of Bangkok were not idle. Finding the staple articles of trade likely to fall short, they sought other and new outlets for their capital. An impetus was given to the cultivation of cotton, so that the out-turn for 1865 showed an increase of 4,865 piculs, or 25 per cent. on the previous year. The production of this staple is likely to extend, notwithstanding the conclusion of the American Civil War, and a European firm, that of THEIS, PICKENPACK, and Co., having secured by some means the monopoly of the uncleaned cotton in the northern provinces, have imported improved gins and cotton presses, and intend working them in the interior, so as to save expense in bringing the uncleaned and unpressed fibre to market. The supplies of teak, too, are certain to be more regular and greater in quantity than hitherto. In 1865 the shallowness of the streams down which it was usual to float it prevented a large quantity which was then felled from being brought to market. With the expected rise in the rivers this supply must certainly come to market this year, and will no doubt lower the high figure at which it has ruled for the past year. In the circular from which we quote, an increase in the following articles of export over 1864 is reported. Peas, pepper, tin, teelseed, hemp, silk, hides, salt, mussels, rosewood, ebony, mangrove bark, and gamboge. A large increase in the articles of ivory, gum benjamin, and sticklac may be looked for during the present year, as last year's stocks will, with the rise of the water in the canals, find their way to market.

The foreign merchants are, it seems, sanguine as to the future of Siam. A fourth steam rice mill has been imported by the firm of Scott and Co. Dry docks, capable of taking in vessels of any tonnage, have been constructed and are now in use, so that foreign vessels visiting the port of Bangkok have every facility for overhaul or repair, with the very best material, by skilled workmen, at moderate charges, and with little delay. It was feared by some that a trade of such apparent mushroom growth as that of Siam would soon reach its utmost limits. This, however, is by no means the case; the trade of Siam can be limited only by the supply of labour requisite for the more complete development of its almost inexhaustible mineral and vegetable resources. At present the supply of labour used is brought from China. In 1865 the coolie immigrants from Hainan, Amoy, and Swatow numbered 5,000. The total Chinese population of Siam amounts to about 200,000. The Government tries to encourage the settlement of Chinese in the country, hence they are taxed very lightly—paying only 6s. per head per annum, while the Siamese pay about £1. 10s. per annum. In 1865 there were four tug steamers to tow vessels to and from the Bangkok Bar; two of them flew the American flag, one was Siamese, and one English. Notwithwithstanding the entire cessation of trade in rice, paddy, teak, &c., and the failure of the sugar crop, the trade of Siam for 1865 amounted to the value of $5,680,457. The imports direct from Great Britain to Siam amounted in 1865 to 133 per cent. more than in the previous year.

THE HEALTH OF TROOPS IN CHINA.

Sir,—Having served in China with the 95th, during the time that regiment was there, and afterwards with the Buffs through the late war, you will, perhaps, permit me, while the question of disease and mortality among our troops is under investigation by the Parliamentary Committee, to point out what experience has shown to be the best means of preventing the recurrence of such evils.

No matter what those may say to the contrary who have invested largely in land and houses at Hong Kong, the climate of that place and its neighbourhood is especially poisonous to European troops from about June to September. During those months they cannot live on ground floors, or even in the best barracks, without fatal results. In 1848 the 95th at Hong Kong was placed almost completely *hors de combat*. Out of an average strength of 531 men the hospital admissions amounted to 1,978, and the deaths to 127, of which 37 occurred in July and 46 in August.

This mortality and disease did not result from the regiment being quartered in the miserable way which seems recently to have been adopted in China, for we lived in the really splendid Murray Barracks, and everything was done that medical knowledge could suggest to improve their sanitary condition. The regiment was remarkable for its good officers, and it had the advantage of being under the medical care of Dr. Gordon, a man of great skill and energy, who slaved at his duty night and day. Notwithstanding the favourable circumstances of good care, housing, and excellent medical attendance, the disease continued its ravages until the regiment was removed to three good large merchant vessels that were hired for the occasion. Dr. Gordon concludes a letter to me on the subject by saying. "But for the removal of the men into the vessels anchored in the Bay the mortality would have been very much greater. It was the salvation of the regiment."

Dr. Gordon is now surgeon-major of the 69th, and, being at Aldershott, could easily give evidence if required.

When the local conditions at Hong Kong are unfavourable to health, immunity from epidemic disease might be obtained by sending out three or four of our obsolete non-working men-of-war, properly fitted up as floating barracks, and removing the troops to them till the danger is past.

The ships should be moored in well selected spots, and supplied with plenty of boats for exercising the men by rowing, and the boats communicating with the shore should be manned by soldiers who would come to no harm with proper cap covers and under good awnings. Those who did not care for this sort of exercise might be kept in health by smart walking round the decks, vaulting over spars, &c., and as for amusements, a good regiment, if not interfered with, will always find ample. I have picked capital boats crews from among soldiers, and a little of this nautical life might be made useful in the way of fitting them for some of the thousand and one emergencies that occur on active service. When the Buffs were returning from China in 1861 they so successfully worked their ship at sea that her captain declared he never missed his sailors during the seven days they were all prisoners for persisting in their attempt to desert the ship.

The floating barracks (except their mooring tackle, &c., which ought to be in charge of the harbour master) should be entirely under military control, so that a temporary residence on board them would not involve any interruption to regular military discipline.

Let there be no night sentry work on shore for European soldiers during the summer months—nothing but patrolling from a picket, and that only when absolutely necessary. During the unhealthy season the soldiers should be kept afloat, and they could be landed immediately if any emergency occurred.

Spending money upon land barracks intended to hold troops during the unhealthy season will be a mistake. The insanitary conditions at that time are local, and easily escaped, by transferring the troops to well selected spots in the Bay.

This experiment was very successful with the 95th when the land malaria was unusually severe, and produced the Hong Kong fever, one of the most dangerous disorders, because, if it does not prove fatal at the time, it destroys the constitution.

As soon as the summer months were over, the troops might safely return to the barracks on shore.

Abundant sleeping space would be indispensable to the success of the floating barracks. This was remarkably shown in the experience of the 95th Regiment, and it will be found that troops suffering from the Hong Kong or any similar climate are very sensitive to the poisonous action of vitiated air.

On board the airy barrack ships the sickness and mortality rapidly diminished, but disease broke out again on the return voyage to England, when 454 men were embarked on board Her Majesty's ship *Apollo*, and no less than 58 of them died on our passage to the Cape, and within a period of about six weeks. If the regiment had not landed at the Cape and enjoyed for a time better air and good living, scarcely any would have escaped, and as it was, notwithstanding that the most sickly were left behind, nearly all who reached England had soon to be invalided. Very few were able to carry their knapsacks on landing at Portsmouth.

Good living is essential to health in China, and all the troops there ought to have Indian pay and allowances, which the country would certainly not grudge to men defending its honour and interests under circumstances easily made perilous by stinting or neglect.—I am, Sir, your obedient servant,

J. N. SARGENT, Colonel.

Digitized by Google

(THE TIMES.)

We were reminded yesterday, to our comfort, that a committee is sitting on last year's mortality at Hong Kong. Colonel Sargent suggests for its consideration the permanent use of an expedient which has always been found to prevent, or to stop, or to mitigate considerably, the ravages of what is called the Hong Kong fever. He proposes floating barracks at the healthier stations in the Bay, and thinks that our obsolete men-of-war, of which we have a great number, might be converted to this purpose. The European soldiers might be kept afloat from June to September, and it would be easy, he thinks, to exercise and amuse them, and that would also develop useful qualities. Certainly the idea is plausible. The ships are here, in numbers and bulk enough to make anybody groan at the sight of them, at Plymouth, or Portsmouth, or Sheerness; and, under ordinary circumstances, a ship is a good house. No doubt it would have been a very happy thing if one or two of these floating castles had been lying off Hong Kong last spring when the 11th Regiment arrived, and there was no preparation to house it. In the comparison between floating barracks and permanent barracks in more healthy spots, the question of money, indeed, comes in. Our useless men of war would have to be taken there; they would have to be kept in good repair, and periodically replaced. At Hong Kong we are told that the fever is not every year, but every three or four years; that Europeans suffer more than Chinese or our Indian troops; that certain localities are much more malarious than others; and that the habits of the natives and the nuisances arising out of a large and dense population greatly aggravate the evil. But unquestionably this "barren rock" is worse than barren, and has some special dragon of unhealthiness. There is something that develops its unusual virulence beyond the ordinary seeds of disease. Hong Kong is a mountain of friable granite, from many parts of which a moisture, said to be itself deleterious, is continually oozing. Victoria spreads for several miles along the foot of this mountain, and climbs up the sides where it is possible; and its 100,000 inhabitants or more would not find room if they did not sleep as thick on the floors of their dwellings as they can lie. This is bad, but worse comes. The city faces north-east, and the sun consequently disappears behind the mountain long before it reaches the horizon of the sea. This creates a long interval, equivalent to the mild evenings and the twilight of our temperate zone, in which the glaring light and burning heat of the day are sufficiently subdued for out-door exercise, and it is the delight of the European residents. But everybody who has attended to the atmospheric vicissitudes of days and of seasons will see at once the dangers of a local twilight from such causes. It is a phenomenon which the tourist may see as well as feel in Swiss valleys on a summer's day. As the sun's rays leave the valley the air thickens and curdles so quickly that a sharp line divides the sunlit from the sunless portion of the atmosphere. English people, all over the world, brave the terrors of sunset as carelessly as they do the not always harmless chill of their own summer and autumn evenings. Indeed, there is no point of sanitary practice in which our countrymen differ more from the natives of warmer climates. Unfortunately, this recklessness leads the natives to suppose that it is really a matter of indifference to them, and an Italian, who would not for the world live out of the sun or occupy a room with a north aspect, thinks those just the quarters for a hardy English tourist, or student, or guest. To return to Hong Kong. Imagine a large and crowded city, hemmed in between a harbour and a steep mountain, with sea vapours, land vapours, and town vapours steaming up all day, left in the shade for an hour or two before sunset every evening. It is the very arrangement for malaria on the largest possible scale. The rich merchants, and all who can afford it, drive round the mountain and spend the evening and the night on the sunny side. We presume that our soldiers cannot do this, and that it would not be possible to perch them up over the town, though even that would not take them out of the deadly shadow. But whatever the dilemma, the difficulties, and the cost, we cannot afford to lose a regiment there once in three years. It appears from Colonel Sargent's letter that even the best barracks that can be built are not safe under the circumstances. So there is really much to be said for his suggestion of floating barracks, and we hope it will be well considered.

THE CHINA TRADE.

(PALL MALL GAZETTE).

An engraving in *Punch* some years ago represented the British merchant in Cathay as standing before a trembling Chinaman with a pistol in one hand and a big ball of opium in the other. This was the popular idea of a trade which really had a great deal more to do with tea and silk and cotton yarn and grey shirtings than with the fascinating drugs of Patna, Malwa, and Benares. The import of opium into China, however, served the important purpose of keeping the balance of trade from being largely in favour of the Celestials; for otherwise they, with their love of their own products and indifference to foreign manufactures, would have made China a perfect sink for bullion in return for the tea and silk which they sent out. This traffic in opium was certainly contrary to treaty stipulations, though winked at by the mandarins, and was sometimes carried on in a questionable manner by snake boats, clipper schooners, and captains of receiving ships, and was not only condemned by Exeter-hall, but, in some instances, by retired merchants who had been engaged in it. The natural consequence was that, despite the colossal fortunes which the China trade occasionally afforded, a slight shadow of suspicion and discredit rested over it; and this was increased by the merchants constituting virtually a close corporation, and keeping their transactions concealed as much as possible from each other and from the outside world. The peculiar character of the commodity in question had an effect upon the character of the entire trade. As the introduction of the drug into China was contrary both to the laws of the country and to the wishes of a very large portion of the population, it had to be either smuggled in despite the authorities, or introduced by means of pecuniary arrangements made with them. When this method was followed in regard to opium, it came naturally to be applied to all the imports and exports. "How mutchee gib my?" was the question which the Chinese Hoppo put, through the linguists, to the foreign merchant; while the merchant, on the other hand, sought to pass his goods at a rate as much under the proper duties as he could possibly arrange. This was a very objectionable and demoralising state of things, and has now been replaced by a totally different régime under what is called the Imperial Maritime Customs of China, to which reference is so frequently made in overland newspapers and telegrams.

It is unnecessary to recount the almost accidental circumstances which originated this service, or the struggles it has gone through. It is enough to note that at present it is a lucrative and important service, managed by Englishmen, Americans and Frenchmen, who are paid and employed by the Chinese Government without losing the citizenship or protection of the countries to which they belong; and that it has the management of levying dues on all the external commerce of the Chinese empire, except that which exists, or may be supposed to exist, on the land frontier. Its present head, Mr. Robert Hart, was formerly of Her Majesty's Consular Service, and is highly respected by the foreign community in China. Sir Frederick Bruce has spoken, in one of his despatches, of Mr. Hart's great influence at Peking, and Mr. Burlingham, the American Minister, has said officially, "If he shall continue at the head of the service, I do not see why the Chinese Government will not put other nations behind it in the quality of its customs force." At the various open ports the Imperial Maritime Customs has commissioners, or acting commissioners, who know or are expected to know, Chinese, and who draw large salaries. Under each of these there is a considerable staff of foreigners, some of whom belong to the higher branch of the service, while others perform the ordinary duties of tide-waiters and so forth. There is no exact parallel to this service to be found anywhere else in the world. Indeed, its position is quite anamolous, and might give rise to some curious legal complications, but its usefulness is unquestionable, and the statistics which it issues are entirely to be relied on.

As these statistics come to us only through the medium of Blue-books, being given along with consular reports, the returns for 1864 have not been published in England until this spring, but they are still valuable as affording the latest trustworthy account of our trade with China. Previous to the carrying out of Lord Elgin's treaty of Tientsin there were only five ports open in China—namely, Canton, Amoy, Foo-chow, Ningpo, and Shanghai; but to these might be added as virtually open the British colony of Hong Kong, which, through native vessels, did a great deal of business with the mainland of China and the ports of Swatow between Hong Kong and Amoy, and Tai-wan in Formosa, where foreign traders had been informally allowed to establish themselves. Besides these two, the Tientsin treaty has opened up six other ports—Hankow, Kiukiang, and Chinkiang on the great Yangtsze river, Che-foo in Shantung, Tientsin near Peking, and New-chwang in Manchuria; and it also provided for the opening of another port, one in the island of Hainan, which we believe has not yet been used. In 1864 the total value of the whole import and export trade at all the open ports was—less the amount of re-exports—190,242,159 taels; or, taking the tael at 6s. 8d., about £60,414,000. This shows a falling off of rather more than 9,000,000 of taels from the returns of the preceding year, Shanghai has itself fully a third of the trade, and after it comes Hankow, with a share of 23,944 532 taels, and Foo-chow with 20,061,485 taels. Formosa has only 927,980 taels, and New-chwang, in Manchuria, 2,388,908 taels. Canton, owing to the opening of the Yangtsze and other causes, has lost more than a third of its trade during the last few years, and comes only fourth in the list, with 14 692,165 taels.

It is impossible to tell accurately from the tables before us how much of this external commerce of China is carried on with British possessions. Nominally that is set down as imports 51,126,615 taels, and exports 49,657,156 taels, or about thirty-three millions and a half sterling; but from this sum must be deducted re-exports, the value of which there is no means for estimating precisely in regard to British trade. The value of these re-exports is certainly not less than a fifth, that being about their relationship to the entire trade; so it may be inferred that the value of our commerce—that is, the commerce of British possessions—with China was not more than £26,000,000 in 1864. This is rather a singular fact; for the Indian and English custom-houses alone for the year 1857 give returns of China trade to the value of £24,379,720, which would seem to show that all the opening of new ports in China has had but little if any effect in developing the trade, though it has certainly found employment for a great number of Englishmen in that part of the world. One favourable symptom, however, of the trade as it stands at present is that the Chinese now take more British manufactures in proportion to Indian opium than they used to do formerly, a result which shows that the legalising of the opium traffic has not had the effect of appreciably increasing the consumption of the drug, and which is worthy the notice of liquor-law humanitarians in this country.

PIRACY IN CHINA WATERS.

(To the Editor of *The London and China Telegraph.*)

SIR,—In the last China, Siam, and Straits papers I observe that reports of piracies still continue to occupy their columns. There seems to be no abatement of the evil. On the contrary, it continues to be as rife, and, if anything, more glaring than hitherto. The British Government has gone to a great deal of trouble and expense in its endeavours to suppress it, but in vain. Piracy must and will continue to exist and flourish so long as the excuse for every junk and boat trading in the eastern seas going heavily armed and doubly manned exists. All efforts to suppress piracy must be futile while the difficulty of distinguishing between pirates and legitimate traders lasts. This difficulty will continue until the Siamese, Chinese, and petty chieftains in the Eastern Archipelago be prevailed upon to agree to a total disarmament of the trading craft under their respective control. This effected, a united marine police—say men of war of every nation trading to the East—should make a simultaneous search for armed junks and prahus, and exterminate all found in the possession of offensive weapons. The fact of being found armed after the promulgation of sufficient notice of the law being taken as *prima facie* proof of guilt. This seems to me to be the only safe and certain remedy for an evil the magnitude of which cannot be comprehended by those who do not know what an exorbitant tax on commerce the arming and manning of every real trading junk and prahu is. This indirect impost on trade would be removed at once by the remedy which I have suggested, and the honest trader of every tribe and nation be benefited. This matter should be pressed on the attention of the Chinese and Siamese Governments without delay. It is absurd in the Peking Government to expect British gunboats

Digitized by Google

to continue any longer a thankless and apparently interminable crusade against every pirate who can afford to bribe the mandarins for traders' papers. It should be told that such assistance as has hitherto been rendered in the suppression of piracy must be withheld, unless it takes measures whereby the trader and the pirate may be distinguished, and the latter brought to justice. And the impossibility of distinguishing between the two (except on chance occasions) renders it imperative that a general disarmament should be proclaimed and carried out with the least possible delay. Once take away the excuse for going armed and make the mere possession of weapons of offence proof of guilt which would entail instant destruction and a comparatively small naval force will sweep piracy from the Eastern and China seas. By last accounts from the East we are informed that a scheme has been proposed to form an Eastern Trinity Board to supply beacons and lighthouses on the dangerous coasts of China and Japan, the said board to derive its authority from the whole of the treaty powers, and its funds from a tax levied on ships trading to China and Japan, and payable at the port of entry. This scheme, you say is, in your opinion, "practicable." I am of the same opinion, and with you wish it success. Its benefit to trade will, however, be but small, compared to the results derivable from that which I have suggested.

Every one in the least acquainted with the East knows that the armaments of native craft cost as much as the craft themselves; while the expense of manning them under the present system is in all cases doubled, in many trebled. The recommendation given in your last *London and China Telegraph*, in the article headed "Straits of Malacca," for trading vessels to go more heavily armed if they wish immunity from attack, cannot, I fear, be successfully carried out. Honest traders cannot, in point of armament, hope, unless at a ruinous cost, to compete with pirates; whereas the remedy which I suggest, if carried into effect, is a clear gain of at least 100 per cent. to the honest native, and leaves to the pirate but little hope of pursuing his guilty calling for any great length of time in the very teeth of native and foreign gunboats, as he now does. The importance of my subject must be my excuse for its prolixity.—Yours sincerely,

NAUTICUS.

DUTCH AGGRESSIONS IN SUMATRA.

(To the Editor of *The London and China Telegraph.*)

SIR,—In noticing your Singapore correspondent, "J. C.'s," letter in your issue before last, I omitted to remind that gentleman that Dutch, so-called, protection to the Native States in the Eastern Archipelago has been but as the shade of the fabled Upas tree to those who sought it beneath its tempting shadowing branches. Ever since the English gave up Java the natives have been at a stand-still, if not retrograding. Their agriculture is going to decay. The English left them a very promising settlement at Bencoolen. What is it now? Almost the jungle it was before the British got possession. Agricultural property in Java itself has decreased in value one-half, and in some instances three-fourths, within the last five years. Those who by the rose-coloured accounts went to Siak from 1836 till 1860 have nearly all abandoned the country in disgust—at what? I leave "J. C." to tell. There is no doubt that Siak possesses many and varied sources of wealth and fields of industry, but the Dutch system is not such as to give encouragement to their free development. It is for his reason, therefore, that the Penang merchants very justly dread an extension of their baneful influence to the whole coast of Sumatra.

Yours sincerely, PULO PENANG.

Parliamentary Intelligence.

HOUSE OF COMMONS.

THE REBELS IN CHINA.

(April 12th.) Colonel SYKES asked the Under-Secretary for Foreign Affairs whether despatches had been received from Consul Meadows at Newchang respecting the approach of rebels in December last, also from Consul Medhurst at Hankow mentioning the proximity of a large rebel force numbering 80,000, and detailing the measures adopted for the protection of British property; also, whether the Consuls had suggested to the British Government any and what measures for the future safety of the foreign settlements in China.—Mr. LAYARD said it appeared that Consul Meadows had been very much alarmed at the beginning of last winter at what he deemed to be the prospect of an attack on the part of some rebels. He, in consequence, requested the loan of some guns from the admiral on the station, by whom they were lent. The Government had, however, no ground for thinking that any attack on Newchang had taken place. With respect to the attack on Hankow, he had to state that he had no reason to believe that that city had been threatened by a large rebel force. It seemed that a considerable number of peasantry took refuge there and in the neighbourhood, that the Consul went out to see what was the matter, but that, instead of 80,000 rebels, he found eight men on horseback, armed with spears and bags, that shots were fired at them, and that they thereupon ran away, leaving behind them the bags, which were found to contain eight women. (Laughter.) There were, he believed, a few rebels still prowling about, but he was sorry to have to inform his hon. and gallant friend that the last information from China represented his particular friends the Taipings as having been almost exterminated. (A laugh.) He had simply to add, in answer to the last question, that he was not aware that any serious suggestions had been made by our consuls with regard to the necessity of taking further steps for the defence of our settlements in China. Any suggestions of that kind would come in the ordinary course through Her Majesty's Minister at Peking.—(14th.) Colonel SYKES gave notice to move for certain papers referring to the rebellion in China.

INDIAN PAY.

(12th.) Captain GRINDLEY asked the Secretary of State for War why the subalterns of Her Majesty's regiments on service in India were deprived by the passage warrant of the 2nd January, 1865, of the six months' Indian pay and allowances when on leave of absence on sick certificate, to which they were previously entitled under the furlough regulations of the 17th of November, 1854; and whether he would reconsider the subject, with the view to such pay and allowances being granted in future.—The Marquis of HARTINGTON replied that the warrant to which the question referred gave the reasons why the alteration had been made. It stated that it was done "in consideration of the privileges conferred upon the officers of the army at large by the provisions of this warrant," privileges which entailed considerable additional expense. The officers serving in China were not entitled to the allowance in question, which furnished another reason why the officers of the army serving in India should be placed on the same footing.

Monetary and Commercial.

The late active demand for silver for the East, which was chiefly for Calcutta, has almost entirely subsided, and the market is now flat, with very little inquiry, quotations, 5s. 1¼d. to 5s. 1⅞d. The Messageries Imperiales steamer of the 19th, from Marseilles, took over £400,000 for Calcutta, and the present mail takes about £20,121 for India and China, but the approaching steamers are not expected to take out any amounts of importance. Mexican dollars have also declined, sales having taken place for China within the last few days at 5s. 0¾d., which is now the nominal price, as there is no demand.

It is understood that the first meeting of Overend, Gurney, and Co. (Limited), will be held about the middle of May, when the accounts, made up to the 30th of April, and showing nine months' working, will be presented, with the view to the declaration of a dividend.

The biddings for £350,000 in bills on India took place on the 18th at the Bank of England. The proportions allotted were—to Calcutta, £245,500; to Madras, £4,500; and to Bombay, £100,000. The minimum price was as before, 1s. 11½d. on Calcutta and Madras, and 1s. 11¾d. on Bombay. Tenders on Calcutta and Madras at 1s. 11⅝d. will receive about 41 per cent.; and on Bombay at 2s. about 57 per cent. Above these prices in full. These terms show a considerable diminution in the demand for means of remittance to the East.

At the meeting on the 8th of the shareholders of the Chartered Bank of India, Australia, and China, the directors' report, which has already been published, was adopted. It recommended the payment of a dividend at the rate of 5 per cent. per annum, free of income-tax, for the half-year ended December last. The chairman, Mr. Mitchell, M.P., in referring to the losses of the bank, said that the capital remained untouched, though the reserve fund had diminished, and that they are making large profits in the present year.

The meeting of the Oriental Bank Corporation was held on the 19th. The net profit for the year 1865, including £4,489 from last account, was stated at £155,137, out of which a half-yearly dividend of £75,000 was paid in November last; and it was decided to-day to divide a like sum of £75,000, being at the rate of 10 per cent. per annum. The amount left to be carried forward is £5,137.

The meeting of shareholders of the Land Mortgage Bank of India took place on the 19th. The net profit for the year amounts to £24,399, allowing of the payment of a dividend for that period of 6 per cent., of which 2 per cent. was paid to the proprietors in April last, and an additional 2½ in October, thus leaving a balance of 1½ for present distribution. It was also decided to divide now a further sum of 2½ per cent. as a first interim dividend for the current year, such, it is mentioned, being amply warranted by the profit already earned. The directors also trust to be able, as last year, to pay another interim dividend in October next. Mr. Nelson, the chairman, congratulated the proprietors upon the progress of the bank. The company's investments in India amount to nearly a million sterling, which is producing a gross income of £90,000 per annum. The security is described as undoubted, there being, upon the average, a margin of 50 per cent. over and above the amount of the loans. A vote of thanks was passed to the chairman, and a special vote of thanks to Mr. Fitzwilliam, who, though remaining a director, retires from the managing directorship, on the ground that, the company now being fairly launched, there is no longer any necessity to burthen it with the salary of £1,000 per year attached to that post.

The report of the first meeting of the Hong Kong and Shanghai Banking Company has been published in this country, and has elicited favourable comment.

The directors of the Commercial Bank Corporation of India and the East, in anticipation of the general meeting convened for the 25th inst., have issued the following singularly unfavourable report, which shows how completely this establishment has been in the hands of unworthy or neglectful agents abroad. From the following profit and loss account it appears that the reserve fund of £169,301 has been entirely swept away, and that, moreover, the bank starts afresh with a balance of £65,757 on the wrong side of the profit and loss account:—

Digitized by Google

The directors regret to have to lay before the shareholders so unfavourable a statement as that now presented of the transactions of the bank. The losses on sterling dishonoured bills falling due during the past year have been duly estimated at £123,000, and the directors have written off that sum accordingly. During the share mania in Bombay last year, the agent, Mr. de Quadros, having involved the bank by imprudent advances to speculators, the chief manager went out in June last to inspect the condition of that agency. He has only just returned, and estimates the losses thus incurred at £89,000. The directors have written off that sum. In October last intelligence reached the directors that Mr. Newby, who had been appointed by the late Commercial Bank of India as their agent in San Francisco, for the purchase of bullion for remittance to China, had advanced moneys on the security of certain shares. On investigation it appeared that a sum of £196,782. 10s. 6d. had been lent by him on mining shares, none of which could at present be realised except at a ruinous depreciation. The directors have written off a sum of £118,233, which, in the present uncertain value of these securities, is as much as they think they are warranted in writing off as actually lost. The agents at Bombay and San Francisco have of course been dismissed. In November last the directors received intelligence of the death of Mr. Wiggins, the bank's manager in the East, and agent at Shanghai. Their new manager reports, upon taking charge of that agency, certain irregular transactions on the part of Mr. Wiggins, partly by purchases of land, partly by other speculations undertaken, as it is alleged, on behalf of the bank, which have resulted in losses amounting to about £53,000. The directors do not, of course, recognise the liability of the bank to bear these losses; and they have given directions to recover the amount from Mr. Wiggins' estate, and from the parties who assisted him in these transactions, which they hope to be able to do. The losses from bad debts at that agency have been great, and the directors have written off £38,267, being the amount as estimated. The remainder of the sum written off consists of £5,000 for a bad debt at Hong Kong, and £1,500 for bad debts at Calcutta. The directors beg to remark, that on the transfer of the business of the branches of the late Commercial Bank of India on Jan. 1, 1865, they took over, after a period of unusual prosperity, a staff and a system not organised by themselves, and which might fairly be assumed to have some imperfection, inasmuch as the difficulty of obtaining at Bombay a body of directors with sufficient time to command, was a main reason for establishing the head-quarters of the bank in London. It was under such circumstances, before the character and qualifications of its officers could be ascertained, and before faults of system could be discovered and rectified that the directors had to face a season of almost unparalleled commercial vicissitude, in which, owing to the failures of numerous firms of high standing and reputation, it would have been impossible to avoid all loss. The directors, whilst recognising the unfortunate character of the report now presented, have felt it their duty to make that report without reserve. They deeply regret that it is of course out of the question to offer any dividend; but they would call the attention of the shareholders to the exceptional character of the greater part of the late losses, as affording ground for a more hopeful view of the bank's position and prospects for the future. Since the last meeting H. D. Cartwright, Esq., has resigned his seat as director; and Walter Evans Gledstanes, Esq., has joined the board, and this election is submitted for the approbation of the shareholders. In pursuance of the terms of the deed of settlement, two of the directors, Frederick Chapman and Edward Thornton, Esqs, go out by rotation, and they offer themselves for re-election. The auditors, Robert Strong and John Ball, Esqs., also offer themselves for re-election —By order of the court. D. ALLARDICE, Sec.

The amount of bullion by the P. and O. Company's steamer *Poonah*, from Southampton on the 20th inst., was :—In gold to Madras, £1,000; in silver to Madras, £1,490; to Hong Kong, £10,111; to Yokohama, £400; to Shanghai, £5,120; to Sydney, £2,000. Total in gold, £1,000; in silver, £19,121.

ARTICLES OF IMPORT.

TEA.—Our market has been without any improvement, and transactions on a more and more limited scale, but on the average prices have been pretty well maintained. In dusty and broken-leaf kinds of Congou there has been no alteration; fair to good common are still quoted 1s. 0½d. to 1s. 1½d. per lb. In fair flavoury kinds the few sales have been at about previous prices. Good medium kinds remain as before, also fine to finest. Common black-leaf kinds have sold at from 1s. to 1s. 1d. per lb.; there has been a limited inquiry for the better kinds, ranging from 1s. 5d. to 1s. 8d. per lb.; fine to finest continue in only limited request. There has been rather more doing in new-make Canton-kinds at slightly better prices. In Oolongs, Souchongs, and Flowery Pekoes there is no new feature. Common to fair Scented Capers and Orange Pekoes have been saleable at from 1s. 2d. to 1s. 4d. for the former, and 1s. 5d. to 1s. 7d. for the latter; the better kinds of both meet with a very slow sale. Foochow Capers have been sold rather lower, also Orange Pekoes. Uncoloured Japans have been sold, in all about 5,000 packages, at full prices. In Green teas business has been to a fair extent from recent arrivals, but prices have ruled in favour of buyers for nearly all kinds. Some of the fine Moyunes have sold comparatively well, except Hysons, for which it is now difficult to get offers at previous prices, owing to larger supplies offering. Canton-made teas show no alteration. The public sales of China tea consisted of 23,958 packages, of which 17,713 packages were sold, nearly the whole being without reserve, and prices went rather lower. Telegrams have been received up to 31st March, stating the export for the fortnight at 1,000,000 lbs.

SILK.—Within the last eight-and-forty hours a marked change has come over the Silk Market; previously business was at a complete stand still, the general impression being in favour of lower prices; now, on the contrary, all are buyers, and the current of the market is reversed. The fact is, that accounts of the European crop have for some time past been indifferent, but such was the despondent feeling on the Continent that no one would be influenced thereby. Now that the hatching has become more general serious complaints are made, and it is feared that the result of the Japan seed will be most disappointing. China Silk: Buyers operate freely at our quotations, and some of the leading importers show a disposition to increase their pretensions. Japan Silk:—The better descriptions of Mibash are much in demand, but unfortunately the stock is composed principally of inferior sorts.

CHINA.	Usual Imports				
	s.	d.		s	d.
CHINA:—Tsatlee, No. 1 & 2	30	0	to	31	6
,, No. 3 & 4	25	6	to	29	6
,, Hangchow	24	6	to	26	6
Yuenfa and Hamin, No. 1 & 2...	27	6	to	29	0
,, ,, ,, No. 3 & 4...	23	0	to	26	6
Taysaam, No. 1 & 2	26	0	to	27	6
,, No. 3 & 4	18	0	to	25	0
Long Reel	18	0	to	23	0
Skeins	22	0			
Canton	20	0	to	24	0
JAPAN:—Mibash & Sinchew, No. 1 & 2	31	0	to	35	0
No. 3 & 4	28	0	to	31	6
Ida, Bricks, No. 1 & 2	27	0	to	32	0
No. 3 & 4	25	0	to	27	0
Sodai, No. 1 & 2	27	0	to	31	0
No. 3 & Inf.	25	0	to	27	

COTTON.—There was a recovery in the middle of last week of some portion of the decline reported in our issue of the 17th, but the advance was lost at the close, though business ceased for the week ending the 20th with less depression. On Monday the 23rd there was an improved demand, and an advance of fully 1d. per lb. was established on the low sales of last week. On the 24th there was again an active demand, which resulted in only a moderate business, owing to the extreme firmness of holders. On this last day 680 bales Tinnivelly were sold in the London market at 10d. to 12¾d. middling to good fair, and 100 bales Dhollerah to arrive, at 11¼d., January sailing, guaranteed fair. The Liverpool report of the 24th is, market firmer and rather dearer, except for Surats.

SUGAR.—Considerable languor has continued to prevail since our last, and sales were concluded slowly to the end of the business week ending the 20th, mostly on cheaper terms. On the 20th 13,000 bags Clayed Manila were sold at 27s. 6d. to 28s. On the 24th the demand had decidedly improved for both grocery and refining qualities, at a slight advance on previous low quotations. Privately 2000 bags of unclayed Manila were disposed of at 24s. 6d.

COFFEE.—Remains steady, and the bulk of the rather liberal supplies brought forward at auction has been cleared off without material change in prices. On the 24th, 220 casks, 120 barrels and bags of plantation sold steadily at the valuations; triage, 65s. to 73s. 6d.; fine ordinary to good middling, 77s. 6d. to 89s. 6d.; bold, 92s. to 94s.; peaberry, 84s. to 89s.; and 200 bags and 20 casks of native at 65s. 6d. to 67s. 6d.

RICE.—Continues very dull of sale: 10,200 bags Necranzie were retired from public sale on the 24th at 11s. 6d., and 300 bags Bassein at 10s. 9d. per cwt.

CARDAMOMS.—Steady; of 20 cases Malabar at auction, one-fourth sold at 6s. 3d. per lb. for good; and of 9 bags Madras, half sold at 3s. 5d. per lb. for middling lean.

CAMPHOR.—Japan comparatively scarce, and without any transactions. China flat and lower; 70 cases sold at auction at £5 15s. to £5 17s. 6d. per cwt.; moderate business also privately on similar terms.

CASSIA LIGNEA.—Very firm; and 200 cases sold at auction at 100s. to 101s. per cwt. for middling quality, very mixed; 98s. very coarse and dark; and 97s. badly mouldy. Buds: Nothing of any importance doing.

CINNAMON (CEYLON).—We quote 1st sort 2s. to 2s. 10d. per lb., superior 3s. to 3s. 4d.; 2nd 1s. 9d. to 2s. 9d.; 3rd 1s. 8d. to 2s. 4d; 4th and jungle 1s. 4d. to 1s. 9d.; limited business upon previous terms.

COCOA-NUT OIL.—Cochin scarce and firm; Ceylon plentiful and rather lower; business very moderate; 446 casks Ceylon and 243 casks Sydney at auction.

DRUGS.—Cubebs: Flat, and rather lower; of 290 bags at auction half sold at 78s. to 79s. per cwt. for good. Dragons Blood: Steady; and 20 cases sold at auction at £7 15s. to £12 per cwt. for fair to fine lump. Galangal Root: Rather cheaper; 250 bales sold at auction at 11s. 6d. to 12s. per cwt. for middling. Rhubarb: Good quality is scarce, and commands very high prices; ordinary selling very irregularly and upon lower terms. 208 boxes of recent import at auction mostly sold at 9s. 5d. to 9s. 9d. per lb. for fair, and 2s. 1d. to 4s. inferior and ordinary.

GUMS.—Benjamin: Siam rather lower; of 28 cases at auction, two-thirds sold at £30 to £31 5s. per cwt. for third quality, and £16 to £19 10s. dark and drossy. Sumatra flat, and 76 cases at auction all retired. Damar: Very firm; only 20 cases at auction sold at 60s. 6d. per cwt. for fine. Gamboge: Firm, but quiet; 13 cases at auction retired.

GUTTA PERCHA.—Quiet; of 6 tons at auction, half sold at 7d. per lb. for middling reboiled.

HEMP (MANILA).—Is generally rather lower, and without much business; and of 995 bales at auction, about two-thirds sold at £42 10s. to £48 per ton for ordinary to very good roping of recent import.

PEPPER.—Black: Very quiet; of 4,640 bags Penang, at auction, one-fourth sold at 3¼d. to 3⅜d. per lb.; 120 bags Singapore retired; limited business privately in Singapore at 3 9-16d. White: Flat; and of 499 bags Singapore, and 18 bags Madras at auction, one-fourth sold at 6¼d. to 6⅜d. per lb. for fair.

SPICES.—Cloves: Quiet for all descriptions; only 2 cases Penang at auction sold at 1s. 2d. per lb. Mace: Quiet; 3 cases Penang at auction sold at 2s. 2d. to 2s. 10d. per lb. for fair reddish to good palish; and 11 cases Cochin at 1s. 4d. for inferior. Nutmegs: Quiet; and of 42 cases Penang at auction, the bulk sold at 1s. 3d. to 2s. 11d. per lb. for ordinary small to mixed medium and bold.

SAGO.—Is again rather lower; but 3,105 packages sold at auction at 18s. to 19s. per cwt. for middling to fair large, and 18s. to 20s. 6d. middling to fine small. Flour: Steady, but quiet; 270 bags at auction sold at 15s. to 15s. 6d. per cwt. for good.

TAPIOCA.—40 bags Pearl, of good colour, at auction were withdrawn at 28s.

TERRA JAPONICA.—Cutch, Pegue: In very moderate demand, at a slight reduction in terms; and of 4,173 bags at auction, very few sold at 31s. per cwt. for fine. Gambier: At a slight concession in rates, demand has been active; and of 2,738 bales at auction a large proportion found buyers at and after the sales at 21s. 3d. to 21s. 6d. per cwt. for fair; and business to a good extent accomplished privately at corresponding prices.

Digitized by Google

TIN.—Large transactions have taken place in this metal, but attended with continued falls in rates; the total decline for the fortnight, since the 10th, being £4 per ton, and the market remains without any present appearance of rallying.

MISCELLANEOUS.—Blacklead: Firm; of 961 barrels at auction, two-thirds sold at 12s. 6d. to 22s. per cwt. for middling to fine lump, and 9s. to 10s. 6d. dust; remainder retired for higher prices. Galls: All Galls of the Bussorah character remain very flat, and are offering at lower prices; China again also lower, and of 309 cases at auction a few only sold at 60s. per cwt. for good; Japan inactive. Ebony Wood: Steady; 60 tons Ceylon sold at auction at £7 to £8 per ton. Musk: Rather lower, with very partial present demand. Of 119 caddies Tonquin at auction one-fifth sold at 22s. 6d. to 28s. 6d. per oz. for middling to good; and of 5 tins Grain three sold at 55s. for good. Rattans: Continue very flat; but 36,006 bundles Singapore, and 12,516 bundles Penang at auction mostly sold at 2s. 6d. to 4s. 6d. per 100. Sabanwood: Very firm; and 24 tons Siam at auction sold at £14 5s. to £19 5s. per ton, and 25 tons Manila at £14 15s. to £15 5s. Mother-o'-Pearl Shells: Singapore very scarce, and wanted; small sales at high prices. Manila considerably dearer, and 126 cases at auction sold at £7 12s. 6d. to £7 17s. 6d. per cwt. Soy: Cheaper: 16 casks China sold at auction at 3s. to 3s. 1d. per gallon. Star Anniseeds: Considerably lower; and 30 cases at auction sold at £5 5s. to £5 10s. per cwt. Sticklac, Siam: Fine quality scarce and dearer, other kinds lower; of 1,464 cases at auction, three-fourths sold at 56s. 6d. to 57s. per cwt. for fine bold, 33s. 6d. to 38s. ordinary to middling small and broken, and 33s. to 33s. 6d. block. Tortoise-shell: Steady; 8 cases Singapore at auction, mostly sold at 11s. 6d. to 15s. 6d. per lb. for inferior to good in sorts; and of 3 cases Sydney two sold at 17s. for good, and 4s. pickings.

ARTICLES OF EXPORT.

IRON.—The quotations in London are for Welsh bars, £6 15s. to £7; nail rod, £8 10s. to £8 15s.; hoops, £9 12s. 6d. to £10; sheets, single, £10 10s. to £10 15s.; Staffordshire bars, £8 10s. to £8 15s.; rails, £6 10s. to £7.

STEEL.—Swedish keg, £15 15s. to £16 5s.

COPPER.—Sheet and Sheathing, £93 to £98 per ton; yellow metal, 7¾d. to 8d. per lb.

TIN.—£89 to £91 for block; £90 to £92 for common bars. Tin plates, best charcoal, I.C., 34s. to 35s.

LEAD, &c.—English pig, W.B., £22 10s. to £22 15s.; shot, patent, £23 15s. to £24; sheet, £22; spelter, £24 10s. to £25; zinc, English sheet, £32; quicksilver, £7.

The following is from the Circular of Messrs. French and Smith:—We have had a quiet market during the past fortnight, prices generally going in favour of buyers. Scotch Pig Iron: (warrants) has rather advanced in price, owing to the speculative operations, but in shipping brands there is little doing. Copper is very dull. Tin has given way further. Tin Plates: Without alteration. Lead: Firm. Spelter: Firm. Quicksilver: Yesterday the Spanish Commission announced a reduction to £7 per bottle.

EXPORT OF BULLION TO CHINA, &c.

The following return shows the shipments of bullion from Southampton from the 1st January by the P. and O. Company's mail steamers.

	Gold.	Silver.
Shanghai	—	£66,108
Foo-chow-Foo	—	4,446
Amoy	—	—
Hong Kong	—	122,071
Singapore	£5,650	45,710
Penang	—	—
Yokohama	—	900

FROM MARSEILLES.

(BY THE P. AND O. COMPANY'S STEAMERS.)

	Gold.	Silver.
Singapore	£144	—
Penang	—	—
Hong Kong	—	—
Foo-chow-Foo	—	—
Shanghai	—	£49,208
Yokohama	—	—

PER FRENCH MAIL STEAMERS.

	Gold.	Silver.
To Singapore	£516	£93,800
To Saigon	—	44,507
To Batavia	3,820	2 2 1
To Hong Kong	—	266,475
To Shanghai	—	62,392
To Yokhama	—	1,900

GOLD AND SILVER.

Bar Gold (per ounce)	£3 17 9
Spanish Doubloon	3 16 0 to 3 17
United States Gold Coin	3 16 4
Silver in Bars	0 5 1
Mexican Dollars	0 5 0½

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Apr.11	Johan Christoph.	Wehrmann	Foo-chow-Foo	Falmouth.
—	Parmenio	Laird	Rangoon	Queenstown.
— 13	Helen Finlayson		China	Deal.
— 13	Lammermuir	Bell	Foo-chow-Foo	London.
— 13	Duke of Wellington		Rangoon	Liverpool.
—	Bessie		Bankok	Queenstown.
—	Jessie Brazley		Yloilo	Do.
—	Archer		Foo-chow-Foo	New York.
—	Brilliant		Yokohama	Do.
— 13	E. Shun	Lowe	Shanghai	London.
— 13	Dunphaile Castle	Fleck	Colombo	Portsmouth.
— 13	Sirocco		Manila	Liverpool.
—	Langdale		Do.	New York.
—	Henry Harbeck		Foo-chow-Foo	Do.
—	Oscar		Shanghai	Do.

ARRIVALS—*continued.*

Date.	Ship.	Captain.	From	At
—	Geo. Becker		Shanghai	New York.
Apr.14	Assyrian	Mearns	Foo chow-Foo	London.
— 14	Winterthur		Singapore	Deal.
— 13	G. H. Wappæus	Kammann	Do.	Falmouth.
— 14	Labrador	Williams	Manila	Liverpool.
— 14	Patrician	Pain	Shanghai	London.
—	Webfoot		Surabaya	Amsterdam.
— 15	Lobelia		Batavia	Off Dungeness.
— 15	Wye		Sarawak	London.
— 16	Gitana		China	Do.
— 16	Maraquita		Penang	Deal.
— 16	Algernon	Moat	Ceylon	Do.
— 16	Abyssa Isle	Burgess	Do.	Do.
— 14	Fort George	Welch	Manila	Liverpool.
— 15	Golden Age	Thomas	Moulmain	Falmouth.
Apr.15	Bacchante	Taylor	Foo-chow-Foo	London.
— 15	Rising Sun	Rich	Moulmain	Do.
— 15	Condor	Hansen	China	Falmouth.
— 15	Erzherzog Ferdinand	McGuranovich	Batavia	Do.
—	Anita	Askins	Yokohama	New York.
Mar 22	Otilia	Messell	Macao	Havana.
Apr.16	Excelsior	Evans	Colombo, &c.	London.
—	Pres. van Ryckevorsel	Voge ensang	Java	Deal.
— 14	Sophie	Boltzen	Batavia	Do.
— 16	Anna Lange	Schweers	Triacomalee	Do.
— 14	Sonburg	Zwart	Batavia	Off Dungeness.
— 15	Sir Robert Peel	Lange	Do.	Do.
— 15	Bristolian	Keats	Java	Do.
—	Star Queen	Allen	Sourabaya	Off Portland.
— 15	Princess of Wales	Young	Rangoon	Queenstown.
— 14	Ellina	Lammerts	Banjoewangie	Helvoet.
—	Nyassa		Penang	London.
— 17	Alice Vennard		Rangoon	Liverpool.
— 14	New Ed	Koelln	Hong Kong	Cuxhaven.
— 15	Stad Dockum	Jaski	Tjilatjap	Texel.
— 15	Philip v. Marnix	Ruyven	Batavia	Brouwershaven.
— 15	Batavia	Zwanenburg	Do.	Do.
— 17	Baltimore	Meyer	Banjoewangie	Do.
— 17	Lottie Warren	Holmes	Manila	London.
— 15	Hercules	Detering	Batavia	Off Dungeness.
—	Glencinne		Foo-chow-Foo	New York.
—	Madagascar		Manila	Do.
—	Attica		Singapore	Do.
—	Sandringham	Scott	Java	Amsterdam.
— 15	St. Helena	Pule	Batavia	Helvoet.
— 15	Samarang	Groot	Padang	Brouwershaven.
— 16	Gouv. v. Swieten	Singer	Batavia	Do.
— 17	Latona	Sedgwick	Singapore	Off the Eddystone.
— 15	Kon. Ned. Yacht Club	Zwart	Banjoewangie	Texel.
— 16	Constantia	Overgaauw	Batavia	Do.
— 16	Lobelia	Huibsmann	Do.	Do.
— 16	Maria Regina	Ouwehand	Passaroeang	Do.
—	Madagascar		Manila	Off New York.
— 4	Geo. Peabody	Paine	Do.	New York.
— 19	Arab Steed	Walker	Singapore	Liverpool.
— 18	Jacob Roggeveen	Marken	Batavia	Texel.
— 21	Cambalu	Wood	Foo chow-Foo	London.
— 22	Lee	Morgan	Galle	Do.
— 18	Nyverheid	Schaap	Banjoewangie	Zierikzee.
—	Blanche		Nagasaki	New York.
—	Memento		Shanghai	Do.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Apr. 7	St. Andrew's Castle	McBain	Singapore	London.
— 6	Glenlee	Dunn	Hong Kong	Cardiff.
— 7	Cœur de Lion	Coward	Galle	Shields.
— 9	Minnie	Black	Yokohama & Nagski.	London.
—	Luneberg	Kopper	Singapore	Hamburg.
— 7	Bernhard Carl	Ledus	Shanghai	Cardiff.
— 7	Birch Grove	Wilkins	Hong Kong	Do.
— 7	Amazone	Grelsham	Do.	Do.
— 7	Dapello	Dapello	Singapore	Do.
— 7	Constance	Davies	Galle	Liverpool.
—	Semiramis		Do.	Shields.
Mar 10	Christopher Hall	Addy	Shanghai	New York.
— 10	Lota	Barber	Do	Do.
— 14	Antelope	Hall	Do.	Do.
— 15	Powhattan	Potter	Singapore	Do.
Apr. 9	M. Louise Antoinette		Do.	Shields.
— 10	Fop Smit		China	Do.
— 11	Neville	Robinson	Colombo	London.
—	Bestevaer	Rosier	Batavia	Rotterdam.
— 11	Luctor and Emergo	Pries	Singapore	Cardiff.
— 12	Soolooo	Edom	Shanghai	Sunderland.
— 12	Jane	Matthews	Penang	Do.
—	Onrust	Waisenbruch	Hong Kong	Rotterdam.
— 12	Miriam	Rooney	Shanghai	Cardiff.
— 12	Esperanza	Murrell	Do.	Do.
—	Red Deer		Do.	Do.
— 12	Admiral de Winter	Wagner	Singapore	Do.
— 12	Kortenaer	Schuchard	Do.	Do.
—	Goa	Bourdon	Galle	Do.
— 12	Eastfield	Watts	Singapore	Liverpool.
— 13	Winslow	Hasten	Shanghai	Sunderland.
— 13	Geo. Shotton	Bailey	Do.	Do.
— 14	Wild Deer	Cobb	Do.	London.
—	Volta	Ademas	Galle	Dunkirk.
— 13	Marie Elisabeth	Bonjer	Singapore	Cardiff.
— 15	Jacoba*	Schaap	Do.	Harwich.
— 14	Gancho	Stooke	Ceylon	Liverpool.
— 8	West Wind		Shanghai	Lisbon.
—	Ferdinand & Louis		Batavia	Amsterdam.
— 15	War Spirit	Hutchings	Shanghai	Newport.
— 17	Ann Sim	Sage	Hong Kong	Sunderland.
—	Zeebloem	Gobards	Sourabaya	Amsterdam.
— 18	Cornelia Mathilde	Wulp	Singapore	Newport.
— 17	Pollens	Verhagen	Do.	Cardiff.
— 18	Aunt Lizzie	Martin	Galle	Swansea.
— 18	Conqueror	Sanderson	Shanghai	Sunderland.
— 18	Twee Gezusters	Bemsent	Singapore	Do.
Mar 22	Tiptree	Mason	Japan	Rio Janeiro.
Apr.19	Ferdinand Brumm	Voss	Holland & Singapore	London.
—	Corra Linn		China	Sunderland.
— 18	Deucalion	Turner	Shanghai	Do.
— 17	Nicot	Dunker	Java	Bromielaw.
—	Iona		Penang	Sunderland.
— 19	Marmion	Merrone	Japan	Cardiff.
— 19	Margaretha Simonetta	Hoffman	Singapore	Do.
— 14	Diana	Irving	Do.	Liverpool.

Digitized by Google

DEPARTURES—*continued.*

Date.	Ship.	Captain.	For	From
— 14	Herman Doctor	Greve	Do.	Do.
— 19	Agamemnon (s.)	Middleton	China	Do.
— 21	Jurospore	Wilson	Shanghai	London.
— 20	Antonio	Watson	Do.	Cardiff.
— 22	Goa	Bourdon	Galle	Milford.
— 21	Norsaint	Henderson	Shanghai	Sunderland.
— 2[illegible]	Bestevaer	[illegible]osier	Batavia	Cowes.
— 20	Jedo	Rossem	Singapore	Cardiff.
— 20	Maria Adriana	Ijz	Do.	Do.
— 21	Walcheren	Borden	Do.	Do.
— 22	Isabella	Manner	Do.	Liverpool.
— 23	Nieot	Dunker	Java	Clyde.
— 23	Bahia		Ceylon	Shields.
— 24	Invincible	Beeching	H. Kong & Canton	London.
— 6	Samuel Russell	Lucas	Hong Kong	New York.

* After repairing.

(See Commercial Postscript.)

LOADING.

At LONDON.—For Yokohama: Corea, Heroes of Alma. For Yokohama and Nagasaki: Merse. For Shanghai: Tyburnia, John Lidgett, City of Quebec, Lammermuir, Assyrian. For Labuan and Hong Kong: Andromeda, For Hong Kong and Canton: Portland, Robin Hood, Lord Macaulay. For Singapore: Caldbeck. For Penang: Teesdale. For Colombo: Wynaud, Caroline Hutchings, Spanker, Celestial Queen, Star of Devon.

At LIVERPOOL.—For Yokohama: Carioca. For Shanghai: Charlotte, Bogota, Queen of England. For Hong Kong and Canton: Patna. For Bankok: Emmanuel. For Singapore: White Squall, Cecrops, Isabella. For Batavia and Singapore: Geffrard. For Batavia and Sourabaya: Triton. For Galle: Carin. For Ceylon: Sultan.

At GLASGOW.—For Batavia and Sourabaya: Majestic. For Singapore: Lochleven Castle.

SPOKEN.

ORIBE, London to Singapore, March 1, 3 N., 22 W.
LADY BLESSINGTON, Cardiff to Manila, Nov. 28, 18 N., 25 W.
No. 0963 2nd d.p., New York to Batavia, Feb. 16, 25 S., 27 W.
PATRICIAN, Shanghai to London.
BALTIMORE, Sourabaya to Rotterdam, Feb. 8, 36 S., 24 E.
AGRICOLA, from Batavia, Feb. 14, 33 S., 30 E.
PRESIDENT V. RYCKEVORSEL, Sourabaya to Amst., March 2, 17 S. 5 W.
GITANA, Macao to London, March 27, 27 N., 36 W.
JOHN N. CUSHING, Shanghai to New York, Feb. 24, 31 S., 14 E.
MAARIQUTA, Penang to London, March 24, 12 N., 35 W.
FRANCES MILLY, London to Colombo, March 16, 1 S., 21 W.
FORT GEORGE, Manila to London, March 25, 18 N., 36 W.
BRISTOLIAN, Sourabaya to Rotterdam, March 29, 31 N., 35 W.
FORMOSA, Amoy to New York, March 13, 11 S., 11 W.
BATAVIA, Batavia to Rotterdam, April 4, 45 N., 23 W.
CAPIOLANI, Shanghai to New York, Jan. 5, 8 S., 106 E.
ALGERNON, Colombo to London, March 31, 36 N., 35 W.
PRINCESS VICTORIA, Foochow to London, April 5, 45 N., 29 W.
PRINCESS OF WALES, Newcastle to Shanghai, Jan. 19, 22 S., 34 W.
EARL OF CARRACK (?), Java to Amsterdam, March 30, 34 N., 33 W.
EARL OF CHESTER, Liverpool to Singapore, March 18, 3 S., 22 W.
EDINBURGH CASTLE, Clyde to Singapore, April 3, 42 N., 14 W.
WM. SIMPSON, Singapore to London, Feb. 8, in Straits of Sunda.
MAURITIUS, for Singapore, March 14, 1 N., 21 W.
C. F. KNITSCHKY, Java to Falmouth, Feb. 24, 23 S., 98 E.
VIGIL, Liverpool to Shanghai.
EDITH HAVILAND, Liverpool to Batavia, March 5, 1 S., 21 W.
No. 9,765 3rd dp., from Singapore, March 2, 3 N., 22 W.
ADVICE, Shields to Shanghai, 38 N., 5 (?) W.
BOHEMIAN GIRL, Sourabaya to Amsterdam, March 18, 10 N., 34 W.
No. 0462, 1st dp., Japan to Boston, March 2, 23 S., 8 E.
No. 2435, 3rd dp., Cardiff to Galle, March 16, 11 S., 29 W.
5 VRIENDEN, Rotterdam to Samarang, April 13, off Portland.
JACOBA AND CHRISTINA, Amsterdam to Batavia, March 20, 3 S., 28 W.
KOOPHANDEL, Sourabaya to Rotterdam, Feb. 18, 29 S., 53 E.
CONSTANTIA ELISABETH, Batavia to Amsterdam, April 8.
MARGARETHA, Hamburgh to Hong Kong, Jan. 31, 31 S., 18 W.
FANNY MARIANNE (?), from Singapore, March 2, 3 N., 22 W.
EDITH HAVILAND, Liverpool to Batavia, March 9, 3 S., 25 W.
MARY GRAY, Clyde to Batavia, April 15 (?), 29 N., 35 W.
HELENA, Cardiff to Japan, March 16, 3 N., 18 W.
KOOPHANDEL, Sourabaya to Rotterdam, Feb. 18, 29 S., 53 E.
JAMES PATON, Singapore to New York, March 3, 35 S., 26 E.
LANSDOWN, Colombo to London, March 24, 14 S., 6 W.
CHALGROVE, Cork to Shanghai, March 12, on the line, 26 W.
OLIVER CROMWELL, Colombo to London, Feb. 7, 28 S., 48 E.
STAR QUEEN, Sourabaya to Amsterdam, March 22, 5 N., 27 W.
EMMA MATILDA, Macao to Havana, Jan. 2, in Java sea.
STAR KING, Canton to New York, Jan. 4, in Java sea.
ANN PERCIVAL, Philippines to Queenstown, Feb. 5, 29 S., 37 E.
HEPPENS, Batavia to Amsterdam, March 3, 2 S., 21 W.
EAGLE, Liverpool to Hong Kong, March 13, 1 N., 21 W.
ELIZA FOX, Shanghai to London, Feb. 9, 35 S., 23 E.
PETER ROHLAND, London to Batavia, April 8, 46 N., 12 W.
MONITOR, Singapore to Boston, Jan. 22, 35 S., 28 E.
ISLES OF THE SOUTH, London to Shanghai, March 13, 10 S., 20 W.
No. 0956 3rd d.p., Cardiff to Hong Kong, March 14.
ARAB STEED, Singapore to Liverpool, March 2, 26 S., 14 E (?).
ALBUERA, from Foochow, Feb. 24.
CONSTANCE, Java to Amsterdam, March 5.
JAS. RUSSELL, Macao to London, March 6, 33 S., 15 E.
MONSOON, Manila to London, March 6, 33 S, 15 E.
BATAVIA, Liverpool to Singapore, March 15, 2 N., 24 W.
JNO. NORMAN, Cardiff to Yokohama, March 7, 2 S., 25 W.
JAN PETER, Charlston to Singapore, March 16, 11 S., 33 W.
BOYNE, London to Colombo, March 5, 1 S. 22 W.
BLANCHE, from Nagasaki, February 12, 35 S., 25 E.
ORKNEY LASS, Shanghai to New York, February 23, 19 S., 4 W.
PAUL JOHAN, Shields to Singapore, March 18, 3 N., 25 W.

FREIGHTS AND CHARTERS.

No alteration has taken place in outward freight since the date of our last impression, and our last advices homeward report no change.

Current Rates of Freight for Vessels on the Berth:—To Yokohama: 50s. weight, 40s. to 50s. meast. To Nagasaki: The same. To Shanghai: 40s. weight, 30s. to 35s. meast. To Hong Kong: 40s. weight, 30s. meast. To Singapore: 30s. weight or measurement. To Penang: 40s. weight or measurement. To Ceylon: 40s. weight, 20s. measurement.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel. For Hong Kong: £45 to £46. For Galle: £38. For Singapore: £38. For Shanghai: £51 to £52. For Batavia: £35. From Newport, Cardiff or Swansea, per ton. For Hong Kong: £2. 5s. For Manila: £1 17s. 6d. to £2. For Galle: 35s. to 36s. For Singapore, £1 17s. 6d. to £1 18s. For Shanghai: £2. 12s. 6d. For Batavia: £1 12s. 6d.

The Admiralty have invited tenders for the conveyance of 139 tons naval stores to Trincomalee, and of 147 tons navy provisions, &c., to Hong Kong, all from the River Thames.

CASUALTIES.

The Bestevaer, Rosier, from Rotterdam for Batavia, put into Cowes April 12, with loss of jibboom.

The Regina, Linthorne, from Colombo for London, put into Simon's Bay, 8th March, leaky, with the loss of jibboom, fore and maintopmast, and misenmast.

The Trebizond, Davies, from Manila for Falmouth, put into Mauritius, 14th March, to stop a leak in her upper works.

The Jacob Roggeveen, van Marken, from Batavia, arrived at Rotterdam, 20th April, with loss of an anchor and chain.

MISCELLANEOUS.

At ST. HELENA.—Feb. 25, from Trincomalee, Anna Lange, Schweers, and sailed 26th for London; 26, from Padang, Samarang, de Groot, and sailed for Rotterdam; from Sourabaya, Souburg, Zwart, and sailed for Amsterdam; 27, from Colombo, Algernon, Mowat, Dunphaile Castle, Fleck, and both sailed for London; March 1, Albyn's Isle, Burgess, and sailed 2nd for London; from Banjoewangie, Kon Ned Yacht Club, Zwart; 3, from Batavia, Philip v. Marnix, for Rotterdam; 4, from Shanghai, Rhoderick Dhu, McPherson, and sailed 5th for New York; 5, from Batavia, Constantia, Overgaauw, and sailed 6th for Amsterdam; 6, from Foochow, Bacchante, Taylor, and sailed for London.

At TABLE BAY.—Feb. 21, from Singapore, Caroline Elizabeth, Woollen, and sailed 24th for New York; 22, from New York, N. B. Palmer, Steele, and sailed 27th for Hong Kong; 25, from Singapore, Latona, Sedgwick, and sailed 1st March for London; 26, from Bordeaux, Inez, Duserdier, sailed 1st March for Japan; from Singapore, Excelsior, McLean, and sailed 28th for Liverpool; from Cronstadt, Silome, Davidson, and sailed 28th for the Amoor; March 1, from Macassar, Laura, Moller, and sailed 4th for Amsterdam; 4, from Macao, Italia, Oates, and sailed 5th for Havana; 5, Lombard, Fages, and sailed 7th for Havana, Minaastrom; 7, from Singapore, Hermælin; 8, from Hong Kong, Layard.

At SIMONS BAY.—March 1, from Java, Lœvenstein, Hulshoff, for Amsterdam, leaky.

At ST. HELENA.—March 12, from Sourabaya, Launceston, Pearson, with about 60 tons of cargo thrown overboard; 13 from Batavia, Capella, Timm, with loss of suit of sails and damage to rudder. The former vessel sailed for New York on the 14th, and the latter for Falmouth on the 13th. 7, from Batavia, Jacob Roggeveen, v. Marken; 8, Azira, Tapper, and both sailed 8 for Amsterdam; from Galle, Lile, Morgan, and sailed 9 for London; from Yokohama, Vinco, Hughes, and sailed 9 for Boston; 9, from Batavia, Glenforth, Mills, and sailed for Amsterdam; 10, from Banjoewangie, Alblasserwaard, Zach, and sailed 12 for Rotterdam; 11, from Canton, Caroline, Bomhis, and sailed 13 for Havana; from Padang, Uncas, Mackintosh, and sailed 13 for Falmouth; 13, from Batavia, Capella, Timm, and sailed for Falmouth; from Banjoewangie, Zeepard, Crucq, and sailed 17 for Middelburg; 16, from Yokohama, Lucerne, M'Neill, and sailed for New York; 17, from Singapore, Chineseren, Hoyer, and sailed for New York; from Sourabaya, Delft, v. Geelkerkem, and sailed for Amsterdam; 18, from Batavia, Affghan, Fisher, and sailed for Falmouth; from Banjoewangie, Cortgene, Wemmerus, and sailed for Amsterdam; from Phillippine Isles, Redbreast, Dent, and sailed 19 for Falmouth; 19, from Banjoewangie, Gysbert Karel Graaf v. Hogendorp, Fabritius, and sailed 21 for Rotterdam; 21, from Manila, Moulin, Ballantyne, and sailed for London.

At SIMON'S BAY.—March 9, from Hong Kong, Agincourt, Harvey, for Portsmouth.

Off ST. HELENA.—March 22, from Singapore, Auguste and Meline; 23, from Ceylon, Lansdowne.

At ASCENSION.—March 22, from Java, Hippocampi, and sailed 23 for —; 23, Anna Digna, and sailed 24 for Rotterdam; from Batavia, Affghan, and sailed 24 for Falmouth; 24, from Sourabaya, Three Bells, and sailed 25 for Rotterdam.

Off ASCENSION.—March 5, from Penang for Rotterdam, Samarang; 13, from Singapore for London, Arab Steed; 17, from Colombo for London, Garibaldi.

At TABLE BAY.—March 10, from Macao, Ammerland, Hegemann, and sailed 12 for Havana.

Advices from St. Helena, under date March 23, state that the crew of the Queen of Ceylon, Maillard, from Colombo for London, refused to proceed in the vessel, stating she was making too much water. Upon examination she was found to have 16½ inches of water in her, and was making 2½ inches per hour. She was consequently declared seaworthy, and proceeded.

Off CAPE OF GOOD HOPE.—March 5, from Java, for Amsterdam, Constance.

Digitized by Google

OVERLAND ROUTE.

COMMUNICATION by STEAM to INDIA, AUSTRALIA, &c., *via* EGYPT.—The PENINSULAR and ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels at their London Offices for Gibraltar, Malta, Egypt, Aden, Ceylon, Madras, Calcutta, the Straits, and China, by their steamers leaving Southampton on the 4th and 20th of every month. For Gibraltar Malta, Egypt, Aden, and Bombay by those of the 12th and 27th of each month; and for Mauritius, King George's Sound, Melbourne, and Sydney, by the steamers leaving Southampton on the 10th of every month.

For further particulars apply at the Company's Offices 122, Leadenhall-street, London, E.C., or Oriental-place Southampton.

OVERLAND ROUTE VIA MARSEILLES.

SERVICES MARITIMES DES MESSAGERIES IMPERIALES.

FRENCH MAIL STEAM PACKETS.

The 19th of every Month, at 2 P.M. for—

MESSINA, ALEXANDRIA, ADEN, POINT DE GALLE (Ceylon), PONDICHERRY MADRAS, CALCUTTA, SINGAPORE, BATAVIA, SAIGON, HONG KONG, SHANGHAI, and JAPAN.

The 9th of every Month for—

MESSINA, ALEXANDRIA, ADEN, SEYCHELLES, REUNION, MAURITIUS.

For passage, freight, and information apply to B. W. and H. HORNE, 4, Moorgate-street, London; G. H. FLETCHER and Co., Liverpool; at the offices of the Services Maritimes des Messageries Imperiales in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

*** Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.

INDIA AND CHINA.

ROBERTSON and CO. will despatch the following first-class VESSELS to their respective destinations:—

Destination.	Ships.	Docks.	To Sail.
Shanghai	Tyburnia ...	E.I.D.	With des.
Kanagawa and Yokohama	Corea ...	W.I.D.	With des.
Kanagawa and Yokohama	Heroes of Alma ...	W.I.D.	With des.

Apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.

INDIA, CHINA, AND AUSTRALIA.

SHAW, LOWTHER, & MAXTON will despatch the following high classed VESSELS to their respective destinations:—

Ships.	Class.	Destination.	Docks.	Date of sailing
Lord Macaulay	A 1 13 yrs	Hong Kong & Whampoa.	E.I.D.	With des.
John Lidgett .	A 1 15 yrs.	Shanghai ...	E.I.D.	May 1 To follow.
Assyrian ...	A 1 10 yrs	Ditto	E.I.D.	
Lady Egidia .	A 1 13 yrs.	Melbourne ...	E.I.D.	May 25
Result ...	5-6ths ...	Ditto	E.I.D.	June 5

For Freight or Passage apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings, E.C.

CHINA and JAPAN.—The following splendid first-class SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	Last Ship. Day.
Shanghai ...	Lammermuir	A1 12 yr.	E.I.D.	May 18.
Shanghai ...	Albuera ...	A1 13 yr.	E.I.D.	To follow.
Hong Kong & Whampoa ...	Robin Hood .	A1 10 yr.	E.I.D.	With des.
Kanagawa, Yokohama and Nagasaki ...	Merse ...	A1 13 yr.	E.I.D.	With des.

For Freight or Passage apply to KILLICK, MARTIN and Co., 28, Nicholas-lane, Lombard-street, E.C.

JOHN C. CAMPBELL will despatch the following splendid first-class VESSELS:—

Destination.	Ships.	Class.	Tons.	Dock.
Bombay ...	Marine Minister Von Roon	3-3rds—1.1	1,018	E.I.D.
Bombay ...	Whitehall ...	A 1 14 yrs.	936	E.I.D.
Colombo ...	Caroline Hutchings ...	A 1 11 yrs.	287	W.I.D.
Colombo ...	Spanker... ...	A 1 10 yrs.	475	W.I.D.
Colombo ...	Celestial Queen.	A 1 13 yrs.	842	S.K.D.

No. 22, Great St. Helen's, E.C.

FROM LIVERPOOL.

Destination.	Ships.	Tons	Class.	To Sail.
Shanghai ...	Charlotte ...	589	AA 1	Imm.
Shanghai ...	Bogota ...	—	—	,,
Hong Kong & Whampoa ...	Patna ...	325	—	,,
Hong Kong & Whampoa ...	Kate Carnie...	—	—	,,
Batavia & Singapore ...	Giffrard ...	334	A 1 12 yrs.	,,
Calcutta ...	William Fairbairn ...	—	—	,,
Calcutta ...	Bolton Abbey	—	—	,,
Bombay ...	Margaret Pugh ...	692	A 1 12 yrs.	,,

For terms of Freight or Passage apply to McDIARMID, GREENSHIELDS, and Co., Liverpool.

STEAM from LIVERPOOL to CHINA.—The following screw STEAMERS are intended to be despatched with cargo and passengers, for Mauritius, Penang, Singapore, Hong Kong, and Shanghai, at their respective dates:—

Vessel.	Tons register	Captain.	To sail.
Ajax	1670	Kidd ...	June 30.
Achilles	1672	Russell ...	Sept. 10.
Agamemnon ...	1672	Middleton .	To follow.

Each vessel carries a surgeon and stewardess.

Apply to ALFRED HOLT, 1, India-buildings, Liverpool; or to J. M. CURRIE, Havre.

FROM LIVERPOOL.

MORS LE BLANCH & CO. intend despatching VESSELS to the undermentioned Ports as follows:—

BATAVIA AND SOURABAYA.

Vessel.	Class.	Probable date of sailing.
A 1 SHIP		——

SINGAPORE.

CECROPS	3-3rds	May 5

YOKOHAMA.

A 1 British SHIP		—

Loading in Prince's Dock.

Apply at 43 and 43, THE ALBANY, Liverpool.

FOR HONG KONG and WHAMPOA, with quick despatch (to follow the Yaratilda), the well-known iron clipper-ship PORTLAND, A 1 12 years, 872 tons register, JAMES PETERS, Commander; loading in the London Docks. This fine vessel is noted for her rapid passages, and has superior accommodation for chief cabin passengers.

TEMPERLEYS, CARTER, and DARKE, 3, White Lion-court, Cornhill, E.C.

LINE OF PACKETS FROM LIVERPOOL FOR JAVA.

FOR BATAVIA and SOURABAYA, with immediate despatch, having two-thirds of her cargo engaged, the splendid Dutch clipper barque CATHARINA, Captain VISMAR; 240 tons register; built in 1864, and classed 3-3rds L 1 1 for nine years; the highest class in French Lloyd's; coppered and thoroughly copper-fastened, and a most eligible conveyance for fine goods. Loads in Prince's Dock.

For BATAVIA and SINGAPORE, an A 1 twelve years Ship.

Apply to NUTTALL and Co., 19, Chapel-street, Liverpool.

LINE OF PACKETS FOR YOKOHAMA, JAPAN.

Has the bulk of her cargo engaged, and will have prompt despatch,

THE splendid Liverpool-built clipper barque CARIOCA, D. HUGHES, Commander; 312 tons, A 1 at Lloyd's for thirteen years, only two years old, has proved herself to be one of the fastest vessels belonging to the port, and in every respect an unrivalled conveyance.

For Freight or Passage apply to Messrs. WAKEFIELD, NASH, and Co., to Messrs. C. SAUNDERS and Co.; or to E. C. FRIEND and Co.

COLOMBO, CEYLON, Direct, will have very quick despatch, having room for light measurement goods only, the magnificent new clipper ship STAR OF DEVON, A 1 thirteen years, 340 tons register, JOHN CORNISH, Commander; loading in the West India Docks. This splendid vessel having just completed her first voyage, has a very lofty cabin, with accommodations of the first order for the comfort and convenience of passengers.

For Freight or Passage apply to F. TALLACK (late W. A. Winkley), 23, Birchin-lane, Cornhill, E.C.

Will have very quick despatch.

DIRECT for COLOMBO, the magnificent copper-built ship SPANKER, A 1 10 years, 477 tons register, JAMES CANDLISH, Commander, West India Docks. This splendid Vessel is well known for her very rapid Passages, and the good order in which she invariably delivers her Cargoes, thus offering a favourable opportunity to Shippers of fine Goods.

For Freight or Passage apply to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

Will have very quick despatch.

DIRECT FOR COLOMBO.—The beautiful new Jersey-built Clipper Ship CAROLINE HUTCHINGS, A 1 Eleven Years, 287 tons register, G. H. COTHER, Commander; lying in the West India Docks. This splendid new ship, from her fine lines, is expected to make a very rapid passage.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street; or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

Will have very Good Despatch.

DIRECT for COLOMBO, the splendid British-built clipper ship CELESTIAL QUEEN, A 1 thirteen years, 842 tons register, WILLIAM WATT, Commander; lying in the St. Katharine Docks. This magnificent ship, from her size, high class and fast sailing qualities, having made her last passage from Calcutta in 98 days, offers an unusual opportunity to shippers of fine goods.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street; or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

Will meet with quick despatch.

DIRECT for BOMBAY, the splendid new clipper ship, MARINE MINISTER VON ROON, 3.3rds L 1. 1.—A 1 9 years, 1,018 tons register, J. C. ELLER, Commander, lying in the East India Docks. This magnificent new vessel having the greater portion of her cargo engaged, is confidently recommended to shippers of fine goods.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING, and BRIGGS, No. 31, Great St. Helen's, Bishopsgate-street, E.C.

To follow the "MARINE MINISTER VON ROON," and will have quick despatch.

DIRECT for BOMBAY, the magnificent clipper ship WHITEHALL, A 1 fourteen years, 936 tons register, WILLIAM CHAPMAN, Commander; lying in the East India Docks. This splendid high classed ship is now quite ready for cargo, and being one of the fastest vessels afloat (having made the passage to Sydney in 76 days), offers a most desirable opportunity to shippers of fine goods.

For Freight or Passage apply to LIVINGSTON, HOLDING and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

THE LONDON AND CHINA TELEGRAPH.

THE EIGHTH Volume of this JOURNAL commenced on the 4th of January, 1866. The Subscription for the three numbers per month is 30s. per annum, including Postage, and to the Export Supplement 12s. Terms for advertising, 2s. 6d. per five lines; and 6d. for each additional line.

Subscriptions and Advertisements received abroad by the following Agents:—

Paris	G. W. YAPP, Rue de la Michodier, No. 13.
Hamburg	Mr. ONCKEN.
Amsterdam	LOMAN AND VERSTER.
Rotterdam.....	HOOG & KRUYT.
New York	WILMER AND ROGERS.
Gibraltar.....	W. SPEED.
Malta	
Alexandria.....	F. HAY.
Aden	COWASJEE DINSHAW.
Suez.....	
Bombay	CHESSON AND WOODHALL
Calcutta.....	SANDERS, CONES, AND CO.
Point de Galle	G. D. ANTHANISZ.
Colombo.....	J. W. VANDORT.
Kandy.....	W. A. ARCHBALD.
Labuan, Sarawak, and Singapore ...	JOHN LITTLE & Co., Singapore.
Penang	SANDILANDS, BUTTERY AND CO.
Bangkok.....	
Batavia	HUNTER, HOUGHTON, AND Co.
Anjer—Straits of Sunda	G. SCHUIT, Anjer Hotel.
Manila	PHILLIPS, MOORE, AND Co.
Hong Kong, Canton, Macao, & Swatow,	J. B. MORRIS, Hong Kong.
Amoy	BELLAMY AND Co.
Foo-Chow-Foo	HEDGE AND Co.
Shanghai.....	H. FOGG AND Co.
Tien-Tsin	JAMES HENDERSON.
Nagasaki—Japan ...	PIGNATEL AND Co.
Yokohama	HANSARD AND BLACK.

OFFICE, 12, GEORGE-YARD, LOMBARD-STREET, LONDON, E.C.

Digitized by Google

THE CAPE, INDIA, AND CHINA AGENCY.

ORDERS for GOODS of all descriptions executed, and Shipped by the Overland Route or by Clipper Sailing Vessels. Consignment of Produce realised. The Goods are selected by parties who have had personal experience of the requirements of the markets at the

CAPE COLONIES, INDIA, CHINA, AND JAPAN.

TERMS:—One-half the estimated cost to be remitted with the order, and the balance on receipt of Bill of Lading and Invoice.

Commission, 2½ per cent. on Orders over £50, and 5 per cent. on amounts under £50

Orders and remittances should be addressed to the MANAGER.

Office, 12, George-yard, Lombard-street, London, E.C.

NOTICE TO PASSENGERS
BY THE OVERLAND ROUTE.
HOTEL AT POINT DE GALLE.

THE ORIENTAL HOTELS COMPANY (Limited) will open "THE ORIENTAL HOTEL" at POINT DE GALLE early in May. The Hotel will combine the comforts, cleanliness, and all the recent improvements of the best English Hotels with moderate charges. It possesses a large Table d'hote Room, Billiard Room and Reading Room, having the English and Indian Newspapers. Provisions, including Wines, Ales, &c., are supplied direct from England.

Suites of Apartments, Private, Sitting, or Bed Rooms, may be engaged by telegraphing or writing to Mr. T. M. Barker, the Manager at Point de Galle.

75, Cannon-street West, London, April 25, 1866.

PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's Establishments at the above Port afford every facility for REPAIRING and SPARRING VESSELS, and for CLEANING and PAINTING Iron and Steam Ships.

Their large Granite Dock, 286 feet long on the blocks, is in complete working order, and at average spring tides can take vessels drawing 16 to 17 feet water. The Dock is fitted with a Caisson Gate and with a Centrifugal Steam Pump of great power, ensuring despatch in all states of the tide. An ample stock is kept on hand of Timber, Oregon Spars, Sheathing Copper and Yellow Metal, and of every description of material for Dockyard use.

The premises comprise an Engineer's Workshop, Brass Foundry, a large Smithy and Carpenter's Workshops, and the works are superintended by Resident Europeans, viz., a Shipwright, an Engineer and a Blacksmith. Dry Godowns for the reception of vessel stores, &c., when requiring to discharge them.

Amoy, March, 1865.

CHARTERED MERCANTILE BANK of INDIA, LONDON, and CHINA.
Incorporated by Royal Charter.

Paid-up capital, £750,000. Reserve Fund, £250,000.

BRANCHES AND AGENCIES.

Bombay.	Colombo.	Penang.	Hong Kong.	Yokohama
Calcutta.	Kandy.		Shanghai.	
Madras.	Galle.	Singapore.	Hankow.	Mauritius

The Bank negotiates and collects bills and grants draft payable at the places above mentioned, issues letters of credit and circular notes for the use of travellers by the Overland Route, terms for which can be ascertained at the Head Office in London.

The Bank will effect the purchase or sale of Indian securities, undertakes the safe custody of same, and the receipt of interest, dividends, pay, pensions, and other moneys, for remittance through the Bank or otherwise.

The Bank receives money on deposit, on which interest will be allowed according to the length of time deposited. Particulars as to rates can be ascertained at the Head Office, 52, Threadneedle-street, London.

Office hours from 10 a.m. to 3 p.m.; Saturdays, from 10 a.m. to 2 p.m.

No. 52, Threadneedle-street, London, E.C.

"CHINA MAIL" OFFICE.

PUBLISHED at this Office, No. 2, WYNDHAM-STREET (back of the Club):—

1.—THE EVENING MAIL,
EVERY DAY.

PRICE,—2 dols. per month.

TERMS OF ADVERTISING.—First insertion, Ten lines and under, 1 dol.; each additional line, 10 cents. Subsequent insertions, per week, 50 cents and 5 cents—"Auction" Notices excepted, for which only One Charge per week is made).

2.—THE CHINA MAIL,
ONCE A WEEK.
(On Thursday Night.)

PRICE—15 dols. per annum; Single Copies, 44 cents.
ADVERTISING.—First insertion, Five lines, 1 dol.; each additional line, 20 cents. Subsequent insertions, 50 cent. and 10 cents.

3.—THE OVERLAND MAIL.
ONCE A FORTNIGHT.
(The Morning of the Mail's despatch.)

PRICE—To Subscribers to the Weekly issue, 8 dols. to Non-subscribers, 12 dols. Single copies, 50 cents.

ADVERTISING.—The same as in the Weekly. All "Notices of Firms" appearing in the Weekly will be inserted in the *Overland*, and charged for, unless otherwise ordered.

A. SHORTREDE & CO.

Hong Kong, Jan. 1, 1864.

ASIATIC BANKING CORPORATION,
Incorporated by Royal Charter.

Authorised Capital, £2,000,000. Paid-up Capital, £500,000. Reserve Fund, £175,000.

Head Office, No. 4, Lombard-street.

BOARD OF DIRECTORS.

E. BOYKETT, Esq., Chairman, (Messrs. Timothy Riggin and Co).
J. A. RUSSELL, Esq., Deputy Chairman (Messrs. Grey and Coles, and Grey and Co. Bombay).
S. D. BIRCH, Esq. (late Accountant-General, Bombay, and President of the Bank of Bombay).
T. CARDWELL, Esq. (Messrs. Thomas Cardwell and Co., and Cardwell, Parsons and Co., Bombay).
C. A. FEARON, Esq. (Messrs. Fearon and Co., late of Messrs. Augustine Heard and Co., China).
W. MAITLAND, Esq. (Messrs. M'Killop, Stewart and Co., Calcutta).
M. H. SCOTT, Esq. (Messrs. Finlay, Campbell, and Co., London, and Messrs. Ritchie, Steuart, and Co., Bombay).

Agencies and Branches are established at Bombay, Calcutta, Madras, Singapore, Penang, Ceylon, Hong Kong, Shanghai, and Melbourne.

The Corporation grant Drafts, collect and negotiate Bills of Exchange, payable at the above places, issue Letters of Credit and Circular notes, and conduct every description of Banking business connected with the East.

They effect the purchase and sale of Indian Securities, the receipt of Pay, Dividends, &c., and undertake the safe custody of securities.

They also receive Deposits, bearing interest, for fixed periods.

Rates of interest and Exchange may be ascertained at the Head Office.

By order of the Board,
F. W. LAWRENCE,
Acting General Manager.

THE BANK OF HINDUSTAN, CHINA AND JAPAN (Limited).
1, BANK-BUILDINGS, LOTHBURY, LONDON.

CAPITAL	...	...	£4,000,000
Subscribed	...	...	3,696,100
Paid-up	...	...	924,025
Reserve Fund	...	...	120,500

BANKERS.
The Bank of England | The National Bank
The Alliance Bank.

EDINBURGH BRANCH.
DIRECTORS.
William Forbes, Esq., of Medwyn.
Patrick Arkley, Esq., of Duniuald.
James Mackintosh, Esq., jun., of La Mancha, and late of Calcutta.
John A. Macrae, Esq., W.S., 39, Frederick street, Agent.

BRANCHES AND AGENCIES.
Henry Turner, Esq., Inspector.

Bombay	Manila	Hankow
Calcutta	Hong Kong	Nagasaki
Point de Galle	Foochow	Yokohama
Colombo	Ningpo	Melbourne
Kandy	Shanghai	Sydney
Singapore	Kiu-Kiang	

Deposits received, subject to ten days' notice, on the usual terms, and for fixed periods at rates subject to special agreement.

Drafts issued, and Bills negotiated, payable in India, China, &c. Circular Notes and Letters of Credit, payable throughout Europe, are also issued for the convenience of Travellers per Overland Route.

The purchase and sale of Indian and other Securities, and the safe custody of the same, undertaken. Dividends, Pay, Pensions, Interest, or other moneys realised, and the registry of Indian Government Loan Notes effected, so that the interest may be paid in England.

Every other description of Banking and Agency business in connection with India, China, &c., conducted on the most favourable terms.

JOHN OUSELEY, General Manager.

THE CHINESE COMMERCIAL GUIDE.

CONTAINING Treaties, Tariffs Regulations, Tables, &c., useful in the trade of China and Eastern Asia, with an Appendix of Sailing Directions for those Seas and Coasts, by S. WELLS WILLIAMS, LL.D Fifth Edition.

Hong Kong, SHORTREDE and Co.; London Agent, F. ALGAR, 11, Clement's-lane, E.C. Price Two Guineas.

Bottled Ales and Wines, &c.

"NO BUYERS for the BEST BRANDS, unless RE-PACKED," in consequence of repeated BREAKAGE.—Melbourne Journal of Commerce, Nov. 16. Heating and Breakage entirely prevented, and 15 per cent. saved in Freight of Cases by using SEYMER'S BOTTLE PACKINGS AND COOLERS.

Price 7½d. per doz. Bottlers contracting for large quantities effect so great a saving in labour, &c., that they can supply them at one-fourth less in price to Shippers, who will find it most profitable to order their goods to be so packed in future. In use by all the leading London houses.—T. WHITEHEAD, 37, EASTCHEAP, E.C. Sole Manufacturer.

THE MONEY MARKET REVIEW
A WEEKLY JOURNAL OF THE HIGHEST CLASS,
EXCLUSIVELY DEVOTED TO THE DISCUSSION OF COMMERCIAL AND FINANCIAL TOPICS.

PUBLISHED EVERY SATURDAY

TERMS OF SUBSCRIPTION.
PAYABLE IN ADVANCE.
Single Paper ... ... 6d. Yearly ... ... £1 6s.
BY POST.
Single Paper ... ... 7d. Yearly £1 10s
*** Post-office orders to be made payable to FRANCIS FISHER 23, Birchin-lane, Cornhill, London, E.C.

A FULL ASSORTMENT of PATTERNS and PRICES, and SAMPLES POST FREE TO AND PART of the WORLD.
SILK DRESSES from 15s. 6d. to Twenty Guineas.
FINE ORGANDI MUSLINS from 6s. 9d. upwards.
RICH FRENCH MUSLINS from 10s. 6d. upwards.
RICH FLOUNCED BAREGE ROBES from 6s. 9d.
50,000 YARDS BAREGE ANGLAIS 6½d. per yard; a new texture, particularly adapted for hot climates.

THE BEST HOSIERY.
White Cotton Stockings from 5s. 6d. the half dozen
LADIES AND GENTLEMEN'S FRENCH KID GLOVES,
From 18s. to 42s. per dozen
REAL CAMBRIC HANDKERCHIEFS
From 5s. 6d. the dozen.
Hem Stitched ditto, from 6s. 9d. per dozen.
Patterns or Sample Handkerchiefs free.
ADIES OUTFITS AND BABY LINEN.
Detailed Price Lists sent Free.
MANTLES AND SHAWLS.
Three Show Rooms (en suite) for these Departments
Drawings (FREE ON APPLICATION)
PETER ROBINSON,
103, 104, 105, 106, 107, and 108, OXFORD-STREET AND
GREAT PORTLAND-STREET, LONDON.

ORNAMENTAL STOVES AND FENDERS.

JEREMIAH EVANS, SON, and Co. respectfully call the attention of those Gentlemen who are building or refurnishing their mansions to the most extensive assortment in the United Kingdom of Drawing Room, Dining Room, and Library STOVES, FENDERS, and FIRE FURNITURE, en suite, which, for Elegance of Design and Construction, are unequalled, and are adapted for wood or coal fires. There is also a Large Stock of ITALIAN MARBLE CHIMNEY PIECES, executed by First Class Artists, adapted for every description of apartment, from the plainest to the most superb.

LAMPS AND CHANDELIERS.
The Lamp Department exhibits a Large, Elegant, and Various Stock of LAMPS, for the Table, Sideboard, or the Ceiling, and are fitted for Oil, Candles, or Gas.
This Establishment also combines every article in FURNISHING IRONMONGERY, such as Tea Urns, Coffee Machines, Dish Covers, Table Cutlery, and Japannery; ELECTRO-PLATE—in Forks, Spoons, Cruet and Liquor Frames, Candlesticks, Epergnes, Side Dishes, &c.
MANUFACTORY AND SHOW ROOMS,
NOS. 33 AND 34, KING WILLIAM-STREET, AND 10, ARTHUR-STREET WEST,
NEAR LONDON-BRIDGE, LONDON, ENGLAND.
ESTABLISHED IN 1815.

Keating's Cough Lozenges.

JUDGED BY THE IMMENSE DEMAND this Universal Remedy now stands the first in public favour and confidence: this result has been acquired by the test of fifty years' experience. These Lozenges may be found on sale in every British colony, and throughout India and China. They have been esteemed wherever introduced. For COUGHS, ASTHMA, and all affections of the Throat and Chest, they are the most agreeable and efficacious remedy.

Prepared and sold in boxes and tins of various sizes, by THOMAS KEATING, Chemist, &c., 79, St. Paul's Churchyard, London. Sold retail by all druggists and patent medicine vendors in the world.

N.B.—To prevent spurious imitations, please to observe that the words "KEATING'S COUGH LOZENGES," are engraven on the Government Stamp of each Box without which none are genuine.

HOLLOWAY'S OINTMENT AND PILLS.—Sores which are daily extending, ulcers which are hourly deepening, may be arrested in their torturing progress and induced to take a healthy action by applying this healing Ointment and taking these purifying Pills. It soothes all distempers of, and extracts all morbid humours from, the skin. Old ulcers of the legs, inflammations caused by varicose veins, and cramps of the lower limbs, can sensibly be eased and shortly cured by Holloway's never-failing Ointment, which represses excessive, and stimulates sluggish, vascular, and nervous action. In constitutions breaking down under piles, fistulas, and other similarly painful maladies, a few applications of this cooling ointment will give comfort, and a persistence in its use will effect a cure.

Digitized by Google

SOLID MAHOGANY FURNITURE FOR INDIA, CHINA AND THE COLONIES.

HEAL and SON are Manufacturing, ESPECIALLY FOR use in EXTREME CLIMATES BEDROOM FURNITURE, which is entirely Free from Veneer. A general Assortment always in Stock.

IRON AND BRASS BEDSTEADS

Suitable for all Parts of the World. Their Stock consists of 2,500 Bedsteads.

HEAL AND SON'S PATENT HORSEHAIR MATTRESS.

HEAL and SON have Patented an Improvement in the Manufacture of Mattresses, which prevents the material from felting into a mass, as is the case with all Mattresses made in the ordinary way. The Patent Mattresses are made of the very best Horsehair, are rather thicker than usual, and the prices are but a trifle higher than those of other good Mattresses.

HEAL AND SON'S ILLUSTRATED CATALOGUE

For INDIA, CHINA, and the COLONIES, of Bedsteads, Bedding, and Bedroom Furniture, SENT FREE TO EVERY PART OF THE WORLD to which there is Book Post.

HEAL and SON, Bedstead, Bedding, and Bedroom Furniture Manufacturers, 196, 197, 198, Tottenham-court-road, London, W.

NOTHING IS MORE REFRESHING THAN

RIMMEL'S

EXTRACT OF LIME JUICE AND GLYCERINE,
Which cleanses and cools the head, and gives the hair a beautiful gloss without greasing it. Price 1s. 6d., 2s. 6d., 5s.

RIMMEL'S TOILET VINEGAR
Will also be found a perfect luxury as an adjunct to the Toilet and Bath and a reviving Perfume. Price 1s., 2s. 6d., 5s.

RIMMEL'S NEW PERFUMES,
The Titiens, Indian, and Chinese Bouquet, all of delightful fragrance from 2s. 6d.

RIMMEL'S RAFRAICHISSEUR,
For producing an Ambrosial dew. Reduced to 6d.

RIMMEL'S PERFUME FOUNTAIN,
An elegant ornament for the Drawing-Room, Ball-Room, Dining Table, &c. Price from £1. 10s.

EUGENE RIMMEL, Perfumer by Appointment to H.R.H. the Princess of Wales.
96, STRAND, 128, REGENT-STREET, and 24, CORNHILL, LONDON.

GELLE FRERES' PERFUMERY

CHIEF ESTABLISHMENT, 35, RUE DES VIEUX AUGUSTINS, à PARIS.

THE house of GELLE FRERES, celebrated for the superiority of its Perfumery, addresses itself to the fashionable world as much for its essentially hygeianic, refreshing, and tonic preparations as for its delicate and distingué perfumes.

STEAM WORKS AT NEUILLY SUR SEINE.

1st Class Paris Exhibition. Medal

DEPOT: BLUMBERG & CO., 55, CANNON-STREET WEST, LONDRES.

DEPOT: H. BRULE, 23, RUE DE L'HOPITAL, BRUXELLES.

1st Class London Exhibition. Medal

Commission. Articles specially Recommended. Exportation

REGENERATEUR GELLE FRERES, a superior pomade for preserving, beautifying, and reproducing hair.
EAU D'ALBION for the toilet, an exquisite production from the juice of flowers and aromatic plants.
CARBOQUINA ROSE superior toothpowder, composed of carbon quinine and Province roses.
CUCUMBER SOAP for softening the skin, the best of all toilet soaps.
LAIT PROPHYLATIC to remove freckles and improve the appearance of the skin.
COMPOSITION ZOUAVE, for the instantaneous dyeing of the whiskers and moustache.
COLD CREAM, AU LOTUS LE LYBIE, to soften and refresh the skin.
NIGRITINE VEGETALE, an incomparable dye for the hair and beard, not staining the skin.
VIOLET ESSENCE and VIOLET WATER for the handkerchief.
CONCENTRATED EAU DE COLOGNE for the toilet.

SPECIAL PERFUMERY WITH A BASIS OF GLYCERINE
SOAP, TOOTH-PASTE, POMMADE, CREAM FOR THE COMPLEXION, EAU DE TOILETTE.
To be obtained of all the principal Perfumers and Hairdressers in Europe and other parts of the world.

R. L. SOUTHERN AND Co.
MERCHANTS AND AGENTS,
6, MINCING-LANE, LONDON, E.C.

TUPPER AND COMPANY.
MANUFACTURERS OF PATENT GALVANISED IRON, in Sheets, Tiles, Iron Roofs Sheds, Cisterns, Pails, Gutters, Wire for Fencing, &c.
WORKS AT BIRMINGHAM AND LONDON.
OFFICES: 61A, MOORGATE STREET, LONDON.
Merchants' orders executed with despatch.

BRIDGEWATER, JONES, AND CO.
WHOLESALE HABERDASHERS, HOSIERS and GLOVERS,
WAREHOUSEMEN and MANUFACTURERS,
39, 40, and 41, WOOD-STREET, LONDON, E.C.
Lists of Prices forwarded to Merchants and Traders on application. Remittances to be payable in London.

COWASJEE DINSHAW,
Close to the Landing Place Depot of
EUROPEAN, CHINA, AND INDIAN WORK.
WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality. Bombay-made Soda Water and Lemonade. Perfumery, Confectionery, Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.
STEAMER POINT, ADEN.
Drawing and Reading-room free to Passengers.
THE "LONDON AND CHINA EXPRESS" ON SALE.

CAUTION.
THE GROSS FRAUDS which continue to be practised by obscure manufacturers, more particularly in Germany, by imitating the Labels attached to JOHN GOSNELL and Co.'s PERFUMERY, render it imperative upon the Proprietors to Caution the public against such nefarious proceedings, and to request their friends and patrons to purchase only of respectable dealers, who import direct from JOHN GOSNELL and Co., and invite special attention to the address, 12, THREE KING-COURT, LOMBARD-STREET, LONDON, E.C.
JOHN GOSNELL and Co.'s SELECT PERFUMES.—Ess Bouquet, Royal Yacht Club Bouquet, Jockey Club Perfume, Essence of Wood Violet, Victoria Bouquet, Garibaldi Bouquet, Frangipanni, Military Bouquet, The Bride's Bouquet, Tea Rose, Russian Leather Perfume.
JOHN GOSNELL and Co.'s Toilet Vinegar, Inexhaustible Salts, Aromatic Vinegar, Aromatic Eau de Cologne.
JOHN GOSNELL and Co.'s Prince of Wales Perfumes
JOHN GOSNELL and Co.'s Princess Alexandra Perfume.
JOHN GOSNELL and Co.'s La Noblesse Perfume.
JOHN GOSNELL and Co.'s La Noblesse Pomade.
JOHN GOSNELL and Co.'s La Noblesse Soap.
JOHN GOSNELL and Co.'s Real Old Brown Windsor Soap.
JOHN GOSNELL and Co.'s Golden Oil—Moelline—Macassar Oil, Bear's Grease, &c., for the Hair.
JOHN GOSNELL and Co.'s Extra Highly Scented Toilet and Nursery Powder.
JOHN GOSNELL and Co.'s Stereodesmic or Dentists Tooth Brushes and Trichosaron Hair Brushes, warranted to purchasers.
JOHN GOSNELL and Co.'s Instantaneous Hair Dye.
JOHN GOSNELL and Co's Cherry Tooth Paste is greatly superior to any tooth powder, gives the teeth a pearl-like whiteness, protects the enamel from decay, and imparts a pleasing fragrance to the breath.

NOTHING IMPOSSIBLE.—The Greatest and most Useful Invention of the day, AGUA AMARELLA.—Messrs. JOHN GOSNELL and CO., 12, Three King-court, Lombard-street, London, Perfumers to Her Majesty, respectfully offer to the public this truly marvellous fluid, which gradually restores the human hair to its pristine hue—no matter at what age. The Agua Amarella has none of the properties of dyes; it on the contrary, is beneficial to the system, and when the hair is once restored one application per month will keep it in perfect colour. Price One Guinea per bottle; half bottles, 10s. 6d.
JOHN GOSNELL and Co., Perfumers to Her Majesty and by Special Appointment to H.R.H. the Princess of Wales, London.

DYSENTERY, CHOLERA, FEVER, AGUE, ETC.

CHLORODYNE.

CAUTION.—*Vice-Chancellor Wood affirmed in Court that Dr. J. COLLIS BROWNE was undoubtedly the Discoverer of Chlorodyne; that the statements of the Defendant Freeman were deliberately untrue, and he regretted to say they had been sworn to (see "The Times" of July 13, 1864); all others must be spurious.*

Earl Russell has graciously favoured J. T. Davenport with the following extract of a despatch from Mr. Webb, H.B.M.'s Consul at Manila, dated Sept. 17, 1864:—"The remedy most efficacious in its effects (in Epidemic Cholera) has been found to be CHLORODYNE, and with a small quantity given to me by Dr. Burke I have saved several lives." Earl Russell communicated to the College of Physicians that he had receive a despatch from Her Majesty's Consul at Manila, to the effect that Cholera had been raging fearfully, and that the ONLY remedy of any service was CHLORODYNE.—See *Lancet*, December 31, 1864. No home should be without it.

Eminent Hospital Physicians of London stated on oath that they prescribe CHLORODYNE largely, and mean no other than Dr. Browne's.

The General Board of Health, London, state as to its efficacy in Cholera and Dysentery:—"So strongly are we convinced of the efficacy of his remedy, that we cannot too forcibly urge the necessity of adopting it in all cases."

From A. Montgomery, Esq., late Inspector of Hospitals, Bombay:—"Chlorodyne is a most valuable remedy in Neuralgia, Asthma, and Dysentery. To it I fairly owe my restoration to health, after eighteen months' severe suffering, and when all other medicine had failed."

From W. Vesalius Pettigrew, M.D.:—"I have no hesitation in stating that I have never met with any medicine so efficacious as an antispasmodic and sedative. I have used it in Consumption, Asthma, Diarrhœa, and other diseases, and am most perfectly satisfied with the results."

Dr. M'Grigor Croft, late Army Staff, says:—"It is a most valuable medicine."

Dr. Gibson, Army Medical Staff, Calcutta—"Two doses completely cured me of Diarrhœa"

Government supply both the Army and Navy with it. A Sheet of Medical Testimonials accompanies each Bottle.

Sold in Bottles, 2s. 9d. and 4s. 6d., by all Chemists. None genuine without the words "DR. J. COLLIS BROWNE'S CHLORODYNE" on the stamp.

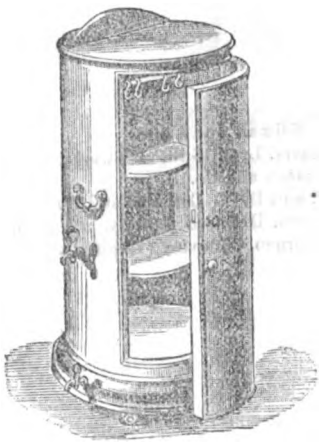
SOLE MANUFACTURER:—

J. T. DAVENPORT, 33, GREAT RUSSELL-STREET, LONDON, W.C.

Be not misled by the statements of unscrupulous persons, as the Defendant was termed by the Vice-Chancellor.

Digitized by Google

FALCK'S
PATENT REFRIGERATOR,
OR
ICE CHEST,



IS invaluable for Tropical Climates. It is compact, cleanly, and convenient; requires less space than the ordinary wooden chest, and being made throughout of a peculiar metal, is thoroughly proof against the ravages of insects, and will last for years.

No.	Sizes. Height	Diameter.	Compartments.	Price.
1.	2-ft. 6-in.	by 1-ft. 6-in.	Two ...	£5 12 6
2.	3-ft. 4-in.	by 1-ft. 8-in.	Two ...	9 0 0
3.	3-ft. 10-in.	by 1-ft. 10-in.	Three ...	12 0 0
4.	4-ft. 8-in.	by 2-ft. 3-in.	Three ...	15 0 0
5.	5-ft. 2 in.	by 2-ft. 6-in.	Three ...	18 0 0
6.	5-ft. 10-in.	by 3-ft. 0-in.	Three ...	26 0 0

They can be Manufactured to any Height or Dimensions.

Descriptive Prospectuses on application.

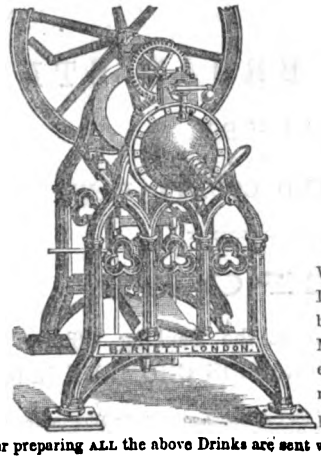
—o—

EXPORT AND WHOLESALE ONLY OF

WILLIAM CHAVASSE,

8, BROAD-STREET BUILDINGS,

LONDON, E.C.



Soda,	Lemonade,
Potash,	Ginger Beer,
Seltzer,	Orangeade,
Carrara,	Gingerade,
Litbia,	Nectar,
Magnesia,	and
and Tonic	Champagne
Waterr, &c.	Cider.

It was on the success of the SODA WATER MACHINE supplied to the 7th Dragoon Guards that Sir Hugh Rose based his recommendation that these Machines should be established in every Regiment. This Machine was made by SAMSON BARNETT, expressly for that Regiment.

Full Directions for preparing ALL the above Drinks are sent with each Machine.

SAMSON BARNETT, 23, Forston-street, Hoxton, London,

Above Twenty Years Foreman to Messrs. TYLOR,

FROM 30 years' manual practice in the above branch, and having constructed most of the Machines now at work in various parts of the world, is enabled to offer the most complete and durable machinery, and by confining his manufactory to only two branches, namely, SODA WATER MACHINES and DIVING APPARATUS, and his whole attention being given to these branches, it must be obvious that every part has been the subject of his most careful study, so that any derangement of parts can hardly occur. All the Machines made by S. BARNETT are construc ed under his own superintendence, and proved to four times the pressure they are ever required to be worked at. S. B., being so well aware of all the requirements of persons using Machinery where MECHANICAL ASSISTANCE CANNOT BE OBTAINED, has paid full attention to this point, as the great number of testimonials in his possession will prove. He has also lately introduced larger condensers, and more powerful frames than those previously in use, while his prices have not been increased.

Single Action continuous, Prize Medal Machines, makes	... 300	dozen per day ...	Price £65 0 0
,, ,, ,, ... ,,	... 200	,, ,, ...	60 0 0
,, ,, ,, ... ,,	... 150	,, ,, ...	55 0 0
,, ,, ,, ... ,,	... 100	,, ,, ...	50 0 0
,, ,, ,, ... ,,	... 60	,, ,, ...	40 0 0
The Prize Medal Bottling Apparatus			9 0 0

The Book for 1865, containing 28 leaves of Illustrations, descriptive of all the Machines now in use, with ADVICE BEFORE PURCHASING, to be obtained of the Agents of this Paper, and through them Orders can be sent.

HUBBUCK'S PATENT WHITE ZINC PAINT.

THE most durable and beautiful paint known, is cheaper than White Lead, and is proved to be superior for all purposes than the pernicious Lead Paint, and equally adapted for all climates.

Its whiteness is unaffected by bilge water, boiling sugar, or noxious gases.

It is free from any poisonous ingredient, and suited in all respects to the use of the painter.

Each Cask of Pure White Zinc is Stamped "HUBBUCK, LONDON PATENT."

Inferior Zinc Paint, so marked, having been sold in Foreign Markets, the Patentees offer a Reward of FIFTY POUNDS for information which will lead to the conviction, in an English or Colonial Court, of those who have pirated their Mark. Both Exporters and Retailers are liable for its sale.

THOMAS HUBBUCK AND SON,

WHITE LEAD, OIL, PAINT, AND VARNISH WORKS,

24, LIME-STREET, LONDON.

HUBBUCK'S ANTI-CORROSIVE PAINTS

Are very durable, and the most valuable protection to Iron Roofs, Bridges, Piers, Ships and Buildings, exposed to stormy weather and scorching sun; they soon become extremely hard, and do not blister.

They are made of Stone, Slate, Copper, White, Blue, Green, or any other Colour that is desired.

HUBBUCK'S ANTI-OXIDATION COMPOSITION,

For Coating Iron and Wood Ships' Bottoms; a preservative against fouling and corrosion. This Composition is ready for immediate use, and obviates the waste of carrying unmixed Paints, Oils, Driers, &c. It is also applicable to all the purposes of other Paints.

HUBBUCK'S PALE BOILED OIL

Has less colour than Raw Linseed Oil, is a quick, hard and certain drier for White and Light Coloured Paints

PAINTS AND OILS PROPERLY PACKED FOR EXPORTATION.

REVUE ORIENTALE,

Conducted by M. LEON DE ROSNY,

Professor of Japanese in the Imperial School of Living Oriental Languages of Paris.

DEVOTED specially to Ethnography, History, Literature, and Commerce of Asia, Africa, and Oceana.

The last issne (No. 57) contains, amongst other matters,—

THE INEXORABEE COURTESAN, a Hindoo Story, translated by M. Garcin de Tassy, Member of the Institute of France.

COMMERCIAL RELATIONS of the EAST and WEST, in Ancient Times, by M. A. Castaing.

OCEANIC STUCIES, by G. Delonore.

VOYAGE in the HOLY LAND, by M. F. de Saulcy, of the Institute.

ORIGINAL CORRESPONDENCE.

MISCELLANEOUS NEWS relating to the East.

Agents in London: TRUBNER AND CO.

CHUBB'S
PATENT
SAFES,
AND
PATENT DETECTOR
LOCKS,

CASH, PAPER, AND WRITING BOXES.

ILLUSTRATED PRICE LISTS GRATIS & POST FREE.

57, ST. PAUL'S CHURCHYARD, LONDON

ROBERT COCKS & CO.'S PIANOFORTES.

In walnut and rosewood, 6½-octaves, £25, £35, £42, and £45. Drawings gratis and post free to all parts of the globe. London, ROBERT COCKS and Co., New Burlington-street, W., Publishers to the Queen, H.R.H. the Prince of Wales, and the Emperor Napoleon III.

HAMILTON'S MODERN INSTRUCTIONS for the PIANOFORTE. By CARL CZERNEY. This popular work has just attained its five hundred and eighteenth edition. It can boast of being the best instructor of music, and the most appreciated by the public for its intrinsic value, as proved by the great number of editions it has printed. It has received valuable additions from W. Vincent Wallace, Brinley Richards, and Alphonse Leduc. 4s. Free for 28 stamps.—Vide "Weekly Chronicle."

SCHOOL CATALOGUES.—All Instructors should possess ROBERT COCKS and CO.'S CATALOGUES, which for Educational purposes are allowed to be unmatched throughout Europe. A Privileged Catalogue (the "Green-Catalogue") for Professors and Teachers, containing upwards of 3,000 works, all available for schoolroom use. All Catalogues gratis and post free.

MUSIC for LENT.—WEST'S SACRED MUSIC for SUNDAY EVENINGS (voice and piano), two books, each 4s.; free each by post for 25 stamps. West's Sacred Gems from the Great Masters (for piano), 24 numbers, each 3s.; each free for 19 stamps.

MORNING and EVENING PRAYER. Two Sacred Songs. Words from Holy Writ. Music by Miss W. LINDSAY (Mrs. J. W. Bliss). Finely Illustrated, 3s. each; free by post for 19 stamps each. "These are decidedly Miss M. Lindsay's best songs; full of grace and devotional feeling."—Vide "Globe," Jan. 31.

The SACRED DAY: new Sacred Song. Words by WM. HILLS; music by FRANZ ABT, 3s.; free for 18 stamps.

LONDON: ROBERT COCKS & CO.,
NEW BURLINGTON-STREET.

THE ORIGINAL
CHLORODYNE,

Invented by RICHARD FREEMAN, PHARMACEUTIST,

IS allowed to be one of the greatest discoveries of the present century, and is largely employed by the most eminent Medical Men, in hospital and private practice, in all parts of the globe.

It rapidly relieves pain from whatever cause, allays the irritation of fever, soothes the system under exhausting diseases, and gives sleep without producing any one of the unpleasant feelings so commonly arising from the use of opiates.

Cholera, Diarrhœa, Dysentery, Spasms, Cramps, Rheumatism, Gout, Fever, Ague, Asthma, Hooping Cough, Consumption, &c., &c., immediately relieved and in most cases cured.

Conclusive evidence of the value of it in Cholera, Diarrhœa, and Dysentery is afforded by the following from the Right Honourable Earl Rusell, who graciously transmitted to the Inventor of Chlorodyne. Mr. R FREEMAN, and to the Royal College of Physicians of London, the following:—

Extract of a Despatch from Acting-Consul Webb, dated Manila, September 17, 1864:—

"The remedy most efficacious in its effects (in Epidemic Cholera) has been found to be Chlorodyne, and with a small quantity given to me by Dr. Burke I have saved several lives."

Manufactured by the Inventor, RICHARD FREEMAN 70, Kennington Park Road, London, S.

Sold in Bottles, ½-oz., 1s. 1½d.; 1½ oz., 2s. 9d.; and 20 ozs., 20s. each, by all Chemists.

CAUTION.—Beware of Spurious and Deceptive Imitations. The genuine has engraved on the Government Stamp, outside each bottle, "FREEMAN'S ORIGINAL CHLORODYNE."

Digitized by Google

HONGKONG & SHANGHAI BANKING COMPANY

(LIMITED).

CAPITAL 5,000,000 dols., IN 40,000 SHARES OF 250 dols. EACH.

PAID-UP 2,500,000 dols.

Directors.

Hon. F. CHOMLEY, Esq. (of Messrs. Dent and Co.).
Hon. THOS. SUTHERLAND, Esq., Superintendent P. and O. Steam Navigation Company.
A. F. HEARD, Esq. (Messrs. Augustine Heard and Co.).
G. J. HELLAND, Esq. (Messrs. John Burd and Co.).
DOUGLAS LAPRAIK, Esq., Merchant.
H. B. LEMANN, Esq. (Messrs. Gilman and Co.).
GEO. F. MACLEAN, Esq. (Messrs. Lyall, Still, and Co.).
W. NISSEN, Esq. (Messrs. Siemssen and Co.).
P. FRAMJEE, Esq. (Messrs. P. and D. N. Camajee and Co.).
ARTHUR SASSOON, Esq. (Messrs. D. Sassoon, Sons, and Co.).
H. W. WOOD, Esq., Manager, Borneo Company (Limited).

HEAD OFFICE—HONGKONG.

Manager—V. KRESSER.

Has at present Agencies and Branches at—

SHANGHAI	MANILA	CALCUTTA
FOOCHOW	BANGKOK	BOMBAY, and
NINGPO	SINGAPORE	LONDON

LONDON OFFICE—25, OLD BROAD STREET.

Agent—W. H. VACHER.

London Bankers—LONDON AND COUNTY BANK.

FIRST REPORT,

Read at a GENERAL MEETING of SHAREHOLDERS, held at the Banking Office of the Company, Wardley House, Hongkong, 12th February, 1866, the Hon. FRANCIS CHOMLEY, in the Chair :—

To the Proprietors of the HONGKONG AND SHANGHAI BANKING COMPANY (Limited).

Gentlemen,—In accordance with the terms of the Deed of Settlement, the Directors have now to submit to you their First Annual Report on the position of the Company's affairs.

The first call of 25 dols. per share was made on the 1st January, 1865, and the second call of 100 dols. was due on the 31st March; these payments were made with great promptness.

The Company's Offices at Hongkong and Shanghai were opened for the transaction of business in the month of April last, but were not in fair working order until the middle of May. The operations of the Bank to the 31st December have, therefore, extended over a period of less than eight months.

The following is the Statement of Accounts, which have been duly audited by the Hon. W. H. Rennie and Caleb T. Smith, Esq.:—

ABSTRACT STATEMENT of LIABILITIES and ASSETS of the HONGKONG and SHANGHAI BANKING COMPANY (Limited), on 31st December, 1865.

LIABILITIES.	Dols.
Paid up Capital (125 dols. on 20,000 Shares)	2,500,000 00
Deposits and Notes in Circulation	3,384,876 62
Exchange Acceptances, &c.	5,731,434 62
Branches and Agencies	1,548,219 18
Rebate	31,696 96
Profit and Loss Account	193,358 97
Sundries	7,069 07
Total	13,396,655 42

ASSETS.	Dols.
Cash balance on hand, and at Bankers	1,250,338 78
Discounts, loans, credits, &c.	3,144,446 75
Exchange remittances, &c.	5,554,279 13
Branches and agencies	3,393,430 75
Sundries	344 00
Preliminary expenses	32,827 62
Furniture and stationery account	20,988 39
Total	13,396,655 42

PROFIT and LOSS ACCOUNT, December 31, 1865.

	Dols.
To dividend at the rate of 8 per cent. per annum, or Dols. 6.66 per share	133,200 00
Amount carried to reserve fund	33,300 00
Amount written off preliminary expenses, bonus to constituents and depositors, &c.	14,577 97
Rebate on bills not due	31,696 96
Balance, being undivided profit carried forward to next half-year	12,281 00
Total	225,055 93
By account of net profit for the eight months ending Dec. 31, 1865, after deducting all expenses, and interest paid and due	225,055 93

Hongkong, Feb. 5, 1866.

From the profits shown, the Directors recommend payment of a dividend at the rate of 6.66 dols. per Share, which is equivalent to 8 per cent. per annum for the period of working. The sum of 132,200 dols. will be absorbed by this dividend, and of the remaining amount the Directors propose to place the sum of 33,300 dols. to the Reserve Fund, and carry forward 12,281 dols. to the credit of the present year's accounts, in addition to 31,696 96 dols., being rebate on bills not due.

The Directors have considered it advisable to defer their claims for remuneration for the present year, as provided for under the Deed of Settlement, under the adjustment of accounts, presuming that this course will meet with the approval of Shareholders.

HALF-YEARLY ACCOUNTS AND DIVIDENDS.

The rendering of half-yearly accounts and the payment of interim dividends are not provided for by the Deed of Settlement, but the Directors propose to carry out these measures, as likely to prove satisfactory to the Shareholders as well as to themselves.

BRANCHES AND AGENCIES.

The appointment of a Special Agent in London was found necessary, and for this post the Directors engaged Mr. W. H. Vacher, on whose experience and ability they can fully rely.

It has already been found advisable to open Agencies in Bombay and Calcutta, in order properly to carry out the business entrusted to the Bank, and this will be done as soon as arrangements can be made for this purpose.

NEW CAPITAL.

The Directors, after having given very careful consideration to the subject, have determined upon recommending an increase of the Capital of the Bank, and have, therefore, caused the requisite notice to be given. The Directors have full confidence in recommending this step, as the growing business of the Bank undoubtedly calls for such a measure.

INCORPORATION.

The application of the Directors for a Charter or Act of Incorporation has been favourably received by the Lords of the Treasury and Her Majesty's Secretary of State for the Colonies, and in a despatch from the latter, addressed to His Excellency the Governor, it is stated that Government is prepared to accede to the Bank's petition, and grant incorporation on the basis of the Charter of the Asiatic Banking Corporation. The Directors are urging forward the arrangements for obtaining a Charter under these provisions, and hope at an early date to be able to inform the Proprietors that the matter is finally and satisfactorily concluded.

DIRECTORS.

Messrs. Rustomjee Dunjeeshaw and Waldemar Schmidt having resigned, the Court of Directors, in virtue of the power conferred on them by Clause 66 in the Deed of Settlement, have appointed Mr. H. W. Wood (Manager, Borneo Company, Limited) to one of the vacant seats in the Direction.

In conclusion, the Directors have the satisfaction of reporting that, up to the present time, the Bank has suffered no losses whatever, although the period at which the Company commenced operations was one of unprecedented embarrassment in the Eastern trade. The depression arising from the latter causes produced its natural effect in greatly restricting general business, while at the same time it was necessary, even within circumscribed limits, to work with extraordinary caution. Under these circumstances the operations of the past few months form only an inadequate criterion of the field open to the Bank in ordinary times, but your Directors have seen sufficient during this period to look forward very confidently to the future. They are happy to say that the difficulties which must attend the first establishment of a business such as this are now fairly surmounted, while the support of Shareholders and other constituents throughout China and Japan is steadily increasing, and the anticipated advantages of the Bank's local standing are being every day more fully realised.

(Signed) FRANCIS CHOMLEY.

The above Report was unanimously adopted, and further consideration of the mode of augmenting the Capital of the Bank was to take place at a Special Meeting, to be held 3rd March.

Printed for the Proprietors by WOODFALL and KINDER, Milford-lane, Strand; and published by JOHN ELLISON, at the Office of the LONDON AND CHINA TELEGRAPH, No. 13, George-yard, Lombard-street, in the Parish of St. Edmund the King, in the City London.—Friday, April 27, 1866.

Digitized by Google

PER FRENCH MAIL.]

The London and China 新聞紙 Telegraph.

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON ARRIVAL OF THE MAILS, about the 4th, 14th, and 28th, in connection with the "LONDON AND CHINA EXPRESS,"
A SUMMARY OF NEWS FOR THE OUTWARD MAILS OF 10th, 17th, and 26th.

VOL. VIII.—No. 208.] LONDON, FRIDAY, MAY 4, 1866. [Price 9d., with Sup., 1s. 3d.—Sub. 30s. per ann. postage included, Sup. 12s. extra.

Latest Advices.

	From London.	Arrived out.	HOMEWARD. Arrived in London this day.
JAPAN—			
Yokohama	Dec. 26	Feb. 18	March 3
Nagasaki			„ 11
Hakodadi			
CHINA—Peking			„ 12
Tien-tsin			„ 12
Chefoo			
New-chwang			
Hankow			March 15
Kiu-kiang			
Chin-kiang			
Shanghai	Jan. 26	March 16	March 20
Ningpo			
Foo-Chow			
Formosa—Tamsuy			
Amoy			
Swatow			
Hong Kong	Jan. 26	March 11	March 27
Canton			
Macao			
PHILIPPINES—			
Manila			
COCHIN-CHINA—			
Saigon			March 31
SIAM— Bangkok			
BORNEO—			
Labuan			
Sarawak			
JAVA—			
Batavia			March 28
MALACCA STRAITS—			
Singapore	Feb. 26	April 2	April 3
Penang	„ „	March 31	„ 5

The next inward mail, bringing dates from Hong Kong to the 1st April, is due on the 14th inst.

List of Passengers.

PASSENGERS OUTWARD.

Per P. and O. steamer, from Marseilles, May 5.—To Singapore via Bombay: Mr. C. Grey McClelland.

Per P. and O. steamer, from Southampton, May 4.—To Shanghai: Mr. J. Kidner, Miss E. Meade, Mr. T. G. Meade. To Hong Kong: Messrs. F. Holden, J. Plowright, H. F. Strugnell, J. Petts, J. Manley, and G. A. Moses; Mr. A. J. W. Neville, R.N., Mr. F. C. Corbet, R.N. To Ceylon: Mr. and Mrs. F. W. Lemarchant and three children, Mr. E. S. Grigson.

From Marseilles, May 12.—To Shanghai. Mr. R. R. Westall, Mr. R. Conolly. To Yokohama: Mr. and Mrs. Dohmen. To Hong Kong: Dr. F. C. Sibbald. To Penang: Mr. J. Lamb.

Per P. and O. steamer, from Southampton, May 20.—To Ceylon: Mr. and Mrs. H. S. Oldnall Russell, Mr. and Mrs. Hampton, two infants, and child, Mr. P. W. Stavers. To Singapore: Mrs. Swanston and child. To Hong Kong: Mr. E. G. Hamilton, Mr. P. M. Roe, Lieut. C. E. Domville, R.N., Mr. F. K. Taylor, R.N. From Marseilles—To Hong Kong: Mr. F. Goodridge. To Ceylon: Mr. H. J. Deslandes. To Shanghai: Mr. R. V. Grahame. To Singapore: Mr. Meikleham.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

From this port our latest date is to the 3rd March. The outward mail of the 10th January had not arrived.

The most interesting intelligence relates to the hostility said to be exhibited by the Prince of Satsuma to the opening of Hiogo. There is much room for doubt how far the apparent desire on the part of foreigners for the opening of new ports is real. In Japan, as in China, large firms have been withdrawing their agencies from the small ports, and this cannot be taken to indicate any great anxiety for the opening of new ones, of the commercial capabilities of which we are necessarily uncertain. The inference drawn from Satsuma's disposal of his palaces at Yedo appears to have been exaggerated. Out of eleven, he could well afford to sell two without the act implying any intention to withdraw from the capital.

NAGASAKI.

Our advices from this port are to the 11th March, but there is an entire absence of news. A line of steam packets has now been established between Shanghai and Nagasaki. The *Hiogo* is already known as a regular trader on this line, and the *Aviso* will henceforth run with the *Hiogo* week by week.

CHINA.

PEKING.

From Peking and Tientsin we have dates to the 12th March. Mr. Hart was then leaving Peking for Europe, with an official of high rank named Ping, who is under orders to proceed to Europe and make such observations on the trade, &c., of western countries as may be useful to his own Government. He has been connected with the Customs, and his intercourse with foreigners has rendered him eminently fitted for the post to which he has been appointed, and he is said be a man of liberal and enlightened ideas. No doubt this is the first step towards an embassy, but Ping has not been accredited, although the foreign Governments have already been apprised of his departure. He is a brother-in-law of Kang Kee, well known to foreigners as formerly hoppo at Canton. Messrs. Bowra and De Champs, of the Customs service, will accompany Ping to Europe as interpreters, and his native staff consists of three mandarins bearing the white button, and one bearing a gold button.

Wen Seang has gained a victory with the disciplined contingent over the northern insurgents. The Imperial troops are said to have behaved remarkably well.

The Peking spring race meeting is appointed for the 4th April. That it will prove a marked success is confidently expected, as the Tientsin people have offered a Tientsin Cup, and the Customs have given a Haiquan Challenge Cup, such worth Tls. 100.

HANKOW.

From copies of the *Hankow Times* it appears that the Imperialist authorities are contemplating and taking active measures for the suppression of the insurgents in the neighbourhood. In addition to the "braves" who have advanced, Li Hung-chang has ordered 3,000 of his troops to the scene of action.

Native reports from Hupeh inform us that seventy-seven spies and Nienfei agents have been arrested in Wuchang and at Hankow, and that there is serious ground to fear that the attempts of the insurgents to overthrow the Imperial power in the field are seconded by the efforts of traitors within the camps. It is almost needless to say that after a kind of drum-head court martial the seventy-seven unfortunates who were seized were beheaded, and their heads exhibited on the walls of Wuchang.

M. Giquel (Commissioner of Customs) has started a Franco Chinese Force with ten Europeans (as officers) all Frenchmen. They are to live on the Wachang side of the water; their pay is from 200 dols. to 400 dols. per month, M. Giquel is at the head of it. He gets 500 dols. in addition to hit own salary, which is 500 taels. At a meeting held at the Hankow Club on the 27th February, it was resolved to establiah a Chamber of Commerce on the same basis as the Shanghai Chamber.

SHANGHAI.

From this port we have dates to the 20th March. The outward mail of 26th January had arrived on the 16th March.

Digitized by Google

A lengthy correspondence has taken place between the stewards of the Shanghai Club and twenty-one of its members who have seceded on account of alleged neglect of duty on the part of the former. Some scandal is said to have arisen, which in the opinion of the seceders called for an investigation by the stewards, who however take a different view of the matter. The correspondence terminates by the stewards declining to receive the last letter sent to them.

A case of some importance, although the amount involved was trifling, has been decided before the puisne judge. Messrs. Oppert and Co. sued Mr. Fergusson for the value of some tin which the latter alleged he had bought as broker for a Chinaman, who, however, never took delivery. Messrs. Oppert alleged that Mr. Fergusson never mentioned the Chinaman, but bought as for himself. The judged ruled that parol evidence of a bargain could not be admitted, and as there was no written evidence the decision must be adverse to the plaintiffs.

A large quantity of copper cash is in circulation which has been imported from Japan, and forms part of the coin in which the Mikado paid the Simonoseki indemnity instalment. As many as 210,285 strings, of a thousand each, had been reported at the Custom-house as landed; and as the average market value is 950 per Mexican, this gives a sum of say $221,350. As compared with Chinese in similar number and equivalent, the Japan import weighs three quarters of a Canton catty less than the very debased article heretofore passing in the market as current coin of the celestial realm—that is to say, 950 of the Japan import, weigh 4¼ catties; the Chinese 950 weigh 5 catties. Notwithstanding this difference in weight of metal, Chinese traders and house compradors, both at Shanghai and at the river ports, give Japanese import the preference, although they seem to feel extreme astonishment at seeing the device on the coin take equal place with that of their Sovereign regnant.

A serious accident had occurred to S.S.N. Co.'s steamer *Kiangtse*, running between Shanghai and Ningpo. It appears that leaving Shanghai at her usual hour, she encountered one of those thick fogs so prevalent at this season of the year, and Capt. Law suggested to the native pilot, a man who has been on the route for years, the advisability of anchoring. This was about 4 A.M. The pilot said "No, go on," and the consequence was that, about five, just as day was breaking, stem on they went to the island marked on the chart Tapang, close to Kintang, and about ten miles from Chinhai, the entrance of the Ningpo river. The shock was so great as to lead to a supposition that there was immediate danger; though the way the water rushed in, and soon rose to the level of the furnaces, showed that it was even dangerous to back off,—soundings on the quarter giving a depth of five fathoms. The moment was critical—but the man in command was equal to the emergency; and leaving the engineers to keep the fires up with tallow and other things the best way they could—(no draught could he get to help the coals)—he at once lowered the boats and landed the passengers, 120 Chinese and one European (Mr. Cerruti). Some thirty chests of opium were got ready for bundling into the boats, if necessity arose, too, and this being effected, he directed the engineers to back astern, and when off it was found that no more water was made than could be kept under till they got to their journey's end, where the vessel was so far secured by sail cloth, &c., over the damaged part, as to enable her to return to Shanghai in the usual course. On being docked, it was found that the dead wood, from the copper line down, was ground away to the depth of three feet inwards, so necessitating the removal of all the bow planking to lengths in some places of twenty feet. Such a wound in a ship's frame, and yet for her to live under it, is described as unexampled; and the report goes that the delay of a quarter of an hour more would have seen the last of the S. S. N. Co.'s *Kiangtse*.

The question with the Chinese authorities relative to the recovery of half duties on repacking teas has been satisfactorily settled by the French Minister. A proviso is made in the agreement entered into that an inspector shall be sent from the Custom-house to superintend the repacking. We participate in the benefits of the arrangement made by M. Bellonet under the "favoured nation" clause.

There has been no further interference on the part of the Chinese with respect to native theatres on the foreign concessions.

The Taoutai has sent a despatch to the Acting Consul, stating that the Tsungli Yamen have, after consultation with Sir Rutherford Alcock, issued instructions that no foreigners shall be allowed to go up the river except in Chinese boats. This may not seem important in itself, but as "a straw shows how the wind blows," it may prove to be the narrow end of the wedge which the Chinese Government are wishing to insert with a view of keeping at a distance the "irrepressible" foreign devils whom they condescended to affect friendly relations with, and ask assistance from, during the time of their greatest need.

On the morning of the 8th March the body of a French policeman named Barron was discovered in the Yang-king-pang, close to the bridge which leads from the old racecourse into the French Concession. He had been on duty in the back streets during the night, and had evidently been set upon and foully murdered, no less than thirty-five wounds having been inflicted on his head and neck. A large pool of blood outside a house in the neighbourhood of the bridge pointed out the scene of the outrage, but the house itself, together with those in the immediate vicinity, had been deserted. Eighteen natives, supposed to have been implicated in the murder, have been arrested and subjected to examination, and no doubt torture, by the Chi-Hien. The inquest on the body and the necessary examination of the scene of the crime took up a very considerable time, and thus the investigation by the native magistrates has not yet been concluded.

A case of much importance to shipping interests in general was tried lately before Sir Edmund Hornby, the Judge of the Supreme Court at Shanghai. The plaintiffs sued for a claim on bottomry against the British ship *Nimrod*, the indebtedness having been incurred by the master on the part of the owners of the ship, for repairs done to the vessel, and other expenses. The point of law involved in this case was the meaning of the words "foreign vessel" in the wording of the 6th section of the 3rd and 4th Vict. ch. 65, which runs as follows:—"That the repairs should be 'in the nature of towage or for necessaries supplied to any foreign ship or sea-going vessel.'" The judge decided by precedent that the term "foreign vessels" applied to all not under the British flag. It is very important (says the *China Mail*) that merchants and others, before advancing money on bottomry, should see that the repairs for which they advance the necessary funds are absolutely required to enable the ship to incur a sea risk, and that the master is unable to raise the money in any other way. In the case in question it appeared that the ship at the time the bottomry bond was executed had no engagement, and that the repairs were not absolutely necessary; it was therefore decided by the judge that the plaintiffs could not recover; and while giving judgment admitted the hardship which was thus entailed upon them, at the same time mentioning that the greatest circumspection should be observed in all cases in which money is advanced to masters of ships, for repairs, &c., in any other way than in the ordinary routine of business.

HONG KONG.

From Hong Kong we have files of papers to the 27th March, on which day the French mail steamer left. The outward mails of the 10th February had not arrived.

The following notification has appeared in the *Hong Kong Government Gazette*:—His Excellency Sir Richard Graves MacDonnell, C.B., Governor and Commander-in-Chief, has been pleased to appoint Lieutenant Hopton Scott Stewart, of Her Majesty's 11th Regiment of Foot, to be Aide-de-Camp and Private Secretary from the 12th instant inclusive.—13th March.

Popular report, which in Hong Kong at least is not the most truthful medium of news, asserts that it is the intention of Sir R. MacDonnell to take steps for the construction of a new road round the island. Without inquiring too curiously into the question as to whether he has actually enunciated such an intention, says the *Evening Mail*, we may be permitted to express the hope that any of his ideas which may tend to the comfort of the residents may be successfully carried out; and in so doing would draw attention to the fact that, by some unaccountable mischance, the roads of Hong Kong are by no means in so satisfactory a state as those under the vigilant care of the Governor of Macao. We are aware that the engineering difficulties are much greater at Hong Kong than on the Portuguese peninsula, but it certainly does not reflect much credit on us that we should be so vastly excelled by a colony which we are apt, and pretty rightly in many cases, to hold up as an example of a good deal which is the reverse of what it is pleasing to the public to witness.

It was said that Mr. S. Leyard Phelps, formerly of the United

Digitized by Google

States Navy, and now agent in China for the new line of steamers to run next year between Hong Kong or Shanghai and San Francisco, was about to proceed to Shanghai in the *Wyoming*, for the purpose of making the necessary arrangements touching the establishment of the projected line. With regard to the other vessels forming the U.S. squadron appointed to serve on the China station, the flag ship *Hartford* (Admiral Bell, 22 guns, 1,900 tons) is now at Hong Kong; the *Relief* (store ship) is at Macao; and the *Shenandoah* (Captain Goldborough, 8 guns, 1,378 tons) is on her way to Hong Kong, having left Philadelphia on the 2nd of December.

The *Evening Mail* says:—"From private letters we learn that the War-office authorities contemplate sending a West Indian regiment to Hong Kong, in order to avoid the payment of Indian allowances. A regulation more unfair to officers stationed at a place so expensive as Hong Kong could hardly be put in force, and we trust the influence of such men as Sir Hope Grant, Sir John Mitchel, and Sir Charles Staveley, who are well acquainted with the circumstances attending life in the East, will be exerted on behalf of the already under-paid military officers in China and Japan."

The *Opossum*, Lieutenant St. John, arrived in harbour on the 23rd March, bringing in a piratical junk with thirty-four prisoners, which was captured in the very act of attacking a lorcha, while employed in attempting to raise the treasure lost in the accident which happened to the *Kinshan* some time ago, when several boxes of specie were washed overboard by a heavy sea. The vessel it appears is a fishing junk, but when business is slack takes a piratical cruise, for which she is well prepared, being armed with nine heavy guns, and the usual miscellaneous assortment of boarding pikes and stinkpots. The crew will no doubt be handed over to the mandarins at Canton.

The *Opossum* left again to cruise on the West Coast, where she went to place where she lately did such execution; on arriving there she could neither see nor hear of them, so returned to Macao. We are happy to hear that Mr. Thomas and the man lately injured in the blowing up of a pirate junk, have nearly recovered from their injuries, and will soon be able to return to their duties.

We learn from Whampoa that one of the coolies on board the British ship *Pride of the Ganges*, now loading again for Demerara, has been recognised as having been one of those who were on board at the time of the rising on her first voyage. The man, though not believed to have taken part in the mutiny has been secured.

It is satisfactory to find that a new channel of trade has been opened in the neighbourhood of Hong Kong. Some time ago it was announced that Consul Robertson had obtained from the Chinese authorities of Canton permission for the river steamers to call at Chuen-pee. Mr. Heard's company has already availed itself of this permission, and has opened trade with the place. The permission is at present limited to three months, so that the wishes of the Peking government can be ascertained before any permanent arrangement is made, but the first is the important step. The company is to be allowed to have a receiving ship at Chuen-pee, and as a temporary measure has stationed the steamer *Fee-Pang* off the place, to be used as a hulk. The steamers call for cargo and passengers both in going and coming. There are four European custom-house officials stationed on board the hulk, but cargo destined for Chuen-pee has in the first instance to be taken up to Canton to be passed there. Cargo from Canton to Chuen-pee can, of course, be discharged without difficulty. Chuan-pee may, in consequence of the communication now opened up, become a very important outlet of trade. It ought to drain the Shoklung sugar district, and be the port of Taiping.

Governor Amaral (says a correspondent of the *Evening Mail*) has been trying to relieve Macao of the old stigma in regard to coolies. The laws are strictly carried out, and a coolie can no longer be kidnapped; all those who leave Macao now voluntarily assent to an agreement read in Chinese and Portuguese, which they can reject or decline, but which, when signed by themselves and the Procurador (a Portuguese Government officer), binds them to proceed to the countries mentioned. Two examinations of this kind are necessary before the intending emigrant goes on board ship, and every ship before sailing is inspected by a Portuguese officer appointed for the purpose. Governor Amaral himself visits repeatedly the several barracoons in Macao, and generally exerts himself (he is a most active independent man) to see that none of the abuses for which Macao formerly had such a bad name exist in the present day. When he has succeeded in catching those infringing the regulations in any way, he has been severe and unrelenting in his sentences and punishment. I visited some houses called barracoons and expected really to find men lying about in a confined space like penned cattle, I was dissapointed; the door of the house stood open, and the Chinamen I saw (wretched half starved looking creatures certainly they appeared) could go out or in just as easily as I did, and I did not see a soul either at the door or guarding them in any way. Some were sick, and were in separate rooms with attendants at their sides. The result of my visits and inquiries induces me to believe that some of the justly condemned iniquities of the coolie trade can no longer exist in Macao. Governor Amaral has also erected new barracks for the Portuguese garrison, which are large, airy, and light; the poor troops must think them a wonderful change from the low, damp, and dark quarters they have hitherto occupied. The lighthouse also is a late innovation, and reflects not only a welcome light visible to the distant vessel of all classes, but wonderful credit on the Governor, who conceived and carried out the project.

With reference to the above the *Evening Mail* says:—"Our correspondent's remarks respecting Governor Amaral are, we have every reason to believe, true. We have long been aware that no one has been more solicitous to remove the 'coolie scandal' from Macao than he has been for some time past, and we doubt not that he has also been properly seconded by those under his immediate control. But admitting all this, we must still point out that the means he has taken must be inefficient so long as the present system of 'crimps,' *i.e.* Chinese brokers, procurors, or agents is allowed to continue. The fact that the 'barracoons'—call them 'lodging-houses' not to tread on tender toes—are open and unguarded, goes for nothing, and for the following reasons. To obtain 'volunteers' for emigration, Chinese agents travel through the county much as our recruiting officers do, and having dazzled the eyes of the Chinese chaw-bacons and their friends, with the unaccustomed gift of a few dollars, send or accompany them to certain coolie emigration offices. So far nothing is unfair, always presuming that the Chinese agents act honestly; the Chinese themselves assert, however, that the said agents kidnap many of the coolies sent down to the ports; of this we have no means of judging, except from the native proclamations issued by Chinese of good repute; but the question is immaterial as regards the point we are now seeking to prove. The coolies on arrival at the ports are then taken to the emigration office, where, as described by our correspondent, they sign a document binding themselves to proceed to the countries indicated, and the remainder of the programme, which is open and above board enough, is carried out."

The report of the colonial surgeon, Dr. Murray, for the year 1865 had been published in the *Government Gazette*, and presents some very interesting features. The first paragraph of Dr. Murray's report, says the *China Mail*, will somewhat astonish those who have of late both at home and abroad been painting a residence at Hong Kong in such sombre colours. The actual proportion of mortality amongst all classes of the inhabitants during 1865 is stated by Dr. Murray to have been enormously greater than in preceding years. But, on the other hand, "the general average mortality of the resident European and American population has been below that of the two years immediately preceding." From this we may fairly argue that so long as the predisposing causes to disease can be avoided, the chances of exemption are increased to a very satisfactory extent.

Small-pox was not particularly active during 1865, and cholera might be said to have been absent in its epidemic form; but Dr. Murray's report informs us that a disease which has hitherto been confined to Africa and the Western hemisphere has at length made its appearance in Hong Kong.

The report says:—"An epidemic, however, of quite as startling a character was first recognised in Victoria Gaol upon the 3rd of March, when a prisoner, who was said to have come directly from Macao, was seized with symptoms closely resembling those of yellow fever. No new case occurred until the 15th of the same month, and during the whole of March there had been 5 cases only, but of these three had terminated fatally. The disease increased rapidly until it attained it acmé on the 2nd of May, on which day there were 46 cases in hospital, inclusive of 15 admissions on that day. From that period it commenced to decline, but did not entirely disappear until there had been 373 admissions and 40 deaths.

Digitized by Google

"As far as I could ascertain the fact, the disease proved to be contagious but not infectious, and the period of incubation about 10 days. It was undoubtedly a form of yellow fever.

"The disease was not, however, limited to Victoria Gaol, but prevailed throughout the town, among the lower classes principally. There are 103 cases recorded as admitted into the Government Civil Hospital, of which no less than 40 died; but it is a little doubtful whether these were all ascertained cases of the epidemic and not in some simply a severe form of bilious fever. Many of the men admitted were nearly or quite moribund when sent to hospital, and 20 dead bodies were sent there or examination after death, in which the same epidemic had been the active agent. I notice that two cases of bilious fever were admitted into the Seamen's Hospital, both of which proved fatal. Possibly they may have been cases of the epidemic.

"The disease was most easily studied in the gaol, and upon the observation of it, as it there presented itself, I have based these remarks. As I have already said, the number of admissions were 373 and the deaths 40, giving a percentage of 10.75 deaths, which after all is not very high for any epidemic, and nothing in comparison to the usual mortality in cholera. Very few Europeans were attacked, a comparatively small number of Indians, and no females were brought under its influence.

"It is a curious fact that the British ship *Tricolor* left this port for Dutch Guiana on the 2nd of May, when this epidemic was at its worst, with 480 coolies on board, and that upwards of 200 died on the voyage, as far as can be ascertained, from the effects of somewhat similar epidemic.

"Poverty and destitution appeared to be one of the most marked predisposing causes of the disease, and the long drought and great heat were probably in some measures the exciting causes."

The "China Directory" of Messrs. Shortrede and Co. for the current year has at length been published. The illness of the late proprietor for some considerable period anterior to his death, materially interfered with the progress of a publication which required an extensive correspondence with the ports in China, Siam, and Japan, besides involving a great increase of work in the compositors' department. On the firm passing into the hands of the present proprietors it was found necessary to almost recommence the work afresh, on account of a large portion of the copy having been mislaid, while the unavoidable delay caused by the necessity of awaiting fresh corrections from the more distant ports increased the difficulties of an earlier publication.

A startling accident has taken place at the new dock, now in course of construction at Aberdeen. The bar of earth left in its natural state as a dam to keep out the water while the works were proceeding at the upper end of the dock, gave way, and admitted a rush of water which flooded and speedily filled the excavation. The men at work at the time were enabled to make their escape, and fortunately none have been drowned. The progress of the works must be delayed considerably, however, as a dock 400 feet long and 20 feet deep cannot be emptied so readily as it may be filled. We are informed that the necessary pumping apparatus has been sent for. It seems strange that the natural dam should have been weakened to such an extent as to allow of this catastrophe.

The following particulars are published of the piratical attack on the Danish brig *Dannevirke* briefly noticed in our last issue:—The *Dannevirke* left Hong Kong on the 28th of February at 7 A.M; at half-past 12 the pilot went on shore abreast of A-chow point. At half-past 1 P.M. they had a lorcha close to windward, but did not suppose her to be a pirate, but all at once they saw the stinkpots hoisted aloft, which left them without doubt concerning her real character. They made everything ready for action, fired from the bow, and midships six-pounders, the lorcha dropped astern out of the way of the big guns and followed the brig in her skidwater, where they could reach him only with small one-pounders; they kept on firing out of the latter guns—the lorcha came nevertheless closer and closer. Suddenly he hove a lot of stinkpots on deck. Captain Mogensen, and his mate went aloft, and the men retired to the forecastle because it was impossible to stand the sulphur smoke of the stinkpots. The pirates came on deck and ordered the mate to come down from the maintop. He obeyed, and they asked him whether he had any money, and where the captain was. He answered that he had no money, whereupon the pirates let him free, but ordered the captain to come down from the foretop. He would not obey, but some of them went aloft with pistols and swords to fetch him, whereupon he came down. They asked him if he had any money; he said "No." The pirates would not believe it, and several grasped him to heave him overboard; they had lifted him already from the deck, when the pirate chief ordered his men to leave Captain Mogensen alone; whereupon he ordered him to deliver up all valuable goods, as well those belonging to the ship as his own and the crew's, otherwise he would burn the ship and murder the crew. Thereupon Captain Mogensen resolved to save his and his crew's life, and the ship from destruction, and did what the pirates wanted. After the pirates had taken every valuable thing away, they left the ship, and the *Dannevirke* continued her voyage to Saigon.

STRAITS OF MALACCA.

SINGAPORE.

It was noticed in our last that a dinner had been given to Sir R. B. McCausland, on the occasion of his resigning the office of Recorder and of his departure for home. The committee selected to conduct the affair consisted of Messrs. W. H. Read, G. H. Harrison, J. J. Greenshields, J. Davidson, E. J. Leveson, R. C. Woods, D. Rodger, A. E. Schmidt, S. Short, J. S. Scrymgeour, A. von der Hyde, and Dr. Little. The banquet took place in the Town-hall, Mr. W. H. Read officiating as Chairman and Mr. J. J. Greenshields as Vice. To the former it fell, of course, to propose the health of the Recorder as the guest of the evening. In the course of his reply the hon. and learned gentleman said:—

What my future lot in life may be, it is impossible for me to say; that remains in the hands of the great Disposer of Events; but whatever it may be, I shall ever remember with honest pride and gratitude that to Singapore I am indebted for that exalted position and those high honours to which I could scarcely have hoped to have attained by remaining at the practice of my profession in my native land; and whether my lot be one of peaceful retirement and obscurity, which I very much covet, or versed once more in the active duties of public life, the inhabitants of Singapore will always be entitled to command any services which it may be in my power to render to them. (Loud and repeated cheers.) Now, gentlemen, I have again to thank you for the kindness which you have shown to me on this occasion, for this magnificent entertainment, and for the enthusiastic manner in which the mention of my name has been received. It is not my intention to trespass longer upon your indulgence, but before I sit down I wish to avail myself of the privilege usually, I believe, accorded to a guest on these occasions, and I feel confident that the toast which I am about to propose will meet due honour at your hands; for I am happy to say that, though there are clouds still lowering over the West, I have been assured by one of your best known and most honourable merchants that a great deal of money has been lately made in Singapore. Long may it continue so. My toast is, "The prosperity of Singapore," coupled with a name which, when it shall be mentioned, will I am sure be received with rapturous applause. I shall not venture or attempt to enumerate all the public services which that distinguished individual has rendered; for the omission of any one might be fatal to the task. But whether it be free-trade, or Freemasonry; gas works or a gambling farm; a secret society which has just started up, or a grand jury presentment to put it down; a screw-pile pier, or a railway; Patent Slips and Docks; the Suez Canal, or any other diggings of *The Delta*; and lastly, but by no means least, the total and absolute transfer of the entire of the Straits Settlements and its Government from the cold embraces of poor old John Co. (now alas no more), to the fostering care of a Colonial Secretary and the tender mercies of a Chancellor of the Exchequer,—for each and all these services the inhabitants of Singapore, and I myself among the number, feel deeply indebted to our worthy chairman, William Henry Read.

To this the Chairman responded—

Gentlemen,—In return for the very flattering terms in which my health has been proposed, I can only say that our guest has taken no unfair advantage of me, for although I certainly anticipated that the chairman's health would be proposed, I thought it would be late in the evening, by which time I could have collected my ideas and steadied my nerves. But really after such good words and such a catalogue of offences or virtues, I hardly know which, I feel at a loss to return thanks. I can only say in a general way, that my wish has always been to do what I can for the benefit of Singapore. The whole matter is comprised in a very small compass. Singapore was claimed by the English, and the British flag was first hoisted on the 6th February 1819, and I came into this world on the 7th of the same February. My father was one of the earliest merchants of the place—my mother passed several years of her life here—the first place I knew on the map was Singapore; in fact Singapore has been intimately interwoven with my whole life from its beginning, and will possibly continue to be so to its end. (Cheers.) I have therefore felt more than a common regard for the place. In fact I love it, and whether it may be considered a malformation of the man or mind, I have always considered it my duty to look after the interests of Singapore, to promote the prosperity, whether political or commercial, of the place. (Cheers.) There may have been instances in which I have made mistakes—("No, no")—but these must be attributed to over zeal; but that I have done some good in my time is proved by the manner in which you have received the toast. (Cheers.) Whether the Colonial Minister or the Chancellor of the Exchequer may be of the same opinion as myself or not, I do think that if we get here a Legislative Council we shall be able to legislate on the spot, and we shall then probably obtain laws which ought to have been granted long ago. (Cheers.)

Digitized by Google

I thank you much for the manner in which you have received the toast so handsomely proposed by his Honour the Recorder; and I can only say that my services, such as they are, are at your disposal at any time you may require them. (Loud cheers.)

Mr. Greenshields proposed the next toast, the health of the Governor, Colonel Cavenagh, whom he lauded for his accessibility and readiness to attend to any proposal that tended to the good of the place, noticing also the zeal and interest he displayed in the cause of education. The Governor replied, expressing his earnest desire to deal fairly and justly with every matter brought to his consideration, and to advance to the utmost the interests of the important settlement committed to his charge. The toast of "Our Guests," introduced by Mr. Davidson, was eloquently acknowledged by the Rev. Mr. Waterhouse, who took the opportunity of eulogising Sir R. McCausland as "a judge, a gentleman, a friend, and a man." His Honour the Governor then gave "The Merchants," thanks being returned by Mr. Paterson, who said:—

Colonel Cavenagh had remarked that only forty years had elapsed since this settlement was founded by Sir Stamford Raffles, and had enlarged upon its present position; he would therefore only add that with free trade as its basis the progress of commerce in this part of the world during the ensuing forty years promised to be more surprising. It had been said that twenty languages might be heard daily in our streets, and he would state without fear of contradiction, the speakers thereof, when they returned to their respective countries, would heartily testify not less to the justice they received than to the freedom which they had enjoyed under the British Government.

Dr. Little gave the toast of "the Bar," stating that among the lawyers he had formed many true and lasting friendships:—

Twenty-five years ago I made the acquaintance of Mr. Napier. (Cheers.) A more honest or a better man never lived, who now enjoys a comfortable independence, on the fruits of long labours in his professional career. Next to him I must name Mr. Abraham Logan, whom you well know as a sound lawyer. Of his brother, Mr. J. R. Logan, words would fail to express his worth. I know him well—both personally as a friend and as the promoter of the "Journal of the Indian Archipelago," which had it been published at home would have earned him a wreath of eternal fame (cheers):—as a lawyer, the soundest in the Straits—and of an unequalled judgment. These, gentlemen, are the friendships of a generation ago, but we have among us one who worthily represents them now. If permitted to trace his career, where could we find a better lesson of industry and determination—one who has earned the honourable respect of every one who knows him, and now enjoys amongst his family a comfortable independence?

Mr. Wood returned thanks on behalf of the Bar, and Mr. J. Murray having proposed "the Ladies," the Governor and the Recorder retired shortly after, the banquet terminating about eleven o'clock.

The three seamen whom we have referred to before as having been converted to Mahomedanism (observes the *Free Press*) may still be seen any day walking about in their petticoats, apparently unconscious of the deserved contempt they must excite in every one, whether native or European. We hope that ere long some means may be adopted either to reclaim them from their silly course, or to send them out of the island. Happily for all, we live in the days of religious toleration, and every one may be of what faith or creed he may consider best for the welfare of his soul; yet we much fear that no such consideration has moved the minds of these deluded wretches. And indeed, as we have already shown, the inducement was the payment of certain debts they had contracted in the low public-houses, as well as the additional incentive of a bribe in money paid down in hard cash. We wish for the sake of example that these three seamen, whose names we publish in full, in hopes of arousing in their minds some small sense of shame, could be compelled to march round our town decked in a fool's cap and bells, which would be a becoming addition to the garb they now wear, and further, that after their peregrination had been completed, the magistrate had power to order James Bryce, Bernard Cunningham, and George McLaine, to be thrashed with that rod which has ever been considered good for the fool's back.

The schooner *Water Lily* reports that on her recent passage from Batavia she fell in with the British ship *Grassmere*, from Shanghai to London, ashore on the mud bank off first Point Banca Straits. The vessel had been then three days ashore. The *Water Lily* offered assistance in lightening her, which was refused, though offered at intervals during five days that the *Water Lily* remained by her, expecting her assistance to be required. But the captain of the *Grassmere* determined to do without help, broke out his cargo of tea and threw ballast overboard, as well as all the superfluous ship's stores, after which she came off. Captain of *Water Lily* supposes the *Grassmere* would have to go to Batavia for ballast.

The Russian steam man-of-war *Isumrude*, 5 guns, 200 men, Commander C. Brilzen, from Batavia, arrived in the harbour on the 8th March at 5 P.M. She left Batavia on the 4th, and is bound for Japan. The Russian steam corvette *Ascold*, 330 men, 17 guns, Commander Polozoffs, from Batavia, arrived in the harbour on the 9th March. Bound for Hong Kong, and expected to sail on the 13th March.

A charge of stabbing was investigated before Lieut. H. Burn, Marine Magistrate, on the 16th and 17th March. Captain Overbury, of the British ship *Albert Victor*, which vessel lately arrived from Liverpool, brought the charge against a European seaman named Peter Short, belonging to the said ship, for stabbing the chief mate, Mr. Walter Thomson, on the 20th January last, at sea, in lat. 34.30 N., long 92.30 E. The magistrate was of opinion that the case was one of assault merely, as the man appeared to have acted in self-defence, and therefore sentenced the prisoner to four months' imprisonment in the House of Correction with hard labour.

PENANG.

During the last four or five years (says the *Gazette*) coffee planting has had a pretty fair trial in Penang, and we are constrained to come to the conclusion that here coffee culture will not pay—in fact, that it is nearly a complete failure. The plants during the first twelve or eighteen months grow well and are strong enough, but as soon as they commence bearing, and when the long droughts set in (which by the way we have had for the last three years), the plants become scraggy, lose their leaves—partly through drought and partly from the ravages of insects—and eventually die. In a rich soil and under a shade the plants stand better and do not appear to suffer much from insects, but the crop is inferior in quantity, and, except near dwelling-houses, the cultivator has a small chance of reaping any harvest whatever. This is not cheering, but it is a fact, and we cannot advocate an extension of coffee planting in Penang. These remarks apply especially to the plain; the plants on the Great Hill still bear, but their extensions seem bounded to the present localities round the Bungalows. In the province the only coffee plants that are worth anything are those planted near houses. Some remarks made twenty years ago by Mr. Thompson and Colonel Low, both acute observers, fully bear out what we have here written.

We have repeatedly called attention (remarks the same journal) in these columns to the ravages made by the Koombang beetle amongst the cocoanuts near town. The evil is getting worse every day, and we are not exaggerating when we say that thousands of trees have already been killed, the destruction of which might easily have been avoided. The dead stumps are allowed to remain until they fall, or in some places are cut down and allowed to rot upon the ground; in either case they become hot-beds for the larvæ of the beetle and the best possible nurseries for their propagation. Owners can of course do nothing but examine their trees and catch as many as possible; but no attention can prevent trees being attacked when your next door neighbour's compound is full of dead and dying trees. The matter has become so serious that it requires very little gift of prophecy to foretell that in ten years hence, unless some stringent remedy be applied, we shall have the same failure of cocoanut trees as we have already experienced among the nutmeg trees. Until some means or other, whether by Government or otherwise, are taken in the matter, we advise owners of cocoanut trees to burn every dead stump and keep no manure heaps in their compounds.

Births, Marriages, and Deaths.

(Announcements for Subscribers are made free of charge.)

BIRTHS.

FABRIS.—On the 14th March, at Shanghai, Mrs. E. A. Fabris, of a daughter.

INNOCENT.—On the 3rd Feb., at Tientsin, the wife of the Rev. J. Innocent, of a son.

MARRIAGES.

COMBER—CHAMBERS.—On the 10th March, at Christ Church, Gowahatty, Assam, Bryan Eyre Coote Comber, Esq., son of the Rev. H. G. W. Comber, rector of Oswalkirk, Yorkshire, to Isabella Ewbank, daughter of the late Lieut.-Colonel R. E. Chambers, commanding 5th Bengal Light Cavalry.

BOREL—HUSKISSON.—On the 19th April, at the British Legation, at the Hague, Mons. William Borel, eldest son of Mons. Robert Borel, of the Hague, and of Ysson, near Paris, to Miss Mary Emily Milbanke, eldest daughter of His Excellency Sir John Ralph Milbanke Huskisson, Bart., British Minister in Holland.

NEWTON—NEWTON.—On the 20th March, at the Catholic Cathedral, Hong Kong, Alexander Newton, Manager of the Hong Kong and China Gas Company, to Kate, second daughter of George Newton, of Hammersmith, London. No cards.

RIDDELL—ARNOT.—On the 21st March, at St. John's Cathedral, Hong Kong, by the Rev. John Wilson, R.N., Acting Colonial Chaplain, Walter Scott Riddell, Asiatic Bank Corporation, to Agnes, eldest daughter of the Rev. David Arnot, D.D., of the High Church, Edinburgh.

WHITE—REED.—On the 15th March, at St. John's Cathedral, Hong Kong, by the Rev. John Wilson, Acting Colonial Chaplain, John R. White, to Maria Reed, of Macao.

DEATHS.

BATE.—On the 9th of March, on board H.M.S. Melville, Daniel Bate (stoker), H.M.S. Adventure, aged 19 years.

THOROLD—On the 26th April, at Syston Park, Sir John Charles Thorold, Bart., in the 50th year of his age.

PETERSEN.—On the 12th March, at the Seamen's Hospital, Hong Kong, Hans Petersen.

Digitized by Google

EXPORT OF TEA AND SILK TO GREAT BRITAIN.

1865-66.

	From Kanagawa.	From Shanghai.	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales.
From June 1 to Feb 28, 1866	1812250	48998363	46784080	747284	13666935	112008912	59219
Corresponding period last season	1862705	56499381	44686756	453017	8985322	112487181	35171

SHIPMENTS SINCE.

	Ship.	From.		
Mar. 1 ...	Behar (mail str.)	Shanghai, &c.	—	269
— — ...	Jubilee	Shanghai	831,620	

TO UNITED STATES.

							Piculs.
From June 1 to Feb. 28, 1866	...	...	...	...	...	28955584	375
Corresponding period last season	...	...	...	...	...	11911743	73½

TO THE CONTINENT.

							Bales.
From June 1 to Feb. 28, 1866	...	...	...	...	...	436360	...
Corresponding period last season	...	...	...	...	...	968824	...

TO SAN FRANCISCO.

						Tea pkgs	Boxes.
From June 1 to Feb. 28, 1866	...	...	...	...	...	30448	...
Corresponding period last season	...	...	...	...	...	29390	457

SHIPMENTS SINCE.

Mar. 6 ...	Mary Glover	Hong Kong	1,522	3

TO AUSTRALIA.

From June 1 to Feb. 28, 1866	10,436,897
Corresponding period last year	2,721,154

TO GREAT BRITAIN.

From 1843 to 1844	...	...	...	51,022,600	...
„ 1845 to 1846	...	...	...	57,334,200	18,604
„ 1850 to 1851	...	...	...	63,972,000	22,143
„ 1853 to 1854	...	...	...	77,327,800	61,280
„ 1855 to 1856	...	...	...	92,240,300	56,480
„ 1857 to 1858	...	...	...	76,990,255	68,311
„ 1858 to 1859	...	...	...	65,789,792	83,136
„ 1859 to 1860	...	...	...	85,560,452	64,163
„ 1860 to 1861	...	...	...	90,066,160	70,644
„ 1861 to 1862	...	...	...	109,854,040	79,199
„ 1862 to 1863	...	...	...	121,273,580	72,848
„ 1863 to 1864	...	...	...	117,463,586	46,605
„ 1864 to 1865	...	...	...	121,286,870	32317

EXPORT OF SUNDRIES TO GREAT BRITAIN.

	Cotton Piculs.	Wool Piculs.	Camphor Piculs.	Cassia Piculs.	Aniseed Oil Boxes.	Japan Wax Piculs.
From June 1 to Feb. 28, 1866	...	26	1187	2769	113	...

SAILED SINCE.

Mar. 2 ...	Seawfell	Shanghai	Cotton.	3,844 piculs.

TO THE CONTINENT.

	Cassia Piculs.	Aniseed Oil Boxes.	Camphor Piculs.	Preserves Boxes.	Galangal Piculs.	Crackers Boxes.
From June 1 to Feb. 28, 1866	...	36	...	467	1200	...

TO THE UNITED STATES.

	Crackers Boxes.	Matting Rolls.	Fans Boxes.	Cassia Piculs.	Silk Pongees Pieces.	Wool Piculs.
From June 1 to Feb. 28, 1866	178000	59995	1971	8078	2400	...

TO SAN FRANCISCO.

	Emigrants Number.	Sugar Piculs.	Rice Piculs.	Crackers Boxes.	Matting Rolls.	Opium Prepared Taels.
From June 1 to Feb. 28, 1866	47	5664	1894440	1700	5881	280600

SHIPMENTS SINCE.

March 6 ...	Mary Glover	...	...	10,060	...	285	12,000

TO AUSTRALIA.

	Emigrants Number.	Sugar Piculs.	Oil Piculs.	Matting Rolls.	Prepared opium Taels.	Crackers Boxes.
From June 1 to Feb. 28, 1866	...	...	804	1402	1200	...

The picul is 133⅓ lbs. weight; the tael at Shanghai is equal to 1 dollar and 40 cents. nd is divided into decimal parts of ten.

EXCHANGES ON LONDON.

[For dates, see first page.]

		Bank.	Private.
At Yokohama	6 months sight.	4s. 7¾d.	4s. 8¼d.
At Shanghai	6 ditto	6s. 5d.	6s. 5½d. to 6s. 6d.
(per Tael.)			
At Canton, At Hong Kong, At Macao	6 ditto	4s. 8d.	4s. 8¼d.
At Singapore	6 ditto	4s. 7½d.	4s. 8¼d.
At Manila	6 ditto	4s. 1d.	

At Shanghai, Bills on India, Rs. 301 to 302 per 100 taels. At Hong Kong, Rs. 219 to 220 per $100. Bar Silver at Shanghai, 111 taels; at Hong Kong, 10½ to 11 per cent. prem. Mexican dollars at Shanghai, taels 72.80 per 100; and Exchange on Hong Kong, 27½ discount. Hong Kong and Shanghai Bank Shares, 5 to 6 per cent. prem.; Gas Company, 30 per cent. prem. Hong Kong and Whampoa Dock, 40 per cent. prem.

SHIPPING INTELLIGENCE.

ARRIVALS.

At SHANGHAI.—From Cardiff: March 14, Vanguard.
At SINGAPORE.—From the Clyde: April 2, Grenada.

DEPARTURES.

From HONG KONG AND CANTON.—For London: March 21, Ethela. For New York (cleared): 26, Tailee, Eastward Ho.

COMMERCIAL POSTSCRIPT.

DEPARTURES.—April 30, from Cardiff for Galle, Ker Aimee; May 1, for Hong Kong, Richard III.; from the Clyde for Sourabaya, Majestic.

SPOKEN.—Waterloo, Amsterdam to Batavir, April 19, 42 N., 14 W.; Fi Wan, London to Shanghai, March 18, 4 S., 26 W.; Holland, Newcastle to Singapore, March 19, 6 S., 28 W.

LAID ON.—At Liverpool: For Manila, Barinaga, San Fernando; for Batavia and Sourabaya, Astrea, Catharina; for Singapore, Sirius; for Galle: Frigate Bird. At London: For Penang, Algernon.

CLEARED FROM NEW YORK.—April 10, America, Morse, for Shanghai.

TAX PAYERS AND TROOPS.

Under the above heading the *Hong Kong Evening Mail* has the following apt remarks on the benefits which really accrue to the colony in return for the unjustifiably heavy tax levied upon it for the support of its shamefully misused garrison :—

In accordance with our expressed intention, we proceed to make a few observations as to how this colony will be affected by the intended reduction of the troops stationed here. The difficulty of procuring anything like reliable information regarding military details has precluded us from doing so ere this; but, having taken much trouble to institute inquiries, we can vouch for the accuracy of the subjoined statements.

The point to which we will primarily advert must necessarily be that which most concerns the tax-payers of the place, namely, the annual contribution of £20,000 towards the cost of the garrison. That this demand in the first instance was most unjust we hope to prove below; but that its continuance hereafter would be iniquitous cannot be doubted. The fact of the Legislative Council having acceded to the demand is only to be accounted for by the pressure brought to bear by the Colonial-office on the official members thereof; for, if what is whispered be true, one of such holding a high Government position who had the honesty (or, as Downing-street would say, the audacity) to vote against it, has received a caution to be more submissive in future.

With these preliminary remarks we will proceed to lay before our readers a few facts as to how the troops stationed here are employed, defining as far as practicable the Imperial and colonial services. The principal duty of the troops here is to protect the public buildings and stores. To do this there are near a dozen guards, only two of which (those at Government-house and the Treasury) can be said to be for the benefit of the colony. The remainder, with one or two exceptions, are for purely Imperial purposes; such as the three or four mounted over the magazines and at the naval yards.

The above constituting the main duties of the troops, it will be perceived that the only advantage Hong Kong derives in exchange for its £20,000 per annum is (irrespective of the moral effect produced on the Chinese by their presence) that of two guards of a few men each. But as there are military establishments here in addition to soldiers, we must take into consideration the object for which they are maintained, which we do not hesitate to say are entirely Imperial. There is firstly the Major-General and his staff. This cannot by any process of argument be considered chargeable to our tax-payers, for he is commanding the troops in China and Japan, and were none of H. M.'s forces anywhere in these regions but here, no officer of such rank would be sent to command so small a garrison. There is next the Military Store Department, which would have to be kept up to almost its present strength were the whole of the troops withdrawn tomorrow, as it certainly has ten times as much work to do with the navy as with the army. And then there is the Commissariat, more Imperial than any of the others; for it is, so to speak, the agent of the British Treasury, through whom all its monetary transactions in China and Japan are conducted, and by whom all disbursements on account of it, for naval, diplomatic, and consular services are made.

We submit to our readers that we have proved most conclusively that the demand made by the Colonial-office for £20,000 a year was in the first instance most disproportionate, and therefore exorbitant, unjust, and in the manner of its enforcement arbitrary.

If such was the case when there were two regiments here, it will become

Digitized by Google

absolute dishonesty if the claim be persevered in after the reduction of the garrison.

There is one other point of very great moment to the colony which seems to have escaped the observation of everybody, and that is, how will the prospects of the Mint be affected by the withdrawal of the troops? That its success depends entirely on its security nobody will question; and that its situation affords none is proved by the piracy which recently took place under its very wall. Unless it is properly protected nobody will entrust dollars or specie to its care, and to assure that object it was originally intented to have had a captain's guard of some fifty men over it.

This arrangement cannot under present circumstances be carried out, and we hear that the building of the guard-house has been suspended. We should much like to know what is proposed to be done to meet the difficulty. The promised time for commencing operations is very near, and delay means loss of revenue. We do not believe that even a Hong Kong Government would propose to entrust the safety of the Mint to Hindoos and Lascars, and where Europeans are to be procured we cannot opine. So that we may as well prepare ourselves for the adjournment *sine die* of the opening of this much vaunted establishment. In conclusion we express a hope, that as the Legislative Council will meet on Tuesday, some independent member will procure for the community more exact intelligence on the various points mooted in this article, which so deeply interest every resident here, by requesting his Excellency the acting Governor in the first place to lay on the table a copy of the despatch received some mails ago, stating that one regiment was to be withdrawn, and then asking for information on the following subjects, viz., as to whether any intimation had been received of the intention of the Colonial-office to abandon or lessen its demand for a yearly contribution towards military expenses, whether any protest had been made against the reduction of the garrison, and, lastly, what steps it was proposed to take to protect the Mint.

HONG KONG AND SHANGHAI BANKING COMPANY.

An extraordinary meeting of the shareholders of the Hong Kong and Shanghai Banking Company was held as the company's offices, Wardley-house, Hong Kong, on Saturday, the 3rd of March. Present.—Messrs. Chomley, Sutherland, Heard, Lapraick, McLean, Nissen, Sassoon, Pallanjee Framjee, Landstein, Bosman, Meyer, Hauschild, Arnhold, Pollard, Smale, R. Pestonjee, Bourjau, A. Pestonjee, Menke. Rennie, Foster, Dr. Murray, Dr. Schetelig, Van Reesema, Groom, Von Bergen, Deetjen, Walker, J. Whyte, Taffs, Pattell, Deacon, Oomhalla, Kresser, Norouha, Turner, Hutchinson, Price, J. J. dos Remedios, Cox. Carvalho, Turing, Rozario, Diack, Ahlmann, Lambert, R. R. dos Remedios, Purdon, Moody, Hobson, J. Rustomjee, Schwemann, &c., &c.

The Honourable FRANCIS CHOMLEY presided as chairman, and the Honourable THOMAS SUTHERLAND as deputy-chairman.

The CHAIRMAN opened the proceedings by reading the circular published to the shareholders calling the present extraordinary meeting.

The DEPUTY-CHAIRMAN then rose and said that he had now to propose a resolution in regard to the capital of the bank, in conformity with the directors' circular dated the 26th February, which he would read to the meeting. It was to the following effect:—

"With reference to the notice of the 9th January, and the resolution passed in general meeting on the 12th inst. with regard to an increase of the capital of the bank, the directors now beg leave to intimate their intention of bringing forward the following proposal at the extraordinary meeting to be held on the 3rd proximo, viz.:—

"That the existing 20,000 shares of $250 each which constitute the capital of the bank shall be divided into 40,000 of $125. That of the latter 20,000 shares fully paid up shall be exchanged for the scrip held by the present shareholders, and that the remaining 20,000 shares on which a call of $25 per share will be made on the 1st July be offered at par to the present shareholders, rateably according to the number of shares held by each person.

"The directors considered that this proposed redistribution of shares will more fully meet the interests of shareholders at the present moment than would be done by an increase of the subscribed capital.

"By order of the court of directors.

(Signed) "V. KRESSER, Manager.

"Hong Kong, February 26, 1866."

Mr. SUTHERLAND said the proprietors had unanimously consented, at the general meeting, to suspend discussion on this point till the present moment. It would be observed that the proposal now before the meeting differed considerably from the directors' first announcement of their views with regard to increasing the capital of the bank, the reason of which simply was that the status of the bank had, since that time, been altered in very important respects. He had already explained, at the general meeting, what the views of the directors were in desiring to increase the capital. First, that the bank really required a larger amount to be paid up. Secondly, that it would be a desirable policy to widen their constituency. And thirdly, that the reserve or unpaid capital of the bank, being only $2,500,000, was held by the most competent authorities to be insufficient. On the last of these points he should explain that London bankers, and others from whom the bank had to receive very large credit, in order to carry on it operations properly, always looked to the amount of unpaid, rather than of paid capital, as the reserve from which to make good unforeseen losses. They had therefore been advised to increase their nominal capital to $10,000,000, only calling up actually such a very moderate amount of it as the bank really required for working.

Taking this and the other objects they had in view into consideration, the directors had intended to propose the issue of new capital to the extent of $2,500,000, which would have made the subscribed capital of the bank equal to $7,500,000. This they entertained under the impression that the bank would continue, for some time at least, under the Companies Ordinance of 1865. But before they could bring their proposals forward, the Secretary of State disallowed the operation of that act as far as concerns banks; while he, at the same time, offered to grant the Hong Kong and Shanghai Banking Company a distinct incorporation on terms which he (the speaker) trusted would prove even more advantageous than ordinary registration under the "limited liability" law. Of these conditions he would only say at present that they were under discussion, and any delay in completing the incorporation could only arise from the desire of the directors to secure the most favourable terms for the interests of the bank. One of the most prominent conditions of incorporation they however already knew, namely that the shareholders would have, as is usual with all chartered banks, to be answerable for twice the amount of subscribed capital. They would, therefore, be bound to the extent, not of five, but of ten millions of dollars.

This would fully meet the reserve of unpaid capital looked for from London and elsewhere; and it rendered the directors, therefore less anxious than they had been to issue new shares. In fact they felt that if they called for an additional $250,000 of subscribed capital, that the proprietors being then answerable to the extent of $15,000,000, their responsibility would be almost needlessly increased without any commensurate object. Of course the question of responsibility for such an amount was not one likely to occur practically, but it was as well to avoid it in any shape, beyond what was absolutely necessary. This then was the reason which induced the directors to vary their original proposals. The proprietors would understand that the primary reason for additional paid up capital continued in force. To carry on the business entrusted to the bank, the directors would require $500,000 additional paid up capital in the course of the present year. Comparing their business and their paid up capital with those of other Eastern banks, it would be seen that the latter was inadequate; and as the bank had to spread out in other directions than merely Hong Kong and Shanghai, in order to satisfy the wants of their constituents, a call on the shares or an issue of new stock was imminent. In recommending the former, the directors considered that there would be a great advantage in diminishing the nominal or subscribed value of the shares to half its present amount, and they therefore recommended that course. The subscribed share of $125 would be a far more manageable commodity than one of double the amount; and there would also be an advantage in having one class of shares fully paid up, and one with a smaller sum paid on them.

With regard to the extension of the proprietary, although the directors considered it a most desirable object, they did not, as they were not now recommending a fresh issue of capital, feel themselves justified in asking the existing shareholders to yield their claims in respect of any portion of the $5,000,000 which they had originally subscribed. Still if any of them felt inclined to reject the shares to be offered them under this proposal, the directors did not doubt their ability to allot those shares otherwise for the advantage of the bank. With these few explanatory remarks, he would beg leave to propose as follows:—

"That the existing 20,000 shares, $250 each, which constitute the capital of the bank, shall be divided into 40,000 of $125. That of the latter, 20,000 shares, fully paid up, shall be exchanged for the scrip held by the present shareholders; and that the remaining 20,000 shares, on which a call of $25 per share will be made on the 1st of July, be offered at par to the present shareholders, rateably according to the number of shares held by each person."

Mr. NISSEN rose to second the resolution, and the CHAIRMAN invited the shareholders to put any amendment they might think advisable.

Dr. MURRAY addressed the chairman with a view to know whether every shareholder, in return for his scrip, was entitled to one share fully paid up, and one share on which a call of $25 per share would be made in July next; and whether each holder of scrip would be at liberty to accept or refuse the share; and also whether the present shareholders would be entitled to claim any shares refused by others. He would beg to move, as an amendment, that all unappropriated shares be divided *pro rata* among the shareholders according to application, and that none should be offered to the public until the whole proprietary had refused to accept them.

The DEPUTY-CHAIRMAN said that he thought that very few shares, if any, would not be taken by the original shareholders, but that should any remain unallotted, the directors might be able to dispose of them at a premium. He thought that Dr. Murray's amendment would be better put in the form of a separate resolution if the main proposal was carried.

Dr. MURRAY agreed to this, and Mr. Sutherland's proposal being put, was unanimously carried.

Dr. MURRAY proposed, and Mr. BOSMAN seconded, a resolution to the effect that any surplus shares rejected by one set of proprietors should be tendered to the other shareholders.

Mr. WHYTE expressed his opinion that the directors were the best judges of what would be most advisable in the case referred to, and proposed, as an amendment to Dr. Murray's resolution, that the appropriation of any unalloted shares should be left entirely to the directors.

Mr. WALKER seconded the amendment, which being put to the meeting was carried by a large majority.

Mr. HEARD then rose and proposed that clauses 5, 6, 7, 8, 9, 23, 28, 42 and 55, all referring to the resolution passed, be expunged from the "Articles of Association," and the amended clauses be incorporated in their stead, and that No. 118 providing for the winding up of the company be struck out altogether.

Dr. MURRAY said that the question being of importance he would advise delay, that the attention of the shareholders might be drawn to the proposed new clauses.

After a few remarks from Mr. WHYTE, Mr. POLLARD, at the request of the Vice-Chairman, read the amended clauses illustrating that the alterations made were merely those made necessary by reason of the change in the number of shares, and that their bearing and character were unchanged.

Some remarks were made by a Shareholder to the effect that the 1st of July was too short a notice of a call, but Mr. POLLARD drew attention to the fact that shareholders must have agencies here to collect their dividends, &c., and that four months was ample to communicate with any part of the world.

At the conclusion of Mr. Pollard's remarks Mr. BOSMAN, seconded by Mr. RENNIE, proposed as an amendment to the original resolution that the maximum call be reduced from $50 to $25 per share, and the notice of call increased from one month to four months. This amendment was agreed to.

The amended clauses were then passed, and clause 118 was repealed.

The proceedings terminated with a vote of thanks to the chairman, manager, and directors, proposed by Mr. WHYTE.

Digitized by Google

NOTICES TO CORRESPONDENTS.

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be authenticated by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

A REGISTER is kept of the addresses of all persons connected with the FAR EAST, and reference can be made to the same by personal application at the office or by letter.

Any information required by Subscribers, in reference to Commercial or General matters in CHINA, JAPAN, SINGAPORE, *and other parts of the* FAR EAST, *will be supplied on application at the Office, where files may be seen of the Journals published in those countries.*

THE LONDON AND CHINA EXPRESS.

PUBLISHED on the departure of the Mails *via* Marseilles on the 10th, 17th, and 26th, contains a Summary of European, American, and General News; Commercial and Shipping Reports, and Special notices of Trade with the FAR EAST.

Subscription 54s. per annum, including Postage. Export Supplement 12s. extra.

The London & China Telegraph.

LONDON, FRIDAY, MAY 4, 1866.

CHINA.

AT length, it seems, the Chinese have followed the example already set by their more enterprising neighbours, the Japanese, by sending a mission to Europe. At present, PING, the chief member of it, accompanied by Mr. HART, has arrived at Marseilles by the present mail, and the others will doubtless follow shortly under the care of Mr. WADE. This is a welcome event, for two reasons. In the first place, it entirely sets at rest all doubt regarding the security of Mr. HART'S position, which some ill-founded rumours lately represented as doubtful. The rumour alluded to came to us from China, where it certainly was current, having been given in more than one of the local papers, and mentioned in several private letters; we heartily rejoice, however, to learn that it was entirely without foundation. But the chief reason for gratulation is the good effect on the mutual relations between China and the Treaty Powers which must result from a party of intelligent officials visiting Europe under the guidance of two gentlemen so well versed in the Chinese language and Chinese diplomacy as Messrs. WADE and HART. No one doubts that the two visits of the Japanese Envoys to Europe have had a marked effect in promoting the development of amicable relations with their Government; and we have every reason to look confidently for an equally satisfactory result in the case of China. It is unfortunate that Prince KUNG cannot visit us himself; it is to be hoped, however, that an able and intelligent representative has been selected.

CHINA STEAMSHIP AND LABUAN COAL COMPANY.

A PANIC is a most unaccountable thing, and when it has once set in will generally run its course somewhat after the fashion of a rabid dog, doing senseless and causeless injury to all that comes in its way. All attempts to check it are futile; but an effort may be made to confine it to a certain channel, and this has been to some extent accomplished in the case of the late panic in finance shares, which, while ruinously depreciating all property of that description, was for a long while prevented from inflicting any serious injury on other branches of trade. Latterly, however, the feeling of insecurity seems to have diffused itself over a wider range, and shares in many first-rate banks and public companies have been unduly depressed. In a certain degree, this must of course be looked for as one of the results of any financial crisis; and it is unfortunate that at such a time shareholders should be so eager to publish their dissatisfaction at any temporary reverse, and to pour out a storm of indignation upon their directors and managers when they experience a lack of prosperity arising from untoward circumstances entirely beyond their control.

At the adjourned meeting of the China Steamship and Labuan Coal Company, held on the 30th ultimo (minutes of which, together with the directors' report, we publish in another column), a number of the shareholders present vented their discontent at the absence of an immediate dividend with unusual vehemence; forgetting that the effect of this unreasoning disparagement of their own property was equivalent to what a homely aphorism terms "cutting off one's nose to spite one's face." The Chairman was assailed by a perfect storm of complaints because the ships first acquired by the company had to be resold; because a dividend of 20 per cent. had not been declared (!); because there was a heavy arrear on the first call; because the shares were not at a premium; and because, in fact, everything was not *couleur de rose*. The Chairman, whose courteous bearing under very trying circumstances was deserving of all praise, was at last permitted to explain that it was quite as possible to sell steamers at a profit as at a loss; that as the company had only got fairly to work in the middle of the year, there had really been no time to make a profit out of which a dividend could be declared; that the arrears of the first call were being collected (by the way, it does not seem to have struck these shareholders that the non-payment of calls was a default on the part of a portion of their own body, and not a fault of the directors); and, with regard to the present depreciation in the value of the shares, the Chairman wisely counselled that virtue which will have to be largely exercised by shareholders in other companies besides their own—patience. A gentleman having sensibly pointed out that the course adopted by the dissatisfied shareholders in "bullying" the directors did more harm to their own property than anything else, a threatened vote of want of confidence—which must, if carried, have exercised a disastrous effect on the interests of the company—was averted, and the report was finally adopted.

In reality, the prospects of the company are excellent. It is admitted on all hands that neither of the companies as they separately existed achieved any success, but from the amalgamation of them the best results were, and are, confidently anticipated. With enlarged facilities at their head-quarters in Labuan; ready access to numerous profitable markets; new and important sources of revenue in timber, petroleum, and coal oil, the operations of the company will necessarily become very extensive and proportionately remunerative. The amalgamation having been so recently effected, some little time must yet elapse before the resources of the company can be fully developed. That the next annual report will be of a more encouraging nature there can be little doubt, if the shareholders will in the meantime be patient and "pull together."

THE BISHOPRIC OF VICTORIA.

AT the monthly meeting of the board of incorporated members of the Society for the Propagation of the Gospel in Foreign Parts, held in March, a notice was given by the Rev. W. DENTON of a resolution to be adopted by the society to present a respectful address to his Grace the Archbishop of CANTERBURY, calling his attention to the injurious effects to the English Church in China caused by the long delay in filling up the vacant bishopric of Victoria.

At the April meeting of the board, held on the 20th ultimo, it was stated that the standing committee of the society, at its weekly meeting, had adopted the proposal in concurrence with the recommendation of Bishop SMITH, one of the Vice-Presidents of the society and an ex-officio member of the standing committee; at whose suggestions a few slight verbal alterations were made in the wording of the resolution, as finally adopted by the monthly board. An address in accordance therewith is to be presented to his Grace, as the President of the society.

It will be seen from the reply of the SECRETARY of STATE for the COLONIES to Mr. SELWYN'S question in the House of Commons on the 24th ult., that the long-promised general legislative measure for the regulation of the Colonial Church and Episcopate is to be introduced at an early period. It is expected that the vacant bishopric of Victoria will thus soon be filled by a new appointment.

THE HONG KONG VOLUNTEERS.

By last mail there was sent out by this corps through their late commandant, Major Brine, R. E., a sword of honour for presentation to the Governor of Macao, and an ink-stand for the Municipal Chamber. Messrs. Wilkinson and Son, 27, Pall-mall, made the former, and Messrs. Page, Keene and Page, of Plymouth the latter.

The inscriptions were:—

"Presented to his Excellency J. R. COELHO DO AMARAL, Governor of Macao, Minister Plenipotentiary of his Portuguese Majesty in China, Japan and Siam, by the Hong Kong Volunteers, as a tribute of respect for the kind reception given them by

Digitized by Google

his Excellency, on the occasion of their visit to Macao, on the 19th to 21st of November, 1864."

"Presented to the Municipal Chamber of Macao, by the Hong Kong Volunteers, as a tribute of respect for the kind reception given them on the occasion of their visit to Macao, 17th to 21st November, 1864."

Considering that the Hong Kong Volunteers subscribe annually to the National Rifle Association funds, that the China Volunteers last year gave a 500 guinea cup for annual competition at Wimbledon by the Home Volunteers, and some Hong Kong friends gave a 100 guinea cup last year also to Lord ELCHO, for the London Scottish Volunteers, our colonial volunteers cannot be called illiberal.

THE ANNUAL CHINA DINNER.

Amongst the names already as down intending to be present we notice Sir John Davis, Bart., K.C.B., the Chairman, Major Frederic Brine, R.E., the Honorary Secretary, late commanding Hong Kong Volunteers, Lord Richard Grosvenor, M.P., Sir James Matheson, Bart., M.P., Lieut.-General Sir Hope Grant, G.C.B., late Commanding in Chief in China, Sir Henry Keppel, K.C.B., Chairman last year, Sir John Bowring, late Governor of Hong Kong, Sir Macdonald Stephenson, Col. Caine, late Lieut.-Governor of Hong Kong, Mr. Montgomery Martin, Messrs. P. Robinson, M.P., James White, M.P., Arthur Smith, Holliday, Braine, Silverlock, Brown, Johnston, Rawling, Broughall, Dr. McSwiney, R.N., Colonel Sargent, C.B., Commanding Inns of Court Volunteers, Lieut.-Col. Greaves, late Commanding Canton Volunteers, Mr. Potter, &c., &c. On the whole, there is reason to believe that there will be a larger gathering of influential persons connected with China and Japan than last year; and that the annual China Dinner will become an important institution

THE "CONSTANCE" AND "OTENTOSAMA."

The following letter was accidentally omitted in our last issue :—

(To the Editor of *The London and China Telegraph.*)

SIR,—We take leave to correct a mistake in your impression of the 5th April. The *Otentosama* is a *twin* screw, and is fitted with engines of the ordinary construction. H.M.S. *Constance* has *one* screw, and is fitted with our patent compound expansive engines, and has in addition surface condensers and superheaters. The object of this construction and these appliances is to economise fuel to the greatest possible extent.—We are, Sir, yours truly, RANDOLPH, ELDER, and Co.

THE CHINESE MISSION TO EUROPE.

(PALL MALL GAZETTE.)

There is truth, we are glad to learn, in the report, on which doubt has been thrown by the Hong Kong journals, that the Chinese Government is on the point of sending a mission to Europe. So great and unexpected a departure from "old custom" might well be received with a little incredulity, and the "Brother of the Sun," as the Celestial Emperor has been called in Europe (not in China), has not yet got the length of accrediting envoys to Her Majesty the Queen; but he is so far departing from all precedent as to send an unofficial mission to Europe. It is to be composed of two mandarins, one of whom is a member of the Chinese Foreign-office, and the other secretary to one of the six boards; and it will be accompanied by several students, who have been selected from the Chinese Foreign School at Peking. This arrangement, which was suggested to Prince Kung by Mr. Hart, the head of the Maritime Customs, has been approved of in an Imperial decree, and was about to be formally notified to all the treaty Ministers for the information of their Governments. The officials are not to be accredited in the ordinary international way to European Courts, and are coming simply to see what is to be seen in London, Paris, St. Petersburg, Copenhagen, and Berlin, and to take notes. They will be accompanied by a French and by an English interpreter, both belonging to the Customs, and it is probable that the students will make a prolonged stay in this part of the world.

This appears really a great step in advance, when we consider how careful the Chinese Government has always been to guard itself from the admission that it could possibly learn anything from foreign nations and how closely a contrary pretension has been bound up with the very theory of that Government. Though the Chinese are a remarkably literary people, and their mandarins are officially literati, they have up till now shown no desire to make themselves acquainted with foreign languages, literatures, ideas, and customs, and have adhered to the notion that their own writings contain the *ne plus ultra* of wisdom. Only a few "linguists," shopkeepers, and servants have, for purposes of immediate gain, learned to talk the barbarous dialect called "Pidgin English," which consists of a very limited number of English words, mingled with a few of Portuguese, and two or three of Arabic, elongated and softened by Chinese pronunciation, and used in accordance with Chinese idiom in such a wonderful manner that new comers from England not unfrequently fancy, on first hearing it, that they are listening to the ting tong of real Chinese. It is said in the histories of China that so early as B.C. 2000 foreign ambassadors paid their respects to that highly favoured country, and since that period numerous embassies have been sent to it from various parts of the world; but the only missions sent *from* China, of which we have been able to find any trace, were two informal ones, like the present, despatched to Manila by the Celestial Emperor in the year A.D. 1603 to ascertain the truth of a rumour that the port of Cavité was formed of gold, and to inquire into a massacre of Chinese who had been living in the Philippines. The present mission from Peking may be a small matter in itself, but it helps to show that the Government there is beginning to step out in the right direction, and is preparing to enter the comity of nations.

THE CHINA STEAMSHIP AND LABUAN COAL COMPANY (LIMITED).

The adjourned general meeting of the shareholders in this company was held on the 30th ult. at the London Tavern; Sir J. ELPHINSTONE, Bart., in the chair.

Upon the usual proposition of the chairman to have the report taken as read, a shareholder objected, and several complaints were made that the reports had not been sent out early enough to be of practical use to shareholders living at a distance.

The CHAIRMAN explained that the publication of the reports had waited upon the arrival of the Indian mail, and that it was impossible to get them prepared until the middle of last week.

The report, which we publish below, was then taken as read.

The CHAIRMAN, taking up each point in the report, and enlarging upon it, moved its adoption.

Two or three shareholders rose at once to ask questions, and the meeting decided to hear them in preference to Mr. Morel, whom the chairman wished to speak. Various questions were asked and complaints made because the ships which in the prospectus were described as well fitted for the service had now to be sold as worthless; because a dividend of 20 per cent. had not been declared; because the balance-sheet showed a loss of £30,000 and no gains; because the company's property, assets and prospects, had not been sufficiently described; and because there was a heavy arrear on the first call. One shareholder pointed out that although there was cause for much complaint in the past, the word of the hon. baronet in the chair ought to be a guarantee as to the future. It should be remembered that to come there and "bully and blackguard" the directors injured their own property as much as anything else.

More than a dozen shareholders, whose names did not transpire, denounced the report as highly unsatisfactory, and the chief portion of an hour was spent in asking questions, in reply to which,

The CHAIRMAN said as to what had been asked respecting the cost of forming and bringing out the company, the company was brought out under the auspices of the Credit Foncier, who it was well known did not do things for nothing. (Laughter.)

Several SHAREHOLDERS: State the amount.

The CHAIRMAN said any shareholder who chose to apply to the proper quarter might obtain further details, but they ought not to be given at a public meeting. ("Oh, Oh," "Tell us now," "Be honest," &c.) He begged respectfully to ask the meeting to accept this as his decision. (Renewed uproar, during which one gentleman moved the instantaneous adjournment of the meeting, and another charged the chairman with being afraid to tell the truth.) No loss, but on the contrary, a profit, was anticipated from the sale of ships. Details as to the profit and loss account might be obtained at the company's office. As to the low state of the shares, if shareholders would only exercise patience they would have no reason to complain. (Laughter.) The remuneration to directors had been fixed at about £250 each. The board thought they could see their way to meet all liabilities coming due without making further calls. They were pressing for various arrears of calls, and had no doubt upon being able to get them without trouble.

A SHAREHOLDER said the information as to remuneration of directors had taken a good many gentlemen by surprise, especially as it was stated at the former meeting that none was to be allowed.

The CHAIRMAN explained that the statement made upon that point at the former meeting related only to the Labuan Coal Company.

Mr. MILLER, M.P., said he was for many years a director in that company without receiving any remuneration.

Mr. PRICE, the manager, said that there was every ground to calculate that the Labuan mines would from this time yield at the rate of 30 000 tons of steam coal per year, at 25s. per ton, making an income of £37,500. As the expenses in Labuan were but £12,000, there was nothing to prevent the difference being absolute profit to the company. As to the ships, the revival of freights which had been so long expected had already begun, and this company had a collateral security against loss which other shipowners had not in consequence of their being possessors of coal mines as well as ships.

Mr. MOREL, the surveyor, said if the yield of coal came up to the expectations, the railway he had surveyed would pay 6 per cent. The difficulty of getting the coal from the mine to the harbour was the chief obstacle to be overcome, and that would be met by the railway. The quality of coal was equal to English cannel, and he had heard it spoken very highly of by eminent engineer officers who had visited the island. Petroleum in Labuan was no doubt very plentiful. The railway would run through the very heart of the jungle which abounded with valuable camphor wood, so that the means of communication were close by the sources whence the supplies of petroleum and wood would be derived.

The SOLICITOR of the company, in reply to various references which had been made to the difference between the prospectus and the report, said it might satisfy some gentlemen to know that some shareholders who were proceeded against endeavoured to evade payment by trying to raise the plea of a fraudulent prospectus. Their solicitors, however, proved to them that there was not the slightest ground for such a plea, and the result was the whole money and costs had to be paid. The statement of accounts was all that the company was bound by its articles to supply, and indeed as much as it was prudent to give.

Two amendments were proposed. The first was to adjourn the meeting to give the directors an opportunity of reconsidering the report; and the second was "That the report be referred back to the directors for amendment, also that a committee of shareholders be appointed to investigate the affairs of the company, especially with a view to consider the nature and value of the company."

Digitized by Google

The CHAIRMAN said it might save the time of the meeting to state that he had sufficient proxies to defeat these amendments, which the board would look upon as motions of no confidence.

By the wish of the meeting the amendments were then withdrawn, and the report was unanimously adopted.

The auditors, Messrs. Harding, Pullein and Co., were reappointed.

A vote of thanks to the chairman for his courtesy concluded the meeting.

REPORT.

The directors have now to submit to the shareholders the accounts of the company made up to the 31st December, 1865.

SHIPPING.

Though the company was formally established in February last, from the necessary delays attendant on arranging and uniting the establishments of the two old companies, and selecting a competent superintendent, it was not until the middle of the year that the company actually could get to work, and not until August that Mr. Pitman could arrive in China. Hence it is that your board are unable to show in the accounts now presented the effects of supplying the company's ships with Labuan coal, which will of course materially reduce their working expenses.

Mr. Pitman, the new marine superintendent of the company, since his arrival in China, has been most satisfactorily engaged in reducing the expenditure and making arrangements for the extension and effective working of the shipping trade of the company, by opening up relations with new ports, in addition to those usually visited by your vessels. In accordance with his advice, as well as that of the company's agents, your board have decided to sell the *Vulcan*, *Teen Chang*, and *Titan*, and to replace them by vessels similar to the *Mona*, which experience has shown to be well suited for the company's trade in the China Seas and the Straits of Malacca.

The *Andromeda*, a teak frigate purchased from Her Majesty's Government in 1864, has been fitted out, and proceeds immediately with a good freight to Hong Kong, where she will act as receiving ship and coal depot for the service of the company, effecting a large saving in house and store rent, as well as landing and shipping charges of every description.

LABUAN.

With respect to this important branch of the company's business, your board have the pleasure to report as follows:—

LEASE.—Her Majesty's Government having fully satisfied themselves of the ability of the company to develop the resources of the island, and taking into consideration the large sums already expended by them in opening out the coalfield, have at length granted the company, on most favourable terms, a lease, conferring extensive and valuable rights, in addition to the coal: namely, of raising petroleum, cutting timber, and working the other marketable products of Labaun, as well as a large concession of land. This secures the local position of the company, and will enable your board to carry out their views for the production of coal oil and petroleum, the sale of wood, and the settlement of emigrants, which they could not fully undertake with safety until the security of a lease had been obtained.

WORKS AT COAL POINT.—The works at Coal Point consist of the A pit, 45 fathoms deep, with adits and other workings, winning a very considerable coalfield, and capable, with a full supply of labour, of producing 200 tons of coal and upwards daily; also a second pit, called the B pit, in course of sinking, which has made considerable progress. This latter shaft will be 90 fathoms deep, and will win as much coal as the company can work for some years. (Mr. Sinclair estimates above a million of tons, exclusive of the field already won.)

The company at the outset suffered from two causes neither of which is now in operation, but both were equally prejudicial to their interests. First, the effects of the American war, which induced ships seeking cotton cargoes to take out coals from this country at nominal freights; and, secondly, the persistent depreciation of the Labuan, by interested parties who were engaged in the disposal of English, coal. The statements and reports circulated respecting the quality and properties of Labuan coal, though perfectly groundless, were nevertheless most damaging. And it was only by the most energetic conduct in the first instance of Mr. Price, during his mission to China, and subsequently on the part of Mr. Pitman, that they were completely and satisfactorily disproved. Labuan coal has now taken its place on a footing with the best English coal in the markets of China and Singapore, and is in demand at remunerative prices.

MR. SINCLAIR.—Mr. Edward Sinclair, the manager at Labuan, who had resigned his appointment, has since entirely recovered his health and returned last month under a new agreement, taking his family with him. The board look to the results of his superintendence with great confidence.

PETROLEUM.—The directors were of opinion, from various indications in the coal field at Labuan, that the existence of petroleum springs there was extremely probable, the more so as they had found by experiment that the coal contains a large portion of the products to which petroleum is nearly allied. They therefore instructed Mr. Morel, a civil engineer of experience, who proceeded to Labuan to survey the country for the proposed railway, to inspect those places where it was probable the oil might be found. He returned lately, and reports springs to exist in three places in large quantities, and his report is fully confirmed by Mr. Pitman, Mr. Fenwick, acting superintendent, and Dr. Coulthard, the resident medical officer.

COAL OIL.—In consequence of the success of the experiments as to the oil-producing qualities of the coal, reported to the last meeting, the directors have ordered twelve retorts, which will be sent out immediately, to distil oil from the small coal, which has not been hitherto utilised. This is very important, as the result of native labour is that a large percentage of the coal sent to bank is too small for shipping purpose. A person experienced in the manufacture of oil and other products from coal and shale goes out with these retorts, and it may be noticed here that the most valuable shale for this purpose exists in enormous quantities in Labuan, no less than 15 fathoms of it being in the strata through which the A pit is sunk.

TIMBER.—The island of Labuan is covered with forest consisting of many sorts of marketable woods, of which the camphor tree and others grow to great size, and command high prices in the China market. The new lease empowers the company to fell this timber; and the wood which it will be necessary to cut on the line of the railway alone will meet a considerable portion of the cost of that undertaking. Mr. Sinclair has been directed to develop this branch of the property, and the directors look upon the result as a valuable additiont to the future income of the company.

RAILWAY.—The present mode of shipping coal is by lighters filled at a jetty and taken alongside vessels loading in the roadstead at the north end of the island, contiguous to the pits. During the spring and summer this mode only involves delay and breakage, but the inconvenience is very severely felt in the autumn and winter during the prevalence of the north-east monsoon, when it is sometimes impossible, for three weeks at a time, to get lighters alongside, and then not without wetting the coal, which causes it to heat. On this account more than one cargo has been rejected. At the south end of the island, and seven miles distant from the present workings, is the capital of the island and seat of Government, called Victoria, with a fine harbour of safe and easy access, perfectly sheltered from all winds, with 30 feet of water within 200 feet of the shore. As the produce of coal increases, a tramway to this point will become of absolute necessity. In September last, therefore, Mr. Morel was sent out to survey the line and estimate the expense of constructing a tramway to Victoria capable of discharging the coal into the ships, thereby saving all delay as well as the damage from water and breakage. The directors have to report that this survey has been made in a space of time which does the highest credit to Mr. Morel's activity, energy, and ability. He reports that there is no difficulty whatever, and that the whole works, including jetty and rolling stock, can be completed for £27,000. His plans, sections, and estimate are before the board, and they will lose no time in arranging to carry out the works. The Government have conceded 650 acres of land per mile of railway to the company, which will be cleared and settled as the work progresses.

LABOUR.—This question has been the cause of much anxiety, but as soon as the heads of agreement were settled with the Government, the directors at once proceeded to obtain emigrants to place on the company's lands. The first body, consisting of 100 families, have landed at Labuan, where houses had been provided for them, and they will now be regularly followed by others, which will obviate all difficulty on the score of labour; and as these people are most frugal and industrious, they will assist the revenue of the company by occupying and leasing their lands.

BORNEO.—In addition to the company's lease in the island of Labuan, they hold a charter from the Sultan of Borneo of the right of mining coal in a district extending from Minkabong to Tanjong Barram, a distance of 120 miles. The company's superintendent has concluded an agreement with the Sultan, by which he has granted the free navigation of the Bruni river to the vessels of the company, a most valuable concession, as the tonnage duties to other vessels of one dollar a ton operate as a bar to all commerce.

The directors look forward with much confidence to the results of these arrangements.

The disposal of those ships which are least suited for the trade, and their replacement by others, the increased productive power of the mines, the enhanced price of coal, as well as the new sources of revenue to be expected from petroleum, lubricating oil, wood, and land, all combine to place the position of the company on a footing it has never reached before; and placing this report so fully before the shareholders of the company, the directors can only conclude by expressing their undiminished confidence in the value of the property, and their opinion that no circumstances with which they are at present acquainted are likely to interfere with the prospect of earning a satisfactory dividend when the proposed works shall have been carried out.—By order of the board of directors,

J. D. H. ELPHINSTONE.

MARKED BY SMALL-POX.

The following letter from Major Brine embodies some valuable information on the influence of light in aggravating the effects of this disease:—

SIR,—Since the year 1849, when I was first quartered in Ireland, I have given this "most dreadful scourge" a great deal of consideration, and have carefully watched its results in the East and West Indies, Turkey, China, Japan, and at home.

The numerous comparisons I have made on the subject with the natives of those parts, as also with our own soldiers and sailors, have all impressed me with the idea that light tends to mark the patient. Air is highly necessary, but light should, as far as possible, be avoided, if only by the use of yellow blinds. As a rule, it has been my observation that our soldiers are more marked than our sailors, which I attribute to the absence of great light between decks in our ships; although sailors, especially in the mercantile marine, are more frequently attacked. This latter circumstance arises from their being more crowded, their frequenting a larger number of foreign ports, and their irregularity of living when there, all of which causes render them more susceptible to the disease.

Now, I have always noticed, and I think your readers will, on reflection, find they have noticed also, that those patients most exposed to light are the most often marked. Again, the face is always more marked than the body, which may be accounted for by the previous action of light, and the fact of the body being kept covered, after making every allowance for the natural inclination of patients, particularly women, to feel their faces. For the prevention of this, looking-glasses often are moved out of reach, and masks are fortunately sometimes resorted to. In tropical countries Europeans are always more disfigured than the natives, also more than they would be in colder latitudes, which, again, may be attributed to the action of the sun, and likewise to the propensity of Europeans in great heat to throw aside their bed clothing. Generally, I dare say that clergymen who visit small-pox wards or cases would bear me out in remarking that the patients in the beds most exposed to the light are the most marked.

A year ago, when I was attacked by small-pox in China, I made various experiments on myself, and the result was that the parts of the body most carefully concealed from the light were the least marked. Lately, I have made trial on a few other cases of small-pox; some of the patients to

Digitized by Google

whom both air and light were allowed were slightly, and one badly marked; none of those from whom light was excluded were marked at all. At the famous French hospital of St. Louis, for skin-diseases, it was declared that when the hospital became over-crowded those patients placed in the cells fared the best.

The present system, as pursued by private medical practitioners, of causticising the face and painting with collodion, helps to exclude light, and thereby reduce inflammation; so does oiling the face, as practised at the Smallpox Hospital at Highgate, although there the light is not excluded, nor are masks employed. Mr. Marson, the resident surgeon of that institution, and who during the twenty-eight years of his residence there has had 15,000 cases of small-pox through his hands, told me that he could only attribute the circumstance of the extremities, viz., the face and hands, suffering so severely, to their having been previously so much exposed to the light and air. It is a peculiarity also that the hands of persons who use soda in large quantities, as potmen and laundresses, bear terrible traces. Although medical men know pretty well when a patient will be badly marked, still no average amongst the attacked can be calculated, as so many persons become gradually marked after recovery. This, I think, is attributable to the subsequent effects of their being exposed at too early a stage to the light. Whilst I am on this point allow me to draw attention to the total absence of a convalescent hospital for small-pox patients. The result of this omission in our charities is that the patients are too soon turned into the streets, thereby being hastily exposed to the rays of the sun, to say nothing of their spreading the disease broadcast in our towns. Why—if infection is not dreaded at that stage of their recovery, why do other convalescent hospitals refuse, as they at present do, to take them in? As a broad principle, fair people are marked more than dark—white races more than black—although the latter suffer the most fatally from the disease—as Jamaica, the West Indies, and the Coast of Africa, where small-pox rages often in a most malignant form. In England, at the worst, it is always of a modified character. Sir James Gibson, Director-general of the Army Medical Department, informs me that no experiment on the subject of light in its influence on small-pox has ever been made, and, further, that no means exist of making any; Mr. Marson also says that he is unaware of any trial. Yet Professor Owen, Dr. Bruce Jones, Dr. Kirk, of the Zambesi expedition; Dr. Protheroe Smith, Mr. Nunn, and Mr. Du Chaillu (lately returned from the equatorial region of West Africa owing to the fatal ravages of this dire disease), with all of whom I have recently communicated, are of opinion that the theory is well worthy of experiment.

Hence my troubling you to try and bring this about, also to advocate a convalescent hospital for small-pox patients. The former can do no harm, and the latter cannot fail to produce most beneficial results.—I am, &c., FREDERIC BRINE, Major Royal Engineers.

THE MORTALITY AT HONG KONG.

(PALL MALL GAZETTE.)

There is a remarkable contrast, which can hardly fail to strike even the most superficial observer, between the care taken of our troops in India and the utter neglect, if not worse than neglect—the deliberate and invidious parsimony—which is displayed by the War Office in regard to our soldiers in China. In the former instance we find the health of the men made the subject of elaborate medical reports; the doctors are consulted as to how they should be lodged, and what they should have to eat and drink, and their advice is carried out at a large, but undoubtedly a wise and economical expense. In the new barracks there is an ample supply of pure air, light, and water; provision is made for gymnastics and other recreations; good beer and light French wines are offered at the canteen, instead of the inflaming rum and arrack; and there is even talk of furnishing the luxury of ice. But directly we pass beyond a certain mysterious line to the further East, we find almost all traces of care and consideration for the health and well-being of the soldiers suddenly disappear. We are exceedingly liberal when we are spending Indian money; but it is quite different when we have to pay anything out of our own pockets. The sanitary conditions of the situation in which the troops are posted are apparently ignored. If doctors send in reports, they are left unread. If generals remonstrate, their remonstrances are unheeded. Troops are despatched to China without any arrangements being made for their accommodation when they reach the end of their voyage. They are huddled anywhere, in warehouses and "go-downs" hired for the occasion. When disease begins to play havoc in their ranks, no relief is sent to diminish the burden of their duties; and overwork steps in to aid the too active pestilence in reducing the garrison to the mere skeleton of itself. Even then a shrewd clerk in Pall Mall sees a chance of saving some paltry £50 a year by stopping the issue of umbrellas to orderlies and others, and the poor fellows, already exhausted by double duty, are left to trudge about unsheltered in the sultry heat. The saving which the War Office hoped to gain by withdrawing the Indian soldiers from Hong Kong, and forming a garrison exclusively of Europeans, was, no doubt, more considerable; but when the Chancellor of the Exchequer comes to pay the bill for sending home the sick, and the War Office count up the able-bodied soldiers they have lost, at a time when soldiers are so scarce, the economy will be found to have been really a ruinous extravagance. The 2nd battalion of the 11th Regiment lost 42 per cent. of its entire number in less than nine months at Hong Kong. The 2nd battalion of the 9th also suffered severely. Altogether, some 150 soldiers have died, to say nothing of women and children, and men sent home with shattered constitutions. About £5,000 was saved in the first instance by the removal of the native Indian regiments, as the pay of the English troops was then reduced from the Indian to the colonial standard. But not less than between £30,000 and £50,000 has been swallowed up in the expenses caused by the sickness and mortality of the troops consequent on this change in the garrison.

A select committee of the House of Commons is to investigate this subject, and we have no desire to anticipate or to prejudice their report. We should like, however, to see the inquiry as searching and impartial as possible. The War Office is sure to take care of itself, but there is some risk that officers at a distance may be made to feel the truth of the proverb, "Les absents ont toujours tort." We shall therefore venture to suggest one or two points which the committee ought not to overlook. Lord Hartington, in the debate on Colonel North's motion for a committee, endeavoured to throw the blame on the local military authorities. But there is a discrepancy between this charge and the official correspondence. On November 12, 1864, General Guy writes to the War Office:—

"There will then remain no available accommodation for troops in this command, except the barracks and huts at Hong Kong and Kowloon, which will be absolutely required for the 2nd battalion of the 9th Regiment, their families, and those of the 8th battery 2nd brigade R.A. I would therefore request your lordship's instructions as to the disposal of the 2nd battalion of the 11th, which, by the Horse Guards letter of the 26th of August last, it is proposed to send to China, as under existing circumstances it will be impossible to provide for it in this country."

In reply to this despatch Lord de Grey disclosed his plan of providing accommodation. It was proposed to make room for the 11th by sending away the Indian regiments. But the War Office ought to have been perfectly aware that accommodation which is quite sufficient for native troops is totally unfit for European troops. The General, however, seems to have felt himself fettered by the emphatic orders as to economy; and hence the inadequate accommodation provided for the English troops. The state of the hospitals has been compared, by those who had witnessed both, to the hospitals of Scutari, and yet, such as they were, the cost of hire was £13,158. When General Guy informs Lord de Grey that he has sent away the Indian regiments, and again points out the impossibility, under existing circumstances, of providing for the 11th in China till additional accommodation be prepared for a second regiment at Hong Kong, Lord de Grey answers, "Well, then, send them to Yokohama." General Guy's reply is, "I cannot do this, for I must leave all but about 150 men at Hong Kong and Kowloon, for the withdrawal of the native regiments renders their presence absolutely necessary for the performance of the garrison duties." Lord de Grey in other despatches harps on his having given permission for the removal of the 11th to Japan, always forgetting that, as he had withdrawn the native regiments from Hong Kong and Kowloon, the 11th was wanted there. But here is the focus of the correspondence.

On April 8, 1865, General Guy encloses a medical report to Lord de Grey, and urges that it affords matter for—

"Serious consideration, both in a financial and a sanitary point of view, as to the expediency of substituting a regiment of Native Infantry from India for one of the two regiments of the line in the China command;" and adds, "I am of opinion that many of the duties which soldiers are called upon to perform in this climate should be done by native troops, with a view to preserve as far as possible the health and efficiency of British soldiers, and at the same time to diminish the great expense attending on replacing the casualties in a regiment of the line in such a climate as China."

Lord de Grey, however, while concurring as regards the interest which attaches to the results exhibited in this report, was not prepared to sanction the substitution of native for European troops as suggested, and on October 31 General Guy returns to the charge:—

"I would, in conclusion, request your lordship's attention to the often expressed opinion of the medical officers who have served in China, viz., that the presence of a native battalion for the performance of garrison duty during the invariably unhealthy summer season at Hong Kong is absolutely essential for the preservation of the lives and health of the European troops."

In No. 32, p. 31, the same fact is twice repeated, as the "result of a consultation with the senior medical officers."

Next, H.R.H. the Commander-in-Chief steps in and remonstrates with the War Office, bringing forward the necessity of native troops, "at least two native corps, in addition to one European regiment," and suggesting the foundation of a local corps in China. On January 4, 1866, his Royal Highness again urges "the necessity of the garrison being reinforced by native troops as a measure of the utmost importance."

In answer to all these urgent appeals, Lord de Grey at last hits upon the expedient of sending to Hong Kong "a portion of the Ceylon Rifle Regiment" (who do not receive Indian allowances). In No. 52, p. 46, his Royal Highness points out serious objections to this proposal, and then, after waiting ten days, addresses a strong and peremptory letter to War Office. But in the meanwhile the mischief was being done. A whole year was wasted in a red-tape controversy, and on the 30th of June, just when the tragedy was culminating at Hong Kong, the War Office gave a flat refusal to the oft-repeated request for native troops.

TEA.

(TRAVERS' CIRCULAR.)

With the exception of the Indian tea sales, held on the 26th April, it can hardly be said that there has been any market during the week. Merchants evince little disposition to sell at present prices, and most of the principal brokers have for the time withdrawn the teas they had on show, so that there is little or no tea offering, and the few who are willing to buy have to seek for what they require instead of having, as is commonly the case, numerous samples forced upon their notice. As the time for the publication of the Budget is announced, the state of uncertainty which has produced this stagnation will soon be removed, and it will then be seen whether the anticipations of those who look for a general rise will be realised, or whether the improvement will be confined to the resumption, on the usual scale, of a partially interrupted trade. The amount of business done in the market is usually accepted as a fair criterion of the country demand for the time being, whether with justice or not is doubtful, but the rule certainly does not appear to hold good on this occasion; from our own observation we are led to the conclusion that the retail trade have bought about an average quantity during the week, whilst the wholesale dealers have certainly held their hands. As this is not the first time this year that we have observed a discrepancy between the purchases of the wholesale and those of the retail trade, at the same period, we are somewhat inclined to doubt the soundness of the conclusion that a rise must be expected because the stocks held by the retail trade are low. The unadvisability of holding heavy stocks of tea has been probably made apparent to the retail trade as much from the recent agitation of the question

Digitized by Google

of their liability in case of fire, as from the dearness of money; but both these causes, and a perception of the economy effected by short stocks, have tended to decrease the purchases in anticipation of wants by most retail grocers; and we are glad to observe that the practice of purchasing in a quiet, in preference to an excited market, is gaining ground; indeed, if all were agreed on the propriety of purchases for immediate wants only, less fluctuations of price would take place in the tea market, and a greater evenness of value would result, such as would not fail to check those violent changes which are in the long run very doubtful benefits, even to those who profit most largely by them.

Nearly 3,000 packages of Indian tea were offered at public sale. The prices obtained were in most instances about 2d. per lb. lower, except for the finer kinds, and the quality was unsatisfactory. Green teas have been most in demand in the private market, but to effect sales lower prices have in some instances been accepted; uncoloured Japans and Souchongs, from 1s. 9d. to 2s. 4d., have also been taken to some extent for export. For other descriptions there is scarcely any inquiry, and very little business has been transacted. The *Cambalu*, from Foo-chow, is the only arrival reported since our last. About 7,000 packages of China tea are advertised for sale, and the larger proportion will be offered without reserve. The market price of Common Congou is 1s. per lb. Broken leaf cannot be bought under 8½d. per lb.

The most important intelligence that we have received from the Chinese mails, just arrived, differs materially from all that we have been in the habit of receiving of late from the same quarter, in that the news conveyed at the present time is of a highly satisfactory character. It appears from a telegram that the insurgent forces and the Nienfei have been compelled to abandon their contemplated attack on the inhabitants of Hankow, and to meet the Imperialist forces, by whom they have been routed, after an obstinate conflict lasting two days. It is uncertain whether credence can be given to the rumoured death of the rebel chief; but that the Imperialist victory was of a most decisive character is evident from the fact that a considerable portion of the Imperial army was immediately disbanded after the battle, whilst the residue went in quest of the Nienfei. The immediate consequence of this is that all fears as to the safety of Hankow and its European settlement are now removed; and the natives, laying aside their timidity, are once again resuming their former commercial enterprise. Security from wrong and violence is a condition as essential to commerce in its early stages as credit is in its later developments. And now that the natives are regaining confidence, the usual improvement in trade may be expected to follow. The slackness in business that has prevailed in Shanghai during the last fortnight of which we have any news, that ending March 8th, is to be accounted for to some extent by the military events going on in other parts of the Empire, but principally by the paucity of desirable teas in the market at this time, the close of the season. This remark applies more especially to black teas, of which the quantity sold during the fortnight ending March 8th was only 788 chests, and 1,067 half-chests, that is, about 120,000 lbs. A rather better feeling prevailed with regard to greens, of which Moyune and Fychow obtained the readiest sale; the shipments of these for the fortnight amounted to only 370,880 lbs. There was nothing doing at Hankow, and hardly anything more at Kiu-Kiang, though considerable shipments of greens were reported, as being forwarded to Shanghai on native account. From Foo-chow we hear that there are at present no vessels loading with tea for any port; but one more—the concluding one of the season—is expected shortly to sail for London; the settlements at this port have been only 30,000 lbs. of Congou during the fortnight. This temporary cessation from commercial interchange with European merchants gives opportunity to the teamen to make their usual preparations for a new season; and our latest advices inform us that they are extensively engaged in this occupation.

The rumour of a proposed embassy from China is, it is to be hoped, something more than the advent here of some half-dozen young men, as reported in the daily papers a few days since. A properly constituted suite, including a few of the more enlightened Chinese officials, might carry away with them views respecting British rule and British commerce that would be far more effectual in paving the way for us in China than the ordinary methods at present in vogue among diplomatists. Seeing, it is said, is believing; and we apprehend that nothing short of ocular demonstration will ever pierce the obtuse obstinacy of the Chinese mind, which so resolutely refuses to acknowledge any greatness, any power, any antiquitity even, that is not invested with the prestige of Chinese associations. A telegram dated April 1st, from Hong Kong, states that an important convention has been concluded between China, Great Britain, and France, represented by Prince Kung, Sir Rutherford Alcock, and the French Minister.

We extract the following figures, showing the comparative exports of tea from China ports, from the Circular of Messrs. Dent and Co., of Hong Kong, under date March 14th:—

EXPORT OF TEA TO GREAT BRITAIN.

From	Season, June 1, 1864-5.	June 1, 1865, up to present date.
Canton	9,044,400	12,539,700
Hong Kong	11,000	85,900
Macao	1,639,100	850,100
Amoy	453,000	548,000
Foo-chow	43,470,200	44,880,400
Shanghai	56,265,700	48,766 800
Japan	1,617,300	1,812,200
	112,500,700	109,483,100

EXPORT OF TEA TO THE UNITED STATES.

From	Season June 1, 1864-5.	June 1, 1865, up to present date.
Canton	824,200	2,223,700
Hong Kong	134,800	—
Amoy	2,127,400	3,477,400
Foo-chow	5,334,900	7,066,100
Shanghai	1,609,300	10,727,500
Japan	249,800	5,748,000
	10,280,400	29,242,700

HOTELS.—The company which was formed for the purpose of establishing hotels in India and China, and elsewhere in the route between England and the British settlements in India and China, have just completed the first of their establishments, which is to be opened at Point de Galle immediately. Another is in course of building at Cairo. Both of these will, we have reason to believe, have every comfort and convenience of the best English hotels. Any one who has been along this route must feel how much hotels of this description are required.

BANK AND MISCELLANEOUS SHARES.

Shares.	Joint-Stock Banks.	Paid.	Closing Prices.	Prices April 26.
£20	Asiatic Bank Corporation, new shares	£10	10 to 13	14 to 17
50	Agra and Masterman's	25	44 to 45	50 to 52
40	Chartered Bank of India, Australia, and China	All	20 to 21 xd.	20 to 21
25	Chartered Merc. of India and China	All	40 to 42	42 to 44
25	Commercial of India and the East	All	—	18 to 22
20	Eastern Exchange	5	2¼ to 1½ dis	2¼ to 1½ dis.
50	London Joint Stock	15	47 to 49	46 to 47
100	London and Westminster	20	96 to 97	95 to 97
25	Oriental Bank Corporation	All	45 to 47 xd.	46 to 48
50	Union of London	15	52 to 55	51 to 53
100	Hindustan, China, and Japan	25	11 to 13	14 to 16
100	Do. Issued at 2 pm.	25	11 to 13	14 to 16
100	Do. New	25	11 to 13	14 to 16
20	Scinde, Punjab, and Delhi	10	—	—
25	Bank of Egypt	All	31 to 33	31 to 33
20	Bank of London	10	22 to 24	27 to 28
20	Land Mortgage Bank of India	4	½ dis. to par xd	¼ dis. to ¼ pm.
	MISCELLANEOUS.			
10	Mediterranean Extension Telegraph	All	3 to 4	3 to 4
50	P. and O. Steam Company	All	72 to 75	72 to 74
50	Do. New	35	15 to 17 pm.	15 to 17 pm.
20	China Steamship & Labuan Coal Co	9	8¼ to 7½ dis.	8 to 7 dis.
5	Bombay Gas	All	4¾ to 5¼	4¾ to 5¼
10	Hong Kong Gas	All	1 dis to par	2 dis. to par
5	Singapore Gas	5	—	—
20	E. I. Irrigation and Canal	13½	5 to 4 dis.	5 to 4 dis.
20	Madras Irrigation and Canal.	All	17 to 18	16¾ to 17¼
5	Oriental Gas	All	4¾ to 5¼	4¾ to 5¼
10	O. Inland Steam	All	1 to 2	1 to 2
100	West India Steam Company	60	105 to 108 xd.	112 to 116
—	Ceylon Deb., Nov. 1868, 6 per cent.	100	102 to 104	102 to 104
—	Do. Do. 1878	100	107 to 109	106 to 108
20	Ceylon Company	8½	2 to 3 pm.	2 to 3 pm.
20	Do. A shares	2	¼ to ½ pm.	¼ to ½ pm.
10	Ceylon Coffee Estates Co.	10	—	—
20	International Finance Society	5	1⅛ to 1¼ dis.	⅛ to ¼ dis.
20	General Credit & Finance Company	4	1¼ to ⅜ dis.	par to ¼ pm.
20	Egyptian Com. & Trading Company	6	3¼ to 3 dis.	2¼ to 2½ dis.
20	Société Financiére d'Egypte	10	5 to 4 dis.	5 to 4 dis.
10	Upper Assam Tea	5¼	2¼ to 1½ dis.	2¼ to 1½ dis.
10	Do.	All	8 to 9	7 to 9
50	Overend, Gurney, and Co.	15	1 to ½ dis.	1½ to 1¾ dis.

Monetary and Commercial.

The Chartered Mercantile Bank of India, London, and China has issued its eighth annual report, to be presented at the meeting appointed for the 15th inst. Considering the adverse circumstances against which all Eastern banks had to contend last year, the result must be highly satisfactory to the shareholders. After providing for all bad and doubtful debts, and defraying cost of management at all points, the net profit amounts to £38,203 6s. 11d., to which has to be added a sum of £65,760 7s. 3d., undivided profit brought forward from the preceding year, making a total £103,963 14s. 2d. Out of this sum £101,250 has been paid in two half-yearly dividends, namely, £63,750, or 8½ per cent. on the 1st July, and £37,500, or 5 per cent. on the 1st January last, making together 13½ per cent. for the year. The unappropriated balance of £2,713 14s. 2d. is carried forward to the profit and loss account of the current year. The Mauritius agency was closed on the 31st December last.

At the meeting of the Singapore Gas Company, held on the 30th ult., the report of the directors was adopted, and a dividend at the rate of 7½ per cent. per annum on the preference capital, and at the rate of 3 per cent. on the original capital, free of income-tax, was declared. £172 1s. 6d. is carried to new account.

Bank shares have continued to decline, consequent upon the failure of Barned's Banking Company and the recent disclosures of the gross mismanagement in the East of the affairs of the Commercial Bank Corporation of India and the East. Actuated by a feeling of fright, holders have indiscriminately forced upon the market shares in a large number of undertakings, many of which are known to be managed with extreme care and prudence. Anglo-Egyptian, Asiatic, Chartered Mercantile of India, London, and China, English Joint-Stock, Australian Chartered, Hindustan, Imperial Ottoman, National of Liverpool, and North-Western have all given way. There has been a demand, however, for Agra, Alliance, London Chartered of Australia, London Joint-Stock, Mercantile and Exchange, New South Wales, and Union of London, at better quotations.

The Board of Trade Returns for the month and three months ended 31st March present very favourable results. The in-

Digitized by Google

crease in the value of our exports is steady, and is in a great measure to be accounted for by the gradual improvement in cotton and cotton manufactures. The total value of exports for the month of March was £17,520,354, against £13,770,154 in 1865, and £13,555,674 in 1864, showing an increase of £3,750,200 over the former period, and of £3,964,680 over the latter. For the three months of the present year the total declared value was £46,991,165, for 1865 it was £35,635,707, and for 1864 £36,667,381. The increase, therefore, over 1865 was £11,355,458, and over 1864 £10,323,784, and extends to nearly all the leading staples of export, and is especially observable in the American trade. The present tables state also the value of the chief Imports in February, which was as under:—1864, £13,214,541; 1865, £12,854,779; 1866, £16,610,159. And for the months of January and February, 1864, £20,734,897; 1865, £19,253,701; 1866, £26,457,723. The increase is therefore almost as great in the import as in export branch, and argues a generally active condition of trade, which involves, of course, a corresponding demand upon the money market. The figures in these Returns specially referring to our commerce with the Far East are the following:—

EXPORTS TO CHINA AND HONG KONG.

Quantity for the Month ended 31st March.

	1864.	1865.	1866.
Cotton yarn	63,042	263,990	523,710 lbs.
Cotton manufactures	8,437,906	11,569,177	15,386,761 yds.
Worsted stuffs	1,231,482	1,175,182	1,572,053 „
Woollen & Worsted cloths.	110,969	143,092	110,888 „
Lead	549	50	577 tons.

Quantity for the three Months ended 31st March.

Cotton yarn	447,172	515,762	1,210,168 lbs.
Cotton manufactures	13,362,332	21,592,901	40,311,175 yds.
Worsted stuffs	2,876,495	3,179,205	4,179,911 „
Woollen and worsted cloths	413,146	351,583	505,948 „
Lead	1,546	683	1,655 tons.

Value for the Three Months ended 31st March.

Cotton yarn	£56,591	£53,316	£132,313
Cotton manufactures	386,967	547,523	1,018,850
Worsted stuffs	192,859	243,968	312,757
Woollen and worsted cloths	67,185	62,098	81,997
Lead	33,609	15,191	37,014

The Cotton Manufactures forwarded from the United Kingdom to other ports and countries in the Far East during the month of March, and their value for the three months are presented thus:—

Quantity for the Month ended 31st March.

	1864.	1865.	1866.
Ceylon	1,188,614	1,592,521	1,257,500 yds.
Singapore	3,080,464	7,344,557	3,130,008 „
Java	1,857,213	3,213,562	6,050,450 „
Philippine Islands	2,402,362	462,620	—

Value for the Three Months ended 31st March.

Ceylon	£159,148	£74,072	£125,182
Singapore	276,231	316,590	245,641
Java	173,059	149,981	275,252
Philippine Islands	162,159	189,201	91,289

Of Cotton Yarn, the quantity exported to Singapore during the month of March in the present year was 68,730 lbs., and the quantity for the three months 205,310 lbs. The value for the three months was £24,688 in the present year, against £43,934 in 1865, and £41,134 in 1864. To Ceylon the export for the month was 18,000 lbs.; and for the three months 56,000 lbs. The value for the three months being £9,540 in the present year, against £3,450 in 1865, and £9,137 in the year preceding.

IMPORTS.

Of Raw Cotton the import is greatly on the increase as compared with the two years preceding, but China, it will be observed, is still absent from the list during the year now passing.

Quantity for the Month ended 31st March,

	1864.	1865.	1866.
Egypt	149,500	154,700	98,629 cwts.
British India	225,383	218,506	151,543 „
China	76,488	60,494	—
Total from all parts	587,211	621,673	872,287 „

Quantity for the Three Months ended 31st March.

Egypt	309,091	477,363	246,897 „
British India	459,028	404,610	457,450 „
China	105,476	106,146	—
Total from all parts	1,131,968	1,433,274	2,026,409 „

Value for the Two Months of January and February.

Egypt	£1,999,104	£3,046,485	£1,485,690
British India	2,252,206	1,261,003	2,152,530
China	265,905	269,858	—
Total from all parts	6,060,229	7,057,244	10,055,150

Of Unrefined Sugar from the Philippine Islands we received during last March 10,389 cwts. of 3rd quality, and 38,111 cwts. of the 4th quality. There had been no import thence in either of the two preceding months.

Of Hemp we received from the Philippine Islands 15,698 cwts. during the month of March, being the first importation in the present year.

Of Coffee, Ceylon delivered to us 3,879,338 lbs. in the month of March, and the comparative figures are as follows:—

	1864.	1865.	1866.
Quantity to 31st March (lbs)	8,012,292	9,553,501	7,343,298
Value to end of February	£165,777	£117,887	£113,107

The present Returns furnish the declared value of the British and Irish Produce Manufactures exported from the United Kingdom during the first two months of each of the three years. The figures set against the various ports and countries in the Far East are as follows:—

To	Exports during January and February, 1864.	1865.	1866.
Egypt	£927,242	£988,545	£1,680,464
China (exclusive of H. Kong)	359,993	493,137	688,666
Hong Kong	186,654	161,655	448,595
Singa. and Eastern Straits	280,110	264,609	264,305
Ceylon	181,117	81,408	129,980
Netherlands India (Java, &c.)	173,521	98,729	154,012
Philippine Islands	131,542	260,327	120,498
Japan	39,873	59,812	217,589

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Apr. 22	Coudor	Hansen	Yloilo	Hamburg.
— 13	Gem of the Ocean	Pritchard	Canton	New York.
— 13	Capiolani	Reid	Shanghai	Liverpool.
— 13	Star King	Smith	Macao	Do.
— 13	Tanjore	Martin	Hong Kong	Do.
—	Formosa		Amoy	Do.
— 11	Monitor	Lanabee	Penang	Boston.
Mar 7	E.T.L.		China	Valparaiso.
Apr. 16	Caroline Elizabeth		Singapore	New York.
Mar 29	Whirlwind	Hughes	Hong Kong	Surinam.
Apr. 7	Emma and Mathilda	Behr	Macao	Havana.
— 7	St. Julien	Nolte	Do.	Do.
— 14	Roderick Dhu	McPherson	Shanghai	New York.
— 16	Clodian	Phillips	Colombo	Do.
— 13	Nabob	Pettingill	Foo-chow-Foo	Boston.
— 16	Alexander	Dekker	Singapore	Do.
— 17	Vinco	Hughes	Yokohama	Do.
— 29	Zeenymph	Schippers	Batavia	Off Portland.
— 29	Nonch	Lupcke	Do.	Brouwershaven.
—	John N. Cushing		Shanghai	New York.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Apr. —	Susanne	Vouck	Batavia	Rotterdam.
— 21	Caernarvonshire	Richard	Nagasaki	Cardiff.
— 24	Queen of England	Jones	Shanghai	Liverpool.
— 24	Drydens	Elliott	Hong Kong	Sunderland.
— 24	Hendrina	van Breen	Batavia	Cowes.
—	Willem Poolman	Hoogenstraten	Do.	Rotterdam.
— 25	Hollandia	de Jonge	Singapore	Falmouth.
— 24	Anna Maria	Voissin	Galle	Liverpool.
— 26	Wynaud	Smith	Colombo	London.
—	Insulinde	Duinker	Batavia	Amsterdam.
— 25	Emanuel	Coudray	Bankok	Liverpool.
— 26	Marie Adolphine	Bloom	Macassar	Sunderland.
— 27	City of Quebec	Peebles	Shanghai	London.
—	Neptuno	Ludwig	Singapore	Rotterdam.
— 30	Teesdale	Scarrow	Penang	London.
— 30	Andromeda	Cocker	Labuan & Hg. Kong	Do.
— 26	Volta	Allemes	Galle	Newport.
— 26	Albatross	Lawson	Hong Kong	Cardiff.
— 27	Sop. K. d. Nederlanden	Klein	Singapore	Liverpool.
— 27	Joachim	Helineyer	Do.	Do.
— 29	Trait d'Union		Galle	Swansea.
— 26	Lochleven Castle	McGowan	Singapore	Bromielaw.
May 1	Caroline Hutchings	Cothes	Colombo	London.
— 1	John Lidgett	Polson	Shanghai	Do.

(*See Commercial Postscript.*)

LOADING.

AT LONDON.—For Yokohama: Corea, Heroes of Alma. For Yokohama and Nagasaki: Merse. For Shanghai: Tyburnia, Lammermuir, Assyrian. For Hong Kong and Canton: Portland, Robin Hood, Lord Macaulay, Tavistock, Sea Belle. For Singapore: Caldbeck. For Colombo: Spanker, Celestial Queen, Star of Devon, Jane Maria, Gladiator.

At LIVERPOOL.—For Yokohama: Carioca. For Shanghai: Charlotte, Bogota, Queen of England. For Hong Kong and Canton: Patna. For Singapore: White Squall, Cecrops, Isabella. For Batavia and Singapore: Geffrard. For Batavia and Sourabaya: Triton. For Galle: Carin. For Ceylon: Sultan.

At GLASGOW.—For Batavia and Sourabaya: Majestic.

SPOKEN.

WARGES, Cardiff to Shanghai, Feb. 9, 8 S., 125 E.
LOUISA BRAGINTON, Japan to New York, March 3, 20 N., 117 E.
JAS. WATT, for Singapore, in the Straits of Branca.
POWHATTAN, New York to Shanghai, March 21, 35 N., lon. 60.
CONGRESS, Newport to Hong Kong, March 12, 2 S., 26 W.
CHINAMAN, for Shanghai, March 4, off the White Dogs.
BENEFACTOR, New York to Hong Kong, Feb. 9, lat. 11, lon. 32.
AMERICA, New York to Shanghai, April 14, lat. 40, lon. 71.
C.I.A.R. RICKERS (?), Banjoewangie to Rott., Feb. 22, 15 S., 103 E.
BUCH GROVE, Cardiff to Japan, April 25, 29 N., 17 W.
BEZOEKIE, Banjoewangie to Rotterdam, Feb. 22, 15 S., 103 E.

FREIGHTS AND CHARTERS.

Our last advices from China report continued activity in the coasting trade, but no improvement in general charters homewards. In outward freights we have nothing to remark.

Current Rates of Freight for Vessels on the Berth:—To Yokohama: 50s. weight, 40s. to 50s. meast. To Nagasaki: The same. To Shanghai:

Digitized by Google

40s. weight, 30s. to 35s. meast. To Hong Kong: 40s. weight, 30s. meast. To Singapore: 30s. weight or measurement. To Penang: 40s. weight or measurement. To Ceylon: 40s. weight, 20s. measurement.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel. For Hong Kong: £45 to £46. For Galle: £37 to £38. For Singapore: £36. For Shanghai: £51 to £52. For Batavia: £35. From Newport, Cardiff or Swansea, per ton. For Hong Kong: £2. 5s. For Manila: £1 17s. 6d. to £2. For Galle: 35s. to 36s. For Singapore, £1 14s. 0d. to £1 15s. For Shanghai: £2. 12s. 6d. For Batavia: £1 12s. 6d.

The Admiralty have invited tenders for the conveyance of 41 tons naval stores (principally combustibles) to Trincomalee, and 81 tons naval stores, and 746 hhds. of porter to Hong Kong, all from the Thames.

CASUALTIES.

The Gem of the Ocean, Pritchard, from Canton for New York, split her sails, lost quarter boat, and was thrown on her beam ends during a hurricane whilst off Madagascar, Feb. 14.

The Drydens, Elliott, from Sunderland for Hong Kong, put into Portsmouth April 29, to ship a seaman, having lost one overboard.

THE ANNUAL CHINA DINNER

WILL BE HELD AT

WILLIS'S ROOMS,

On FRIDAY the 18th MAY,

Sir JOHN F. DAVIS, Bart., K.C.B., F.R.S.

(Late British Plenipotentiary in China, and Governor of Hong Kong), in the Chair.

TICKETS, ONE GUINEA AND A HALF.

DINNER ON THE TABLE AT EIGHT O'CLOCK.

Gentlemen intending to dine are requested to leave their names with Messrs. Willis, 26, King-street, St. James', S.W.

FREDERIC BRINE,
Honorary Secretary.

PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's Establishments at the above Port afford every facility for REPAIRING and SPARRING VESSELS, and for CLEANING and PAINTING Iron and Steam Ships.

Their large Granite Dock, 286 feet long on the blocks, is in complete working order, and at average spring tides can take vessels drawing 16 to 17 feet water. The Dock is fitted with a Caisson Gate and with a Centrifugal Steam Pump of great power, ensuring despatch in all states of the tide. An ample stock is kept on hand of Timber, Oregon Spars, Sheathing Copper and Yellow Metal, and of every description of material for D ckyard use.

The premises comprise an Engineer's Workshop, Brass Foundry, a large Smithy and Carpenter's Workshops, and the works are superintended by Resident Europeans, viz., a Shipwright, an Engineer and a Blacksmith. Dry Godowns for the reception of vessel stores, &c., when requiring to discharge them.

Amoy, March, 1865.

CHARTERED MERCANTILE BANK of INDIA, LONDON, and CHINA.

Incorporated by Royal Charter.

Paid-up capital, £750,000. Reserve Fund, £250,000.

BRANCHES AND AGENCIES.

Bombay.	Colombo.	Penang.	Hong Kong.	Yokohama
Calcutta.	Kandy.		Shanghai.	
Madras.	Galle.	Singapore.	Haukow.	Mauritius

The Bank negotiates and collects bills and grants draft payable at the places above mentioned, issues letters of credit and circular notes for the use of travellers by the Overland Route, terms for which can be ascertained at the Head Office in London.

The Bank will effect the purchase or sale of Indian securities, undertakes the safe custody of same, and the receipt of interest, dividends, pay, pensions, and other moneys, for remittance through the Bank or otherwise.

The Bank receives money on deposit, on which interest will be allowed according to the length of time deposited. Particulars as to rates can be ascertained at the Head Office, 52, Threadneedle-street, London.

Office hours from 10 a.m. to 3 p.m.; Saturdays, from 10 a.m. to 2 p.m.

No. 52, Threadneedle-street, London, E.C.

"CHINA MAIL" OFFICE.

PUBLISHED at this Office, No. 2, WYND HAM-STREET (back of the Club):—

1.—THE EVENING MAIL,

EVERY DAY.

PRICE,—2 dols. per month.

TERMS OF ADVERTISING.—First insertion, Ten lines and under, 1 dol.; each additional line, 10 cents. Subsequent insertions, per week, 50 cents and 5 cents—"Auction" Notices excepted, for which only One Charge per week is made).

2.—THE CHINA MAIL,

ONCE A WEEK.

(On Thursday Night.)

PRICE—15 dols. per annum; Single Copies, 44 cents.

ADVERTISING.—First insertion, Five lines, 1 dol.; each additional line, 20 cents. Subsequent insertions, 50 cent. and 10 cents.

3.—THE OVERLAND MAIL.

ONCE A FORTNIGHT.

(The Morning of the Mail's despatch.)

PRICE—To Subscribers to the Weekly issue, 8 dols. to Non-subscribers, 12 dols. Single copies, 50 cents.

ADVERTISING.—The same as in the Weekly. All "Notices of Firms" appearing in the Weekly will be inserted in the *Overland*, and charged for, unless otherwise ordered.

A. SHORTREDE & CO.

Hong Kong, Jan. 1, 1864.

ASIATIC BANKING CORPORATION,

Incorporated by Royal Charter.

Authorised Capital, £3,000,000. Paid-up Capital, £500,000. Reserve Fund, £175,000.

Head Office, No. 4, Lombard-street.

BOARD OF DIRECTORS.

E. BOYKETT, Esq., Chairman, (Messrs. Timothy iggin and Co).

J. A. RUSSELL, Esq., Deputy Chairman (Messrs. Grey and Coles, and Grey and Co. Bombay).

S. D. BIRCH, Esq. (late Accountant-General, Bombay, and President of the Bank of Bombay).

T. CARDWELL, Esq. (Messrs. Thomas Cardwell and Co., and Cardwell, Parsons and Co., Bombay).

C. A. FEARON, Esq. (Messrs. Fearon and Co., late of Messrs. Augustine Heard and Co., China).

W. MAITLAND, Esq. (Messrs. M'Killop, Stewart and Co., Calcutta).

M. H. SCOTT, Esq. (Messrs. Finlay, Campbell, and Co., London, and Messrs. Ritchie, Steuart, and Co., Bombay).

Agencies and Branches are established at Bombay, Calcutta, Madras, Singapore, Penang, Ceylon, Hong Kong, Shanghai, and Melbourne.

The Corporation grant Drafts, collect and negotiate Bills of Exchange, payable at the above places, issue Letters of Credit and Circular notes, and conduct every description of Banking business connected with the East.

They effect the purchase and sale of Indian Securities, the receipt of Pay, Dividends, &c., and undertake the safe custody of securities.

They also receive Deposits, bearing interest, for fixed periods.

Rates of interest and Exchange may be ascertained at the Head Office.

By order of the Board.
F. W. LAWRENCE,
Acting General Manager.

THE BANK OF HINDUSTAN, CHINA AND JAPAN (Limited).

1, BANK-BUILDINGS, LOTHBURY, LONDON.

CAPITAL	£4,000,000
Subscribed	3,696,100
Paid-up	924,025
Reserve Fund	113,735

BANKERS.

The Bank of England | The National Bank
The Alliance Bank.

EDINBURGH BRANCH.

DIRECTORS.

William Forbes, Esq., of Medwyn.
Patrick Arkley, Esq., of Duninald.
James Mackintosh, Esq., jun., of La Mancha, and late of Calcutta.
John A. Macrae, Esq., W.S., 39, Frederick street, Agent.

BRANCHES AND AGENCIES.

Henry Turner, Esq., Inspector.

Bombay	Manila	Hankow
Calcutta	Hong Kong	Nagasaki
Point de Galle	Foochow	Yokohama
Colombo	Ningpo	Melbourne
Kandy	Shanghai	Sydney
Singapore	Kiu-kiang	

Deposits received, subject to ten days' notice, on the usual terms, and for fixed periods at rates subject to special agreement.

Drafts issued, and Bills negotiated, payable in India, China, &c. Circular Notes and Letters of Credit, payable throughout Europe, are also issued for the convenience of Travellers per Overland Route.

The purchase and sale of Indian and other Securities, and the safe custody of the same, undertaken. Dividends, Pay, Pensions, Interest, or other moneys realised, and the registry of Indian Government Loan Notes effected, so that the interest may be paid in England.

Every other description of Banking and Agency business in connection with India, China, &c., conducted on the most favourable terms.

JOHN OUSELEY, General Manager.

THE CHINESE COMMERCIAL GUIDE.

CONTAINING Treaties, Tariffs Regulations, Tables, &c., useful in the trade of China and Eastern Asia, with an Appendix of Sailing Directions for those Seas and Coasts, by S. WELLS WILLIAMS, LL.D Fifth Edition.

Hong Kong, SHORTREDE and Co.; London Agent, F. ALGAR, 11, Clement's-lane, E.C. Price Two Guineas.

Bottled Ales and Wines, &c.

"NO BUYERS for the BEST BRANDS, unless RE-PACKED," in consequence of repeated BREAKAGE.—Melbourne Journal of Commerce, Nov. 16. Heating and Breakage entirely prevented, and 15 per cent. saved in Freight of Cases by using SEYMER'S BOTTLE PACKINGS AND COOLERS.

Price 7½d. per doz. Bottlers contracting for large quantities effect so great a saving in labour, &c., that they can supply them at one-fourth less in price to Shippers, who will find it most profitable to order their goods to be so packed in future. In use by all the leading London houses.—T. WHITEHEAD, 37, EASTCHEAP, E.C. Sole Manufacturer.

CHARTERED MERCANTILE BANK OF INDIA, LONDON, AND CHINA.

The EIGHTH ANNUAL GENERAL MEETING of the Shareholders of the Chartered Mercantile Bank of India, London, and China will be held within the Banking House, No. 52, Threadneedle-street, City, at One o'clock precisely, on TUESDAY, the 15th inst., in accordance with the terms of the Deed of Settlement.

By order of the Directors,
D. T. ROBERTSON, Chief Manager.

London, 1st May, 1866.

THE CREDIT FONCIER & MOBILIER OF ENGLAND (Limited).

Capital Subscribed, Four Millions, in 200,000 Shares of £20 each.

Capital paid up, One Million.

General Reserve Fund, £500,000.

Dividend Reserve Fund, £150,000.

Number of Shareholders, 4,362.

DIRECTORS.

The Right Honourable James Stuart Wortley, Governor.

James Levick, Esq., James Nugent Dantell, Esq., } Deputy-Governors.

James Childs, Esq.
Alexander Dunbar, Esq.
Charles Ellis, Esq.
Adolphe Hakim, Esq.
Wm. Harrison, Esq.
Richard Stuart Lane, Esq.
Charles E Newbon, Esq.
Henry Pownall, Esq., J.P.
Joseph Mackrill Smith, Esq.
Edward Warner, Esq., M.P.
James White, Esq., M.P.

Albert Grant, Esq., M.P., Managing Director.

BANKERS.

The Agra and Masterman's Bank (Limited).
The National Bank.
Messrs. Smith, Payne, and Smiths.
The National Bank of Scotland.

SECRETARY.

Alfred Lowe, Esq.

Offices—17 and 18, Cornhill, E.C.

DEPOSITS.

DEPOSIT CERTIFICATES,

With Quarterly Interest Warrants attached,

ISSUED BY

THE CREDIT FONCIER & MOBILIER OF ENGLAND (Limited).

NOTICE IS HEREBY GIVEN, that on and after 1st May next, until further notice, Money will be received on Deposit, for which Deposit Certificates with Interest Warrants attached, payable quarterly, will be issued for the following periods, at the following fixed rates for such periods, viz.:—

For 1 year	7 per cent.
For 2 years	7½ „
For 3 years	8 „

The distinctive features of these Deposit Certificates are—

1. The perfect security afforded to Depositors by the large Subscribed and Paid-up Capital.
2. The large Reserve Funds.
3. The convenience of the Quarterly Interest Warrants, which can be detached and paid in through any Banker.

Forms of Application can be obtained of the Secretary to whom all communications must be addressed.

By order of the Court,
ALFRED LOWE, Secretary,

17 & 18, Cornhill, London,
27th April, 1866.

Keating's Cough Lozenges.

JUDGED BY THE IMMENSE DEMAND this Universal Remedy now stands the first in public favour and confidence: this result has been acquired by the test of fifty years' experience. These Lozenges may be found on sale in every British colony, and throughout India and China. They have been esteemed wherever introduced. For COUGHS, ASTHMA, and all affections of the Throat and Chest, they are the most agreeable and efficacious remedy.

Prepared and sold in boxes and tins of various sizes, by THOMAS KEATING, Chemist, &c., 79, St. Paul's Churchyard, London. Sold retail by all druggists and patent medicine vendors in the world.

N.B.—To prevent spurious imitations, please to observe that the words "KEATING'S COUGH LOZENGES," are engraven on the Government Stamp of each Box without which none are genuine.

Digitized by Google

THE CAPE, INDIA, AND CHINA AGENCY.

ORDERS for GOODS of all descriptions executed, and Shipped by the Overland Route or by Clipper Sailing Vessels. Consignment of Produce realised. The Goods are selected by parties who have had personal experience of the requirements of the markets at the

CAPE COLONIES, INDIA, CHINA, AND JAPAN.

TERMS:—One-half the estimated cost to be remitted with the order, and the balance on receipt of Bill of Lading and Invoice.

Commission, 2½ per cent. on Orders over £50, and 5 per cent. on amounts under £50

Orders and remittances should be addressed to the MANAGER.

Office, 12, George-yard, Lombard-street, London, E.C.

SOLID MAHOGANY FURNITURE FOR INDIA, CHINA AND THE COLONIES.

HEAL and SON are Manufacturing, ESPECIALLY FOR use in EXTREME CLIMATES BEDROOM FURNITURE, which is entirely Free from Veneer. A general Assortment always in Stock.

IRON AND BRASS BEDSTEADS

Suitable for all Parts of the World. Their Stock consists of 2,500 Bedsteads.

HEAL AND SON'S PATENT HORSEHAIR MATTRESS.

HEAL and SON have Patented an Improvement in the Manufacture of Mattresses, which prevents the materia from felting into a mass, as is the case with all Mattresses made in the ordinary way. The Patent Mattresses are made of the very best Horsehair, are rather thicker than usual, and the prices are but a trifle higher than those of other good Mattresses.

HEAL AND SON'S ILLUSTRATED CATALOGUE

For INDIA, CHINA, and the COLONIES, of Bedsteads, Bedding, and Bedroom Furniture, SENT FREE TO EVERY PART OF THE WORLD to which there is Book Post.

HEAL and SON, Bedstead, Bedding, and Bedroom Furniture Manufacturers 196, 197, 198, Tottenham-court-road, London, W.

NOTHING IS MORE REFRESHING THAN

RIMMEL'S

EXTRACT OF LIME JUICE AND GLYCERINE,
Which cleanses and cools the head, and gives the hair a beautiful gloss without greasing it. Price 1s. 6d., 2s. 6d., 5s.

RIMMEL'S TOILET VINEGAR
Will also be found a perfect luxury as an adjunct to the Toilet and Bath and a reviving Perfume. Price 1s., 2s. 6d., 5s.

RIMMEL'S NEW PERFUMES,
The Titiens, Indian, and Chinese Bouquet, all of delightful fragrance from 2s. 6d.

RIMMEL'S RAFRAICHISSEUR,
For producing an Ambrosial dew. Reduced to 6d.

RIMMEL'S PERFUME FOUNTAIN,
An elegant ornament for the Drawing-Room, Ball-Room, Dining Table, &c Price from £1. 10s.

EUGENE RIMMEL, Perfumer by Appointment to H.R.H. the Princess of Wales.
96, STRAND, 128, REGENT-STREET, and 24, CORNHILL, LONDON.

EXPORTERS and SHIPPERS of Books, Plain and Fancy Stationery, Bibles, Prayer Books, Church Services, and Fancy and Miscellaneous Articles generally, should apply for one of Dean's Trade Reference Catalogues of over 300 pages and 400 Engravings.

LONDON: DEAN & SON, 65, LUDGATE-HILL, E.C.,

VALENTINE, CHRISTMAS, & POETRY CARD MANUFACTURERS,

IMPORTERS OF, AND DEALERS IN, FRENCH, GERMAN, AND AMERICAN GOODS.

Lithographers and Printers to the Trade, and Publishers of Children's Books of Wide-World Reputation.

Office of the "STATIONER AND FANCY TRADES' REGISTER;" A medium of Trade Communication. Published Monthly, Price 6d.
Office of "DEBRETT'S ILLUSTRATED PEERAGE AND BARONETAGE."

SADDLE, HARNESS, WHIP MANUFACTURER, & GENERAL EXPORTER
TO THE COURTS OF FRANCE, RUSSIA, SPAIN, ITALY, &c.

B. ELLAM

BEGS most respectfully to remind the Nobility, Gentry, and his connections abroad, that he has just completed his extensive new Premises in PICCADILLY, where in future he will have the largest STOCK of first-class SADDLERY, HARNESS, and WHIPS in the World. Every Article will be made on the Establishment, and by first-class Workmen. First quality Hunting Saddles, complete, Five Guineas each; if booked Six Guineas.

N.B.—B. ELLAM begs to CAUTION his friends and the Public against Purchasing articles not Manufactured by him, but sold as such. He is compelled to make this announcement to protect his Customers. All Saddles bear his NAME and ADDRESS on SILVER PLATE, and the NAME on the NAILS in the HEAD of the SADDLE; also all Bridles and Leather Goods with ROUND STAMP and ADDRESS.

MERCHANTS AND SHIPPERS AND SADDLERS SUPPLIED, AS USUAL, ON MOST LIBERAL TERMS.
All kinds of Shipping Orders executed by charging a small per centage.

Prize Medal Paris, 1855; London, 1862; for High-class Workmanship & Design.

SADDLERY, HARNESS, AND SADDLERS' IRONMONGERY

FOR HOME OR EXPORTATION.

ESTABLISHED 1750 (AS A BIT AND SPUR MAKER).

JENKINSON'S Saddlery, Harness, Horse Clothing, Bit, Whip, Spur, and General Saddlers' Ironmongery Manufactory and Warehouses.

THE BEST AND CHEAPEST TO BE OBTAINED AT

44, LONDON WALL, E.C., & ALBION HALL (OPPOSITE).

To Saddlers, Merchants, and all Wholesale Purchasers, this Establishment offers the greatest advantages.

RADLEY'S HOTEL,

SOUTHAMPTON,

IMMEDIATELY OPPOSITE THE RAILWAY TERMINUS AND DOCKS

THIS FIRST-CLASS HOTEL, so well-known to most Travellers from the East and West Indies, China, the United States, Brazils, &c., is admirably situated for their convenience, Mr. RADLEY having, by careful organisation, made those arrangements that have tended so much to establish its reputation.

Mr. R. employs no touters or paid agents, but his Porters are always in attendance to meet passengers on arrival, with carriages, &c., as usual. Rooms may be engaged by letter from Malta.

R. L. SOUTHERN AND Co.
MERCHANTS AND AGENTS,
6, MINCING-LANE, LONDON, E.C.

TUPPER AND COMPANY.

MANUFACTURERS OF PATENT GALVANISED IRON, in Sheets, Tiles, Iron Roof Sheds, Cisterns, Pails, Gutters, Wire for Fencing, &c.
WORKS AT BIRMINGHAM AND LONDON.
OFFICES: 61A, MOORGATE STREET, LONDON.
Merchants' orders executed with despatch.

BRIDGEWATER, JONES, AND CO.
WHOLESALE HABERDASHERS, HOSIERS and GLOVERS,
WAREHOUSEMEN and MANUFACTURERS,
39, 40, and 41, WOOD-STREET, LONDON, E.C.
Lists of Prices forwarded to Merchants and Traders on application. Remittances to be payable in London.

COWASJEE DINSHAW,
Close to the Landing Place. Depot of
EUROPEAN, CHINA, AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality. Bombay-made Soda Water and Lemonade. Perfumery, Confectionery, Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.

STEAMER POINT, ADEN.
Drawing and Reading-room free to Passengers.
THE "LONDON AND CHINA EXPRESS" ON SALE

CAUTION.

THE GROSS FRAUDS which continue to be practised by obscure manufacturers, more particularly in Germany, by imitating the Labels attached to JOHN GOSNELL and Co.'s PERFUMERY, render it imperative upon the Proprietors to Caution the public against such nefarious proceedings, and to request their friends and patrons to purchase only of respectable dealers, who import direct from JOHN GOSNELL and Co., and invite special attention to the address, 12, THREE KING-COURT, LOMBARD-STREET, LONDON, E.C.

JOHN GOSNELL and Co.'s SELECT PERFUMES.—Ess Bouquet, Royal Yacht Club Bouquet, Jockey Club Perfume, Essence of Wood Violet, Victoria Bouquet, Garibaldi Bouquet, Frangipanni, Military Bouquet, The Bride's Bouquet, Tea Rose, Russian Leather Perfume.

JOHN GOSNELL and Co.'s Toilet Vinegar, Inexhaustible Salts, Aromatic Vinegar, Aromatic Eau de Cologne.

JOHN GOSNELL and Co.'s Prince of Wales Perfumes

JOHN GOSNELL and Co.'s Princess Alexandra Perfume.

JOHN GOSNELL and Co.'s La Noblesse Perfume.

JOHN GOSNELL and Co.'s La Noblesse Pomade.

JOHN GOSNELL and Co.'s La Noblesse Soap.

JOHN GOSNELL and Co.'s Real Old Brown Windsor Soap.

JOHN GOSNELL and Co.'s Golden Oil—Moelline—Macassar Oil, Bear's Grease, &c., for the Hair.

JOHN GOSNELL and Co.'s Extra Highly Scented Toilet and Nursery Powder.

JOHN GOSNELL and Co.'s Stereodesmic or Dentist's Tooth Brushes and Trichosaron Hair Brushes, warranted to purchasers.

JOHN GOSNELL and Co.'s Instantaneous Hair Dye.

JOHN GOSNELL and Co's Cherry Tooth Paste is greatly superior to any tooth powder, gives the teeth a pearl-like whiteness, protects the enamel from decay, and imparts a pleasing fragrance to the breath.

NOTHING IMPOSSIBLE.—The Greatest and most Useful Invention of the day, AGUA AMARELLA.—Messrs. JOHN GOSNELL and CO., 12, Three King-court, Lombard-street, London, Perfumers to Her Majesty, respectfully offer to the public this truly marvellous fluid, which gradually restores the human hair to its pristine hue—no matter at what age. The Agua Amarella has none of the properties of dyes; it on the contrary, is beneficial to the system, and when the hair is once restored one application per month will keep it in perfect colour. Price One Guinea per bottle; half bottles, 10s 6d.

JOHN GOSNELL and Co., Perfumers to Her Majesty and by Special Appointment to H.R.H. the Princess of Wales, London.

HOLLOWAY'S OINTMENT AND PILLS.—EFFECTS OF COLD.—Numerous and severe are the diseases resulting from exposure to low temperatures. Skin, muscles, lungs, and circulation become disordered, and serious illnesses succeed, unless the derangement receive timely attention. Holloway's Soothing Ointment well rubbed upon the afflicted parts is an inestimable remedy. When the lungs or heart have an irregular action the Ointment must be well rubbed upon the chest, and assisted in its curative efforts by Holloway's Pills. These noble medicaments mutually assist each other. All disorders springing from neglected colds, chills, wet, or other atmospheric vicissitudes are thus safely and speedily checked and freed from pain and danger by Holloway's preparations.

Digitized by Google

OVERLAND ROUTE.

COMMUNICATION by STEAM to INDIA, AUSTRALIA, &c., *via* EGYPT.—The PENINSULAR and ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels at their London Offices for Gibraltar, Malta, Egypt, Aden, Ceylon, Madras, Calcutta, the Straits, and China, by their steamers leaving Southampton on the 4th and 20th of every month. For Gibraltar Malta, Egypt, Aden, and Bombay by those of the 12th and 27th of each month; and for Mauritius, King George's Sound, Melbourne, and Sydney, by the steamers leaving Southampton on the 10th of every month.

For further particulars apply at the Company's Offices 122, Leadenhall-street, London, E.C., or Oriental-place Southampton.

OVERLAND ROUTE VIA MARSEILLES.

SERVICES MARITIMES DES MESSAGERIES IMPERIALES.

FRENCH MAIL STEAM PACKETS.

The 19th of every Month, at 2 P.M. for—
MESSINA, ALEXANDRIA, ADEN, POINT DE GALLE (Ceylon), PONDICHERRY MADRAS, CALCUTTA, SINGAPORE, BATAVIA, SAIGON HONG KONG, SHANGHAI, and JAPAN.

The 9th of every Month for—
MESSINA, ALEXANDRIA, ADEN, SEYCHELLES REUNION, MAURITIUS.

For passage, freight, and information apply to B. W. and H. HORNE, 4, Moorgate-street, London; G. H. FLETCHER and Co., Liverpool; at the offices of the Services Maritimes des Messageries Imperiales in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

*** Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.

ORIENTAL, AUSTRALIAN, AND GENERAL STEAM AGENCY, AND GLOBE PARCEL EXPRESS.

PARCELS, PACKAGES, and MERCHANDISE forwarded, and PASSAGES engaged to all parts of the world. Baggage collected and shipped, insurances effected, &c.

CALCUTTA, MADRAS, CEYLON, and ADEN—Overland, 4th and 20th of every month.

BOMBAY and ADEN—Overland, 12th and 27th.

CHINA, JAPAN, SINGAPORE, and EASTERN SEAS—Overland, 4th and 20th.

AUSTRALIA, TASMANIA, and MAURITIUS—Overland, 20th.

NEW ZEALAND and AUSTRALIA via PANAMA, 2nd.

INDIA, CHINA, and AUSTRALIA—Via Cape of Good Hope, Clipper Ships, weekly.

Prospectuses, with through rate to a thousand places, free on application.

G. W. WHEATLEY and Co. (late Waghorn), 150, Leadenhall-street, E.C.; CHAPLIN'S, Regent-circus, W., and 23, Regent-street, S.W.

INDIA AND CHINA.

ROBERTSON and CO. will despatch the following first-class VESSELS to their respective destinations:—

Destination.	Ships.	Docks.	To Sail.
Shanghai	Tyburnia ...	E.I.D.	With des.
Kanagawa and Yokohama	Corea ...	W.I.D.	With des.
Kanagawa and Yokohama	Heroes of Alma ...	W.I.D.	With des.
Penang	Algernon ...	L.D.	With des.

Apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.

INDIA, CHINA, AND AUSTRALIA.

SHAW, LOWTHER, & MAXTON will despatch the following high classed VESSELS to their respective destinations:—

Ships.	Class.	Destination.	Docks.	Date of sailing
Winchester ...	A 1 13 yrs	Calcutta ...	E.I.D.	June 12
Lord Macaulay	A 1 13 yrs.	Hong Kong & Whampoa.	E.I.D.	May 15 To follow.
Tavistock ...	A 1 10 yrs.	Ditto	E.I.D.	
Assyrian ...	A 1 10 yrs.	Shanghai ...	E.I.D.	May 20
Result ...	5-6ths ...	Melbourne ...	E.I.D.	June 5

For Freight or Passage apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings, E.C.

CHINA and JAPAN.—The following splendid first-class SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	Last Ship. Day.
Shanghai ...	Lammermuir	A1 12 yr.	E.I.D.	May 18.
Shanghai ...	Albuera ...	A1 13 yr.	E.I.D.	To follow.
Hong Kong & Whampoa ..	Robin Hood.	A1 10 yr.	E.I.D.	With des.
Hong Kong & Whampoa ...	Lobelia ...	A1 13 yr.	E.I.D.	With des.
Kanagawa, Yokohama and Nagasaki ...	Merse ...	A1 13 yr.	E.I.D.	With des.

For Freight or Passage apply to KILLICK, MARTIN and Co., 28, Nicholas-lane, Lombard-street, E.C.

JOHN C. CAMPBELL will despatch the following splendid first-class VESSELS:—

Destination.	Ships.	Class.	Tons	Dock.
Hong Kong & Whampoa	Sea Belle ...	A 1 10 yrs.	650	E I.D.
Bombay ...	Albert Victor ...	A 1 12 yrs.	1184	E.I.D.
Bombay ...	Whitehall ...	A 1 14 yrs.	936	E.I.D.
Colombo ...	Spanker... ...	A 1 10 yrs.	475	W I.D.
Colombo ...	Celestial Queen.	A 1 13 yrs.	842	S.K.D.
Colombo ...	Gladiator ...	A 1 —	503	L D.

No. 22, Great St. Helen's, E.C.

FROM LIVERPOOL.

Destination.	Ships.	Tons.	Class.	To Sail.
Shanghai ...	Bogota ...	383	A 1 12 yrs.	Imm.
Hong Kong & Whampoa ...	Kate Carnie...	549	A 1 13 yrs.	"
Batavia & Singapore ...	Giffrard ...	334	A 1 12 yrs.	"
Batavia & Sourabaya ...	Astrea ...	312	—	"
Calcutta ...	William Fairbairn ...	—	—	"
Calcutta ...	Bolton Abbey	—	—	"
Bombay ...	Margaret Pugh ...	692	A 1 12 yrs.	"

For terms of Freight or Passage apply to McDIARMID, GREENSHIELDS, and Co., Liverpool.

STEAM from LIVERPOOL to CHINA.—The following screw STEAMERS are intended to be despatched with cargo and passengers, for Mauritius, Penang, Singapore, Hong Kong, and Shanghai, at their respective dates:—

Vessel.	Tons register.	Captain.	To sail.
Ajax	1670	Kidd ...	June 30.
Achilles	1672	Russell ...	Sept. 10.
Agamennon ...	1672	Middleton.	To follow.

Each vessel carries a surgeon and stewardess.

Apply to ALFRED HOLT, 1, India-buildings, Liverpool; or to J. M. CURRIE, Havre.

FOR HONG KONG and WHAMPOA, with quick despatch (to follow the Yaratilda), the well-known iron clipper-ship PORTLAND, A 1 12 years, 872 tons register, JAMES PETERS, Commander; loading in the London Docks. This fine vessel is noted for her rapid passages, and has superior accommodation for chief cabin passengers.

TEMPERLEYS, CARTER, and DARKE, 3, White Lion-court, Cornhill, E.C.

With very quick Despatch.

FOR HONG KONG and WHAMPOA, the beautiful clipper ship SEA BELLE, A 1 ten years, 650 tons burthen, J. HIBBARD, Commander, East India Docks. This splendid vessel is well-known in the India and China Trades, and offers a first-rate opportunity to shippers of fine goods.

For Freight or Passage apply to LIVINGSTON, HOLDING and BRIGGS, 31, Great St. Helen's, Bishopsgate-street; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

LINE OF PACKETS FROM LIVERPOOL FOR JAVA.

FOR BATAVIA and SOURABAYA, with immediate despatch, having two-thirds of her cargo engaged, the splendid Dutch clipper barque CATHARINA, Captain VISMAR; 240 tons register; built in 1864, and classed 2-3rds L 1 1 for nine years; the highest class in French Lloyd's; coppered and thoroughly copper-fastened, and a most eligible conveyance for fine goods. Loads in Prince's Dock.

For BATAVIA and SINGAPORE, an A 1 twelve years Ship.

Apply to NUTTALL and Co., 18, Chapel-street, Liverpool.

LINE OF PACKETS FOR YOKOHAMA, JAPAN.

Has the bulk of her cargo engaged, and will have prompt despatch,

THE splendid Liverpool-built clipper barque CARIOCA, D. HUGHES, Commander; 312 tons, A 1 at Lloyd's for thirteen years, only two years old, has proved herself to be one of the fastest vessels belonging to the port, and in every respect an unrivalled conveyance.

For Freight or Passage apply to Messrs. WAKEFIELD, NASH, and Co., to Messrs. C. SAUNDERS and Co.; or to E. C. FRIEND and Co.

COLOMBO, CEYLON, Direct, will have very quick despatch, having room for light measurement goods only, the magnificent new clipper ship STAR OF DEVON, A 1 thirteen years, 340 tons register, JOHN CORNISH, Commander; loading in the West India Docks. This splendid vessel having just completed her first voyage, has a very lofty cabin, with accommodations of the first order for the comfort and convenience of passengers.

For Freight or Passage apply to F. TALLACK (late W. A. Winkley), 23, Birchin-lane, Cornhill, E.C.

Will have very quick despatch.

DIRECT for COLOMBO, the magnificent clipper-built ship SPANKER, A 1 10 years, 477 tons register, JAMES CANDLISH, Commander, West India Docks. This splendid Vessel is well known for her very rapid Passages, and the good order in which she invariably delivers her Cargoes, thus offering a favourable opportunity to Shippers of fine Goods.

For Freight or Passage apply to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street; or to JOHN C CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

Will have very Good Despatch.

DIRECT for COLOMBO, the splendid British-built clipper ship CELESTIAL QUEEN, A 1 thirteen years, 842 tons register, WILLIAM WATT, Commander; lying in the St. Katharine Docks. This magnificent ship, from her size, high class and fast sailing qualities, having made her last passage from Calcutta in 98 days, offers an unusual opportunity to shippers of fine goods.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street; or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

With immediate Despatch.

DIRECT FOR COLOMBO, the magnificent Aberdeen clipper ship GLADIATOR, A 1, 503 tons register, J. MURRAY, Commander; London Docks. This beautiful vessel, built by Messrs. Walter Hood and Co., Aberdeen, offers a first-rate opportunity to shippers.

For Freight or Passage apply to LIVINGSTON, HOLDING and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

With immediate Despatch.

DIRECT for BOMBAY, the magnificent clipper ship ALBERT VICTOR, A 1 twelve years, 1,184 tons register, T. J. CLARKE, Commander; lying in the East India Docks. This splendid high classed ship, built in 1864, is now quite ready for cargo, and being one of the fastest vessels afloat, offers a most desirable opportunity to shippers of fine goods.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

To follow the "MARINE MINISTER VON ROON," and will have quick despatch.

DIRECT for BOMBAY, the magnificent clipper ship, WHITEHALL, A 1 14 years, 936 tons register, WILLIAM CHAPMAN, Commander, lying in the East India Docks. This splendid high classed ship is now quite ready for cargo, and being one of the fastest vessels afloat (having made the passage to Sydney in 76 days), offers a most desirable opportunity to shippers of fine goods.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING, and BRIGGS, No. 31, Great St. Helen's, Bishopsgate-street, E.C.

THE LONDON AND CHINA TELEGRAPH.

THE EIGHTH Volume of this JOURNAL commenced on the 4th of January, 1866. The Subscription for the three numbers per month is 30s. per annum, including Postage, and to the Export Supplement 12s. Terms for advertising, 2s. 6d. per five lines; and 6d. for each additional line.

Subscriptions and Advertisements received abroad by the following Agents:—

Paris	G. W. YAPP, Rue de la Michodier No. 13.
Hamburg	Mr. ONCKEN.
Amsterdam	LOMAN AND STEU.
Rotterdam.....	HOOG & KRUY .
New York	WILMER AND ERS.
Gibraltar.....	W. SPEED.
Malta	
Alexandria...	F. HAY.
Aden	COWASJEE DIN Y.
Suez.....	
Bombay	CHESSON AND DHALL
Calcutta	SANDERS, CONES, AND CO.
Point de Galle	G. D. ANTHAN SZ.
Colombo.....	J. W. VANDORT.
Kandy.....	W. A. ARCHBALD.
Labuan, Sarawak, and Singapore ...	JOHN LITTLE & Co., Singapore.
Penang	SANDILANDS, BUTTERY AND CO.
Bangkok.....	
Batavia	HUNTER, HOUGHTON, AND Co.
Anjer—Straits of Sunda	G. SCHUIT, Anjer Hotel.
Manila	PHILLIPS, MOORE, AND Co.
Hong Kong, Canton, Macao, & Swatow,	J. B. MORRIS, Hong Kong.
Amoy	BELLAMY AND Co.
Foo-Chow-Foo	HEDGE AND Co.
Shanghai.....	H. FOGG AND Co.
Tien-Tsin	JAMES HENDERSON.
Nagasaki - Japan ...	PIGNATEL AND Co.
Yokohoma	HANSARD AND BLACK.

OFFICE, 12, GEORGE-YARD, LOMBARD-STREET, LONDON, E.C.

Printed for the Proprietors by WOODFALL and KINDER Milford-lane, Strand, W.C., and published by JOHN ELLISON, at the Office of the "LONDON AND CHINA TELEGRAPH," 12, George-yard, Lombard-street, E.C. in the parish of St. Edmund the King—Friday, May 4, 1866.

Digitized by Google

The London and China Telegraph.

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON ARRIVAL OF THE MAILS, about the 4th, 14th, and 28th, in connection with the "LONDON AND CHINA EXPRESS,"
A SUMMARY OF NEWS FOR THE OUTWARD MAILS OF 10th, 17th, and 26th.

VOL. VIII.—No. 209.] LONDON, MONDAY, MAY 14, 1866. [Price 9d., with Sup., 1s. 3d.—Sub. 30s. per ann. postage included, Sup. 12s. extra.

Latest Advices.

	From London.	Arrived out.	Homeward. Arrived in London this day.
JAPAN—			
Yokohama	Jan. 17	March 12	March 16
Nagasaki			„ 11
Hakodadi			
CHINA—Peking			„ 12
Tien-tsin			„ 7
Chefoo			
New-chwang			
Hankow			„ 18
Kiu-kiang			
Chin-kiang			
Shanghai	Jan. 26	March 16	„ 26
Ningpo			
Foo-Chow			
Formosa—Tamsuy			
Amoy			
Swatow			
Hong Kong	Feb. 10	March 31	April 1
Canton			
Macao			
PHILIPPINES—			
Manila	Jan. 26	March 15	March 29
COCHIN-CHINA—			
Saigon			„ 31
SIAM—Bangkok via Singapore			„ 18
BORNEO—			
Labuan			„ 22
Sarawak			„ 31
JAVA—			
Batavia			April 2
MALACCA STRAITS—			
Singapore	Feb. 26	April 2	„ 9
Penang	„ „	March 31	„ 11

The next inward mail, bringing dates from Hong Kong to the 15th April, is due on the 27th inst.

List of Passengers.

PASSENGERS INWARD.

By this mail per P. and O. steamer Poonah, arrived at Marseilles May 11th.—From Shanghai: One second-class passenger. From Hong Kong: Mr. and Mrs. Peacock, Messrs. Pemberton, Lowe, Wilkinson, Price, and J. Bailey. From Singapore: Lieut. Cooper, Captain Bing and infant. Dr. Coulthard. Don R. Roche.

To Southampton, per Ripon, expected to arrive May 18.—From Hong Kong: Commander Ward, Mr. Arnould, and one second-class passenger. To Gibraltar: Don and Donno Carilho and daughter, Don F. Reyes and daughter.

Per French mail, arrived at Marseilles on 2nd May.—For Messina: Mr. and Mrs. Fittock, from Ningpo, and Mr. Schmidt, from Shanghai. For Marseilles.—From Shanghai: Mr. Hart, Inspector-General of Chinese Customs, Mr. Bowra and Mr. Dechamps, Interpreters, Mandarin Ping, four first-class attendants, and six servants.

Per Italian line via Brindisi.—From Hong Kong: Mr. M. P. Hamlin. From Manila, and Singapore: Mr. R. Jardine.

PASSENGERS OUTWARD.

Per P. and O. steamer Ceylon, from Southampton, May 4.—To Shanghai: Mr. J. Kidner Miss E. Meade, Mr. T. G. Meade. To Hong Kong: Messrs. F. Holden, J. Plowright, H. F Strugnell, J. Petts, J. Manley, and G. A. Moses; Mr. A. J. W. Neville, R.N., Mr. F. C. Corbet, R.N., Staff Assistant Surgeon Creed, and four second-class passengers. To Ceylon: Mr. E. S. Grigson, Mr. T. Parsons, and one second-class passenger. To Singapore: Four second-class passengers. To Calcutta: Mr. A. W. Croft, Staff Assistant Surgeon Fletcher, Miss Weaver, Mrs. Hill, Mr. Spottiswood, Mr. H. Vacher, and eleven second-class passengers. To Madras: One second-class passenger. To Suez: Ten second-class passengers. To Alexandria: Mr. R. Humphrey, five second-class passengers, and one child.

From Marseilles, May 12.—To Shanghai. Mr. R. R. Westall, Mr. R. Conolly, Mr. E. Z. Holme, Mr. J. Sutcliff, and two first-class passengers. To Yokohama: Mr. and Mrs. Dohmen. To Hong Kong: Dr. F. C. Sibbald, Captain Pixley, Don Antonio de Lara and wife, Don V. Barrantes and wife, Mr. and Mrs. C. D. Williams. To Calcutta: Mr. W. Good, Mr. John Kavanagh, Mr. Jenkins. To Madras: Mrs. Shafto and one second-class passenger. To Alexandria: One second-class passenger. From Suez to Hong Kong: Mr. Cederlof. To Calcutta: Mr. and Mrs. Markby. To Penang: Mr. J. Lamb.

Per P. and O. steamer, from Southampton, May 20.—To Ceylon: Mr. and Mrs. H. S. Oldnall Russell, Mr. and Mrs. Hampton, two infants, and child, Mr. P. W. Stavers, Ensign Konarski, Mr. G. Mac Gregor. Miss Brake. To Singapore: Mrs. Swanston and child. To Hong Kong: Mr. E. G. Hamilton, Mr. P. M. Roe, Lieut. C. E. Domville, R.N., Mr. F. K. Taylor, R.N. From Marseilles.—To Yokohama: Mr. R. V. Grahame. To Hong Kong: Mr. F. Goodridge. To Ceylon: Mr. H. J. Dealandes. To Shanghai: Mr. Kemptner. To Singapore: Mr. Meikleham.

Per P. and O. steamer, from Southampton, June 4.—To Ceylon: Lieutenant-Colonel Phillips, R.A. From Marseilles, June 12.—To Ceylon, Mr. H. W. Tombs.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

The P. and O. mail of January 10 arrived out on the 12th March, followed on the same day by the French mail of the 17th. The dates are now down to the 16th March. The following summary of news is from the *Japan Herald* of that date:—

The emissaries of the Japanese Government, who left this last year on an errand of a commercial rather than a political character, returned in the *Dupleix*. They express themselves as thoroughly satisfied with their trip—both as to the universal kindness of their reception and the attention that was everywhere shown to them, and as to the successful attainment of their commercial ends. They have purchased largely on behalf of their Government and three officers arrived with them from France, who are engaged to superintend and assist them in the formation of an arsenal. These officers left yesterday for Yokuske. About 30 or 40 more, including artizans, are engaged, and will arrive at no distant date.

The last intelligence from Osaca was to the effect that Prince Satsuma continues most determined in his hostility to the opening of Hiogo. The Karo, or principal retainer of Prince Satsuma, recently paid a visit to the settlement. It appears that only two of the Yatcheskees of that Daimio in Yedo have been sold, and that he has nine remaining. From Choshiu there is still nothing decisive. It is said that six articles were proposed to him by the Mikado, and that he has accepted them all. Of the truth of this we have no means of judging.

Our Municipal Council has met once since the departure of the last mail. It is now brought to a pause in its operations, for want of funds for carrying out the necessary works in the settlement. Funds have to be raised; the law, as yet, gives them no help in the collection of them; and undoubtedly the people will not submit to taxation unless they have a voice in the manner of taxation, the amount they are to pay, and the disbursement of the funds when raised. To this end, the Council must no longer be a pocket burgh in the hands of a few landrenters, but the franchise must be liberally extended.

H.M.S. *Princess Royal* left the harbour at daylight on Thursday, the 15th. She proceeds to Nagasaki to meet Admiral King, who is expected there in H.M. transport *Adventure* from Hong Kong. In all probability we may see the *Princess Royal* back in about a month. The destination of the 2nd bat. 22nd Regiment is changed. It is to be stationed at Hong Kong; the 11th is to proceed to India, and the 9th is to come to Yokohama.

EXPORTS—SILK.

	Bales.
To England	*5,678
To Marseilles	3,216
Total	8,894
Same time last year	8,615
To Shanghai	125
Same time last year	1,915
To Hong Kong	—
Same time last year	31

* Included in the above total—12 bales Tama silk, per British barque Cleveland, to London.

Digitized by Google

To America	55
Same time last year	—
Grand total	9,074
Same time last year	10,561

TEA.

	Lbs.
To Europe	887,140
Same time last year	2,305,121
To Shanghai	—
Same time last year	143,776
To Hong Kong	2,586
Same time last year	21,297
To America	6,115,039
Same time last year	1,749,813
Grand total	7,004,765
Same time last year	4,220,007

COTTON.

	Bales.
To Europe	110
Same time last year	9,562
To Shanghai	271
Same time last year	—
To Hong Kong	—
Same time last year	5,885
America	—
Same time last year	—
Grand total	381
Same time last year	15,447

The same paper gives an interesting account of the way in which the native New Year holidays are celebrated in Yokohama :—

There is a notion prevailing amongst Europeans, that curios of all kinds can be more cheaply purchased just before the close of the old year—as all accounts must be squared at that time—and to a certain extent this would be true; but, in reality, the fact is rendered nugatory by the inpouring of foreigners of all classes, to make the most of the supposed advantage. The consequence is, that the curio shopkeepers make a great harvest out of these few days, asking higher prices than ever, and coming down with difficulty, even then asserting their doing so i. only owing to their desire to realise before New Year's-day The Japanese cannot be said to be good merchants, but the art of petty finesse on the part of the small traders, and more especially the curio vendors, is understood by them to perfection; whilst the knowledge of the length of the foreigners foot is most exact. The whole of the Japanese town from this day week assumed an appearance of activity, such as is witnessed at no other period of the year, and in passing through for the purpose of observation, we do not think that we saw half-a dozen Japanese houses undecorated. All have at least a few boughs of fir or other evergreen before them, and most have the addition of the plaited straw, intertwined with flowers, paper, and supplemented by the emblems of plenty—a lobster shell and fruit. All the people, old and young, were figged out in new clothes, and the numerous officials in their dresses of ceremony moving about to pay complimentary visits were conspicuous. On both Thursday and Friday the streets of the foreign settlement have had the appearance of desertion, but in the Japanese town the people of all ages and of both sexes have enjoyed themselves to the full, flying kites or playing battledore and shuttlecock in the streets, to the top of their bent. There is no country in the world where the common people give strangers so strongly the idea of perfect simplicity and contentment; and their merry ringing laughter cheers the spirits and lightens the hearts of mere lookers on.

The following notice of the P. and O. Company's service is from the *Japan Times* :—

The P. and O. steamer *Ganges*, which brought us the English mails, was several days late. The cause of her delay was an accident which happened to her in a place called Speck's Straits, a few hours' sail from Nagasaki. She was to have come *via* that port and the Inland Sea, but touching a rock in the place named above, although with Japanese pilots aboard, was forced to put back to Nagasaki for repairs, and completed her voyage to Yokohama by the usual route. She had on board Mr. Black, a gentleman who has for some years managed the company's affairs in Bombay, and is now making a tour of inspection along the line. If his trip brings with it the conviction that thorough and searching reform is necessary all along the route, and that the company must abandon all thought of competition with its energetic young rival, the Messageries Imperiales, unless a wise expenditure is immediately substituted for the present false economy and a little more liberality shown to shippers and passengers in the East—his time will not have been thrown away. The fact that, at a season of the year when Japan is not particularly attractive, sixteen passengers were induced to take tickets for a trip through the beautiful Inland Sea at the present most exorbitant rate of passage money is sufficient proof that the adoption of a more liberal tariff on the line, at all events, between China and Japan would be profitable to the company. At present the fare from Shanghai to Yokohama, a trip of five days in such vessels as the *Cadiz* and *Granada*, costs more than the twelve days' transit from Liverpool to New York in the magnificent ocean palaces which perform the service on that line. We have little doubt, however, that during the approaching summer the P. and O. Company will see the advantage of reform in this particular. A trip of a month or six weeks from China to Japan is now found to be far cheaper and nearly as effectual a restorative as a short run home, and we have no doubt whatever that any fine private steamer, with large passenger accommodation, whose owners would send her on a round trip from Hong Kong and Shanghai to Yokohama *via* the Inland Sea would readily get 50 excursionists at $150 a head. Returning from Yokohama to Hong Kong in time to catch the first August mail, she would, moreover take from both the P. and O. and M. I. steamers, then going by the usual route, the whole of the first silk freight of the season. We recommend the plan to the consideration of shipowners in China.

HAKODADI.

As usual at the Japanese New Year holidays, all business operations were suspended at this port. Instructions had been received from Sir Harry S. Parkes relative to the Aino cemetery affair, the men concerned in which had remained in custody from the time of the trial. A sum of money is to be paid to the families whose graves were desecrated, and an investigation is to be held as to the sculls still missing.

CHINA.

PEKING.

The following account confirms the first paragraph of the telegram of Reuter's agency, published on the 11th. The other two paragraphs were alluded to in our last issue :—

A convention has been entered into between the British and French Ministers and the Chinese Government, whereby it will now be permitted, under proper restraints and regulations, for any person residing in one of the open ports of China to obtain from his Consul a licence to open a coolie emigration office. Previous to granting a licence the Consul will have to assure himself of the solvency and respectability of the applicant, but when the licence has been granted it cannot be withdrawn except upon sufficient grounds, and then only with the consent of the Consul. The Chinese employed by the emigration agent to find him emigrants will be provided with a special license, and will be alone responsible for any actions he may commit in contravention of the laws of the empire. Strict rules are laid down to secure the Chinese coolie from ill-treatment or from the chance of not being able to return to his country. No obstacles are thrown by the Chinese Government in the way of their subjects embarking for foreign countries of their own free will; but any attempt to induce them to do so otherwise than the regulations provide is strictly forbidden, and Chinese subjects are punishable by death for the offence of kidnapping men and sending them abroad against their will.

We have received a very interesting account—dated Peking, 5th March—of a visit to Corea, but the first portion not having arrived we shall give the account in our next.

The report of the Medical Mission Hospital for 1864 has been published, and contains the following interesting information regarding small-pox and vaccination in China :—

Cases of vaccination have not been so numerous at this hospital as might have been expected; which is accounted for by the fact that establishments of a more systematic character than we had been led to believe exist in the city. It was introduced into Canton in 1805, by Mr. Pearson, a surgeon of the East India Company; and a tract written by him on the subject was translated into Chinese by Sir G. Staunton. Several other tracts have been written on the subject, some concealing and others openly acknowledging its foreign origin. The people in the North trace it to Canton, but for the most part are ignorant of its English origin. Several Cantonese were instructed in the practice, and the hospital established there was placed in the hands of a native, who continued for ten years to practise among his countrymen, and small-pox was observed to be on the decrease. Inoculation, which probably took its rise in the south of China, is now almost obsolete; the small-pox matter was inserted into the nostrils. A patient, a respectable merchant here, informed me that neither

Digitized by Google

inoculation nor vaccination were known or practised in his native province—Shansi; no foreigners having yet settled there, and no philanthropic countryman having introduced it. The mortality, he informed me, was very great. Without inoculation, it is stated that in the most favourable circumstances 20 to 30 per cent. died; in worse cases 50 to 60 per cent., and after inoculation only 4 per cent. proved fatal. It has been known and practised in China since the time of the Sung dynasty, about 800 years ago. It was first introduced into England by Lady Montague, the wife of the British ambassador at Constantinople in 1721, and doubtless had found its way to Turkey across the centre of Asia from China. The Turks who lived on the Chinese frontier must have carried the knowledge of it when they moved westward. The utility of vaccination soon became known, and the practice quickly spread over the empire. It was brought into this city thirty-seven years ago, and at present there are three establishments, one of them having a branch establishment in the neighbouring city of Tientsin. Small-pox is still a great scourge, owing chiefly to the carelessness of the people in not availing themselves of vaccination in time. It is said to be endemic—all children, they assert, take it by the will of Heaven—there is no escape, *sic volvere Parcas.*

The "Son of Heaven" has not been vaccinated; his ministers dread to mention the necessity of it; and even he is certain, it is said, to have "the heavenly flowers." What more natural? The princes of the blood and the eunuchs have all been vaccinated, and there is perhaps, therefore, on account of the monastic life the boy emperor is obliged to lead, a reasonable hope that he may prove an exception to what is considered inevitable.

The native tract on vaccination, published at Canton in 1817, was republished in Peking in 1828, when vaccination was introduced by the Prefect Tseng, who had formerly been a mandarin in the South. Sir G. Staunton's tract was printed in 1808, part of which has been incorporated into the Chinese one. Its discovery is ascribed to a barbarian doctor named Chan-na in the west, and the story of its having been brought by a ship from Manila to Macao, which had children on board for the purpose of vaccination, is related. The terms English and England are studiously avoided.

Vaccination had been practised by the Russians in Peking previous to 1828. As early as 1820 the medical gentleman attached to the Legation, ecclesiastical at that time, practised vaccination among the Albasines — now Chinese naturalised subjects. They were taken by the Chinese on the Amoor about the year 1688, and were brought to Peking, where certain privileges were granted them by the Emperor.

The vaccine establishments here are well conducted; attendance is given every eighth day, or oftener if the weather be dry and the lymph operates rapidly; tickets of admission are granted, the name, address, age, and sex are carefully noted down in a register kept for the purpose. A note is taken of the number of vaccination days each year; the number of children vaccinated, those in which it succeeds among those who return. The statistics for 1863 of the oldest and principal establishment here I subjoin as given by the vaccinator. No. of vaccination days, 64; No. vaccinated, 2,227 children; No. of those who returned, 1,229; No. of successful vaccinations, each child being vaccinated in 6 places, 6,060. No. of vaccination days during 37 years, 811. The establishments are not only gratuitous, but a gratuity is granted to the parents to bring the children back. In spring, when the cases are numerous, they receive on their second visit about 2d.; in the autumn and winter, when the cases are few, they receive about 2d. on their first visit and on their return about 9d. When there is least danger of the lymph becoming exhausted, beggar children are hired to be vaccinated, who live in the hospital. When called upon to vaccinate the nobility, these children are taken in a cart to the residences of the aristocracy, in order to have the lymph in the recent state transferred from their arms to those of more fortunately situated children. This method, which could not always have been of the most agreeable description, has been superseded by tubes from this hospital. When it was first proposed to introduce vaccination into the metropolis, it was arranged to have a relay of boys upon the road, to be vaccinated in succession every eighth day; but this plan was abandoned when the means of conveying scabs was found out. The dried scabs on reaching Peking were mixed with mothers' milk. Twice within the last three years the supply of lymph has failed, and on both occasions application was made to this hospital. The tracts and sheets printed and distributed on the subject betray a great ignorance of the true principles of physiology. They suppose the poison of small-pox to be located about the insertion of the deltoid muscle, and hence direct the lymph to be introduced at three distinct places in each arm; the upper one to be 4 inches from the shoulder and the lower one 2 inches from the elbow. They give drawings of the position and of the lancets, which, by-the-bye, are all of foreign manufacture. They are very particular regarding the diet, warning most carefully to avoid the smells of whisky, opium, heated kangs and dirty or decaying matter. For at least 100 days after vaccination, cocks, certain kinds of fish, beef, eggs, bean and bean flour are to be avoided. For 3 years after vaccination buckwheat and cherries are to be shunned. The things enjoined are vegetables, pork and salted ham. Three days after vaccination they are allowed to eat shrimps, with rice spirit, Mongolian mushrooms and mutton; and only in winter must bird's nests steamed with sugar candy be eaten. The Vaccinator at the principal establishment was presented with a crystal button from the Board of Revenue.

The total number vaccinated in Peking in one year, at the 3 establishments, does not exceed 1,000. Supposing this city to contain half the population of London, where in 1863 the number of births exceeded 100,000, then the number vaccinated would be about 8 per cent. on the whole number of births.

TIENTSIN.

A letter from this place, dated 9th March, states that the ice was breaking up after a mild winter. One or two vessels had been able to get up. A considerable quantity of cotton was ready to export. Mr. Grant was prepared to open the courier service between Kiachta and Tientsin as soon as the navigation was open. The accounts speak well of the reception of Sir R. Alcock, and our relations were on the best possible footing.

HANKOW.

It appears that an official notification was issued of the execution of Hwangpe by the Nienfei on the evening of the 14th March. The treasurer's forces having besieged the city, the Nien-fei found their position becoming so uncomfortable that they left the city and went east, down the river. It is not stated that any opposition was offered to their getting away safely, or that they were pursued and harassed in their retreat. While the treasurer takes to himself the credit of this victory it is claimed by another warrior; but so long as the story proves true and does not turn out to be another canard, we care very little whether the conqueror be called Tang or Wang.

SHANGHAI.

The dates are now down to the morning of the 26th March. The P. and O. mail of January 26 arrived out on the 16th March.

At a meeting of the creditors of Messrs. Jarvie, Thorburn and Co., which took place on Saturday, 17th March, before Sir Edmund Hornby, Chief Judge at the Supreme Court, Mr. Lawrance appeared for the petitioners and Mr. Myburgh for the estate, when claims were put in on behalf of the Agra and Masterman's Bank; the Chartered Mercantile Bank; the Compoir d'Escompte; the Chartered Bank of India, Australia, and China; the Central Bank; the Banking Corporation; the Oriental Bank; the Commercial Bank; the Bank of India; Messrs. Gibb, Livingston and Co. and Gilman and Co., and the election of assignees was proceeded with, resulting in the choice of Messrs. McLellan, Lavers, and Jackson, the latter two being ties. A difficulty arose as to the manner in which the rate of exchange should be settled, to enable the holders of bills on Messrs. Buchannan, Hamilton and Co., to claim against the estate, the holders being almost all at variance on the point. It was, however, decided to note the claims subject to a subsequent decision of the matter. A question also arose as to the right of Jarvie, Thorburn and Co's. estate to certain bills drawn by the Agra Bank here upon their head-office in London, and also certain others by the Chartered Bank of India, Australia, and China, on the City Bank, London, in favour of Jarvie, Thorburn and Co., and by them remitted to Buchannan, Hamilton, and Co.; but which, upon presentation, were refused acceptance by the London banks, on the ground of their holding at the time drafts on Buchannan, Hamilton, and Co., sent subsequently to that firm's bankruptcy. This question, his Lordship noticed, was at the present time before the law courts at home for decision, and it would be best for the claims to be noted subject to the dividend received from the acceptor's estate. If it be ruled that the banks at home have not the right of withholding acceptance, then the parties in whose hands the drafts against Buchannan, Hamilton, and Co. are will have to claim against Jarvie, Thorburn, and Co.'s estate.

The monthly meeting of the Municipal Council took place on the 14th March, when the usual reports of the committees were submitted and passed. The finances showed a satisfactory balance, and the taxes were being promptly paid. The guarantee from the landrenters for Tls. 78,500 for the loan of Tls. 81,200 has been deposited in the Comptoir d'Escompte de Paris and the old one destroyed. The 10 per cent. drainage loan contracted in September, 1862, and the loans from Messrs. Russell and Co. and Messrs. Dent and Co., have been finally paid off. Mr. Fitzroy has not consented to pay a tax on the Custom-house. The annual report of the Works Committee has been completed. Negociations are pending with the Provincial Committee for Administering Municipal Affairs in the "French quarter of the foreign settlements," by which it is expected that the cleansing of the Yangking-Pang creek may be commenced forthwith. The Pekin-road will shortly be opened up fully; the naming of the bye streets and lanes is being proceeded with, the native designations in use being adheared to; the Honque streets will also shortly be named; the dimensions of the new boat-house have been agreed upon, and the last monument of troublous times, in the form of the barrier at the Maloo has been removed. The unslightly flat in front of H.B.M. Consulate is shortly to be converted into a public garden, the Council having received 4,780 taels from the trustee of the fund set aside for that purpose, being the proceeds of the investment of 10,000 taels, the original sum given to the public. Mr. Oliver took the duties of the surveyor's office on the 1st inst. Offers were received from several gentlemen for the post of Consulting Engineer to the Council; but decision is for the present deferred. The present condition of the police cells at the central station requires im-

Digitized by Google

mediate attention, as they are quite unfit for the custody of prisoners, and it will be necessary to make provision for erecting new cells in the yearly estimates.

The gas company of the French concession, for the success of whose projects the Municipal Hall was hypothecated to shareholders by the disrupted municipality last year, have laid the foundations of their laboratory and promise to put gas into either settlement within six months. They propose to supply gas to applicants at a rate equivalent to three dollars per thousand cubic feet—or one-third less than is now charged by the company which, in contradistinction, is called "the English." In time, as coal can be procured at cheaper rates, the price will be even less, the capital of the concern being so limited that a small amount of profit on gas will yield a fair dividend to shareholders. The last call of ten taels per fifty tael share is now being made, and with this there will be quite enough money, it is believed, to do all that is requisite without an increase in the number of shares, or by raising money on bank interest.

The concurrence of the French Consul-General to the new land regulations has not yet been obtained. There appears to have been some misunderstanding as to his not having been consulted, but it is supposed that matters will now be satisfactorily arranged. At a meeting of landrenters on the French concession, held at H.I.M. Consulate on the 10th March, M. de Montmorand announced that the land regulations which have hitherto been believed common to the three settlements have no force in the French concession, not having met the approval of the French Government.

NINGPO.

The Shanghai papers announce that the return of the trade at the port of Ningpo during 1865-6 shows that there has been a decrease in the total value, as compared with the preceding year, of 2,651,467 taels; this appears principally attributable to a falling off in foreign imports. The Foutai of the Chekeang province has been appointed to the governorship of Kwantung.

HONG KONG.

The following items are from the *China Mail* of March 31:—

A meeting of the captains of the French ships now present in harbour has been assembled by M. du Chesne, Consul for France, at which they were informed that in compliance with an international convention or code of regulations signed at Peking on the 5th instant, between the Prince of Kung on the part of China, Sir Rutherford Alcock on the part of Great Britain, and M. Henri de Bellonet on the part of France, it is absolutely forbidden that French agents or French captains of vessels take part in any scheme having for its object the enlistment of Chinese Coolies at Macao.

There has been some talk of a Sanitary Commission having been formed by Sir Richard McDonnel, for the purpose of reporting thoroughly on the sanitary condition of the island generally and the city of Victoria more especially; such an idea would naturally form one of the first which a new Governor for this Colony would wish to carry out, considering the unenviable light in which the climate of Hong Kong must have been represented to him in England.

We hear that the officers of the 9th and Royal Artillery now stationed at Canton to instruct the Chinese are to be withdrawn at once. We have not been informed of the reasons which have led to this movement.

On the night of the 26th instant a fire broke out in some mat sheds and wooden buildings at the end of Queen's Road, West, but was extinguished without material damage having been done. What most surprises us is that so few fires occur, considering the careless way in which the Chinese use fire,—but probably the crowded state of their dwelling houses is their best protection against a fire gathering any head before being discovered.

An accident, luckily unattended by loss of life, has occurred at Aberdeen, part of the earth dam at the entrance of the new dock now building giving way, having caused the dock to be flooded. None of the workmen, very fortunately, were injured, but the pecuniary loss to the proprietors of the dock will, however, be heavy, as the dock has to be pumped dry before the works can be proceeded with.

The publication of a semi-weekly paper at Foochow, of which the first number was issued on the 17th, speaks well for the increasing importance of the foreign community at that port. Our fellow-countrymen do not usually come up to the mark of American communities in respect to newspapers, and it can be safely asserted that had Hong Kong been an American, instead of an English colony, it would long since have witnessed journalistic undertakings of a more extensive nature than those now put forth. The difference in style, and quantity of matter in American journals, as well as in the effects produced by using a different description of type to that commonly made use of by the printers of English papers, is very marked, and it seldom happens that an American will condescend to bring out so small a specimen of the journal class as that which the last steamer has brought from Foochow; but as we may presume that its size is adapted to the wants of the Foochow residents, we welcome the "little stranger" in all sincerity.

A Government notification issued on the 22nd March announces that, owing to the non-arrival of the necessary dies from England, the opening of the Mint was deferred until further notice. As the dies, however, left here some time since, the delay would not be of long duration.

The committee of the Diocesan Female School have issued a circular, in which it appears that after an experience of four years it is found that the institution has not fulfilled all the objects for which it was formed; and, with a view of giving a more extended effect to the benevolent design of the originators, the committee, which comprises some of the most useful people in the community, have decided upon admitting children of every race and nationality to the benefits of the establishment. This is acting on the broad unsectarian principle which true Christianity inculcates, and in a small community like Hong Kong it is very gratifying to see such liberal views displayed. The advantages of the school will be specially appreciated by the married men amongst the troops in the garrison; the difficulty of giving their children even the mere outline of an ordinary education in this country on their meagre pay being apparent to all.

A brig called the *Mary Jane* has been plundered by pirates on her way from Ningpo to Hong Kong. Mr. Tookey, a passenger on board, reports as follows:—The *Mary Jane* left Ningpo on the 10th ult. bound for Hong Kong, with a general cargo; whilst beating through the Lema Channel, and when abreast of Aberdeen, about 7 o'clock on the evening of the 25th March, the brig was attacked by two piratical junks, which ran alongside and threw a number of stinkpots on board, and then boarded the vessel, plundering her of every article of value, including chronometers, spy glasses, &c., leaving the vessel and sailing away after having done so. After the pirates had left, the captain and two of the crew were found missing, and it is supposed that they were killed and thrown overboard. Mr. Tookey states that he would be unable to identify the junks, or any of the pirates, as the night was so dark, but that he would know the property missing from the brig. The gunboat *Janus* had left the harbour in search of the pirates.

The educational report by Mr. Stewart for the year 1865 has been published, and (the *Daily Press* says) gives a very clear explanation of the effects produced by the Government grant. About $8,500 appear each year on the colonial estimates as an education grant, and for this sum twelve native schools are kept on foot. The central school has almost as many scholars as all the village schools put together. The maximum enrolment during the past year was 207, the minimum 179. The total maximum enrolment in all the schools together was 597, and the total minimum 418, but the attendances were not so good in the outlying districts as at the central school, where they were nearly equal to the enrolments. Mr. Stewart has endeavoured to obtain statistics which embrace all the schools in the island, the Government schools and others, and he comes to the conclusion that the total number of children receiving instruction is 1,870. Of the total number of children in the colony, according to the computation of the Registrar General, he assumes that 8,300 may be too young to be taught, but this leaves 14,000 children of an age to receive instruction, all of whom (the 1,870 at school excepted) are growing up in barbarism, training to be the pirates and street thieves of the next generation. The deliberate recommendation of Mr. Stewart is that there should be an education tax, and that all the native children should be compelled to attend the schools. Up to a certain period Mr. Stewart says that the Chinese children make a rapid advance, but after this the progress is not so satisfactory, and out of a class of thirty, not more than five or six attain any degree of proficiency in subjects which call for anything like an exercise of their own faculties. The memory, that is to say, is retentive, but all the more important mental powers weak. This fact illustrates the worthlessness of that

Digitized by Google

which is called education in China. "The Chinese," says the report, "have no education in the real sense of the word. No attempt is made at a simultaneous development of the mental powers. These are all sacrificed to the cultivation of memory. The boy who can repeat correctly the writings of Confucius and Mencius is considered a great scholar, although he may be as ignorant of their meaning as if they were written in a language of which he did not know the alphabet." We hear a great deal about the literary acquirements of the Chinese, the examination in the provinces, and the great cultivation of the men who reach high official rank in China, but it is very much to be doubted if the education of any Chinese properly deserves the name. The low cunning of a monkey or a wild Indian is often the only approach to the intellectual genius that they show; and yet we are told that these people are the most highly cultivated race in the world, a population of metaphysicians, not alone learned, but admirers of learning to such an extent that literary cultivation is the only avenue to high public employment—the only means of obtaining personal consideration. These assertions are flagrantly inconsistent with facts which meet us at every turn, but they are put forward with such daring confidence that observers are driven to say the phenomena presented by the Chinese are incomprehensible to us. They forget that while the intellectual feebleness we behold is apparent to every one who watches the intercourse between China and Great Britain, the intellectual strength of which we are told may exist merely in the imagination of persons who have mixed with the Chinese so long as to have grown bewildered by the multitudinous hypocrisies of an empire which is perhaps the most colossal "humbug" on the face of God's earth.

At a meeting of the Legislative Council, held on the 28th March, the new Governor, Sir Richard MacDonnell, presided. The only business on this occasion was the reading of an Ordinance for the expenditure of 1865. It will be remembered that when the vote for the £20,000 military tax was proposed Mr. Sutherland (unofficial), and Mr. Forth, Colonial Treasurer, opposed it. It appears that the latter gentleman gave offence to the powers in Downing-street by this course, and hence the following:—

The Honourable Thomas Sutherland said that he wished to ask a question which was not relative to the motion before the Council. He wished to ask if there was any difference between the official and non-official members of the council in respect to voting upon questions upon which the Colonial Secretary had already expressed his opinion?

The Governor said any member of this Council was equally free to speak and vote as he liked. Each member might entertain his own opinion upon every question brought before the Council, and it was not to be supposed if he voted that he did so otherwise than in accordance with his own convictions. He (the Governor) would sit a long time in that Council before they would find him offering any opposition to that Chamber to perfect freedom of speech and voting. If the opinion of any official member of Council differed from the settled policy of H.M. Government and he publicly opposed a positive decision of the Secretary of State the latter or the Governor might possibly seek explanations affecting that member's continuance in office whilst using his office publicly to thwart the avowed policy of the Government which he served.

The Hon. Thos. Sutherland said that he referred to an official member's position as a member of this Council. Would such an act as voting in opposition to the Secretary of State's views entail any special consequence as to a government?

The Governor said that he apprehended the Hon. member's question must limit itself to the privileges of a member of this Council; as anything connected with the other rules and customs of the Civil Service could not conveniently be discussed there. He would say that at that board every one could speak and vote as he liked. Every member had in that respect equal freedom with the Governor, and if the official members had any further responsibility they were only those responsibilities which they shared with all office holders in Crown Colonies and which were well understood.

The conversation then dropped.

His Excellency then expressed the pleasure he felt at meeting the Council for the first time for the transaction of business, and as they could have but one common object in their discussions, viz., the promotion of the general prosperity of the Colonies, he trusted that their future meetings would be characterised by united action and cordial sympathy between himself and the members.

His Excellency then adjourned the Council.

JAVA.

We have dates from Batavia to the 2nd April.

On the 18th March the steamer *Sunda*, belonging to the Netherlands India Steam Navigation Company, arrived in Batavia, *via* St. Vincent, Madeira, Ascension, St. Helena, the Cape, and Mauritius, having had a voyage of 105 days. This little steamer is 125 feet long and 18 feet broad, her deck being 2½ feet above water, with a gangway of 2 feet, a draft of 6½ feet forward and 9 feet aft, with a crew of sixteen. She has proved a good sea ship throughout the voyage, which was rather a dangerous one for a ship of her dimensions.

Heavy shocks of earthquake have again been felt for several days at Ambarawa, Banjoe Biroe, and Willem I. Notwithstanding, these shocks are not to be compared to those of the 17th of July last year, when the three above-mentioned places were destroyed. Great fears are entertained for another severe earthquake, which might have still more serious consequences than the first.

News from the Moluccas, concerning the expedition to Ceram, is most satisfactory.

The state of affairs on the west coast of Borneo (Pontianak) remains much the same as before; reinforcements are being sent from Java, amongst which is a company of African soldiers, who, it is expected, will cause a great havoc amongst the enemy.

The French ship *Vellore*, Captain Didier, is said to have been wrecked on the Island "Amsterdam"—six lives lost. The information has been given by a gentleman of the name of E. Morisse, dated St. Paul and Amsterdam, 16th February, and brought to Batavia by the ship *Jan Van Schaffelaar*, Captain Van Duyn, bound to Singapore.

Captain Langmald, master of the English ship *Charlotte of Derby* (which arrived in Batavia on the 20th March), has given information that he has seen the wreck of a full rigged ship at three-quarters of a mile from Tjelaka point (Poeloe Liat) in the Strait of Macclesfield. He could not succeed in getting the name of the ship. As far as the eye could reach no sign of life was visible, either on board or on shore, although a little more in the interior a kampong and the rigging of a schooner could be seen. A strong current ran southward, which made it impossible to lower a boat to make further inquiries.

We understand (says the *Straits Times*) that after next month the new Netherlands Steam Company will run four instead of two steamers monthly to Java. Two of these will, as at present, go direct to Batavia, the other two, leaving this (Singapore) at intermediate dates, will proceed to Samarang, and, after a few hours' stoppage, on to Sourabaya. We also believe that this company intends to despatch next month (May) one of its most powerful steamers by way of Torres Straits to Brisbane in, North Australia, with a view ultimately to the establishment of a regular monthly mail between there and Batavia.

STRAITS OF MALACCA.

SINGAPORE.

Our dates hence are to the 9th April. The latest mail from England was, as noticed in our last number, that of the 26th February, which arrived out on the 3rd April.

The settlement was much distressed at learning that the transfer to the Crown was likely to be yet longer delayed. The *Straits Times* remarks:—"The intelligence to hand respecting the progress of the transference of this settlement to the Crown as gathered from the Parliamentary reports of the 20th Feb. have created here a profound sentiment of chagrin and disappointment. This is not so much the case because the ultimate realisation of the measure is in any way despaired of, as on account of the uncertain delay which threatens to mark its final accomplishment. When a member asks whether any steps have been taken towards the fulfilment of the measure, or if it has been definitely abandoned, and a minister replies that, though not abandoned, it is postponed, waiting the inquiry of the War or any other department (an inquiry which to our knowledge has hung over the last two years), there is room for but little encouragement to those whose interests are perilled on the decision. Nor is there any consolation to be derived from the circumstance that all this delay arises not from opposition but from indifference. In anticipation of the accomplishment of this transfer, the settlement has been almost entirely withdrawn for the last four years from participation in the general legislation of India. It is now, therefore, far too late to think of drawing back,—to go back would simply be to retard, if, indeed, not to violently throw in arrear by so many years the progress of the place."

Her Majesty's steamer *Basilisk*, Captain Hewett, from England *en route* to Hong Kong, anchored in the harbour on the 28th March.

Sir Benson Maxwell had arrived from Penang, and would commence his first Criminal Session on the 9th April. Sir Benson succeeds to the Recordership of Singapore, and a new judge will have to be appointed for the Penang division of the

Digitized by Google

court; but these changes had not been yet formally announced. The hon. and learned gentleman had been employed in disposing of a suit for wages on the Admiralty side of the Court, brought by the second officer and two of the seamen belonging to the British ship *Venilia*, at present lying in the harbour, bound to Macao, against the said vessel for the recovery of their wages, amounting altogether to about £194.

The Bishop of Labuan was expected at Singapore at the end of April.

Great preparations are being made for the ensuing spring race meeting, to commence on the 24th instant. A large number of horses have been put in training, and considerable interest is exhibited.

The pilgrim ship *Alliance*, of Singapore, has been totally wrecked on an island in the neighbourhood of the Consular port Mussowah, near Jeddah, in the Red Sea. She ran on shore in the night time, and next day began to make water, and eventually filled. Her cargo consisted of sugar and pepper, about 20,000 dollars' worth, which was uninsured. Crew and pilgrims all saved, as well as a portion of the cargo, by boats from Mussowah.

The British brig *Utternissah* was put up for sale by auction on the 22nd March, and realised $2,775.

Births, Marriages, and Deaths.

(Announcements for subscribers are made free of charge.)

BIRTHS.

COOPER—On the 24th March, the wife of W. M. Cooper, Esq., of H.M. Consulate, Swatow, of a son.

CONNOLLY—On the 6th May, at Clunagh House, Tullamore, King's County, Ireland the wife of Andrew Connolly, Esq., late of Shanghai, J.P., of a son.

COPLAND—On the 5th May, at 3, Bedford-terrace, Clapham-rise, the wife of P. Copland, Esq., of a daughter.

LOUREIRO.—At Macao, on the 27th March, the wife of Mr. Pedro Loureiro, of a [illegible] daughter.

WADE—On the 6th May, at Upper Seymour-street, Portman-square, the wife of Richard B. Wade, Esq., of a son.

MARRIAGES.

BOREL—HUSKISSON.—On the 19th April, at the British Legation, at the Hague, Mons. William Borel, eldest son of Mons. Robert Borel, of the Hague, and of Ysson, near Paris, to Miss Mary Emily Milbanke, eldest daughter of his Excellency Sir John Ralph Milbanke Huskisson, Bart., British Minister in Holland.

BABECOST—BANDY.—On the 31st March, at St. Andrew's Church, Singapore, by the Rev. C. J. Waterhouse, Captain Charles Babecost, of Bangkok, to Miss Elizabeth Bandy, of Singapore.

DARBY—ANDERSON.—At Foo-chow, on the 7th March, on board the American barque Forest Belle, M. Darby, to Miss Hannah Anderson.

DEATHS.

ALLAN—On the 30th April, at Albert-terrace, 191, Renfrew-street, Glasgow, Agnes youngest daughter of the late John Allan, Esq., Writer.

BALL—On the 27th March, at Canton, the Rev. D. Ball, M.D., Missionary to the Chinese, of the A.B.C.F.M., aged 69 years; 28 years in China.

BARROW—On the 8th March, at Shanghai, John Barrow, of the French Police Force, found brutally murdered near the American Mission House, French Concession.

BOXER—On the 30th March, at Hong Kong, Sophia Charlotte Boxer, wife of William Boxer, chief storeman of H.M.'s Naval Victualling Store Department.

FUNFSGELD—On the 26th March, at Hong Kong, Mr. T. Funfsgeld.

HEDSTROM—On the 24th March, at Hong Kong, Mary, wife of Captain Hedstrom, of the British ship Vortigeur, aged 23 years.

HANSARD—On the 5th May, at 19, Upper Berkeley-street, of scarlet fever, Albert William Hansard, Esq., in his 45th year.

HAWKE—On the 26th March, on board the P. and O. Co.'s S.S. Simla, of bronchitis Richard Treryn Morison, infant son of R. F. Hawke, Esq., of H.M.'s Naval Yard, Hong Kong, aged seven months and 26 days.

MCCARTHY—On the 21st March, at Shanghai, Margaret Catharine Ann, the youngest daughter of J. H. and Eugenia McCarthy.

EXCHANGES ON LONDON.

[For dates, see first page.]

		Bank.	Private.
At Yokohama	6 months sight.	4s. 8¼d.	4s. 9d.
At Shanghai (per Tael.)	6 ditto	6s. 5¼d.	6s. 5¾d. to 6s. 6¼d.
At Canton, At Hong Kong, At Macao	6 ditto	4s. 8d. to 4s. 8¼d.	4s. 8¼d. to 4s. 9d.
At Singapore	6 ditto	4s. 7¾d.	4s. 8d. to 4s. 9d.
At Manila	6 ditto	4s. 4d.	4s. 4d. to 4s. 5d.

At Shanghai, Bills on India, Rs. 304 to 305 per 100 taels. At Hong Kong, Rs. 219 to 220 per $100. Bar Silver at Shanghai, 111 taels; at Hong Kong, 9½ to 10 per cent. prem. Mexican dollars at Shanghai, taels 72.70 per 100; and Exchange on Hong Kong, 27½ discount. Hong Kong and Shanghai Bank Shares, 3 to 4 per cent. prem.; Gas Company, 30 per cent. prem. Hong Kong and Whampoa Dock, 40 per cent. prem.; Steam Shares, 30 per cent. discount.

EXPORT OF TEA AND SILK TO GREAT BRITAIN.

1865-66.

	From Kanagawa.	From Shanghai.	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales.
From June 1 to Feb. 28, 1866	1812250	48998363	16784080	747284	13666935	112008912	59219
Corresponding period last season	1862705	56499381	44686756	453017	8985322	112487181	35171

SHIPMENTS SINCE.

	Ship.	From.		
Mar. 1	Behar (mail str.)	Shanghai, &c.	—	269
— —	Jubilee	Shanghai	831,620	
— 15	Baroda (str.)	—	—	341
— 27	Camboge (Fr. mail str.)	Shanghai	—	827
— 30	Fort Regent	Canton	584,000	—

TO UNITED STATES.

		Piculs.
From June 1 to Feb. 28, 1866	28955584	375
Corresponding period last season	11911743	73¼

March 15	Resolute	Shanghai	673,959
— 19	Eastward Ho	Canton	18,874
— 24	Tailee	Do.	41,912

TO THE CONTINENT.

		Bales.
From June 1 to Feb. 28, 1866	436360	...
Corresponding period last season	968824	...

TO SAN FRANCISCO.

	Tea pkgs.	Boxes.
From June 1 to Feb. 28, 1866	30448	...
Corresponding period last season	29390	457

SHIPMENTS SINCE.

Mar. 6	Mary Glover	Hong Kong	1,522	8

TO AUSTRALIA.

From June 1 to Feb. 28, 1866	10,436,897
Corresponding period last year	2,731,154

TO GREAT BRITAIN.

From 1843 to 1844	51,022,600	...
„ 1845 to 1846	57,334,200	18,604
„ 1850 to 1851	63,972,000	22,143
„ 1853 to 1854	77,327,800	61,280
„ 1855 to 1856	92,240,300	50,480
„ 1857 to 1858	76,990,255	65,311
„ 1858 to 1859	65,789,792	83,136
„ 1859 to 1860	85,560,452	64,163
„ 1860 to 1861	90,066,160	70,644
„ 1861 to 1862	109,854,040	79,129
„ 1862 to 1863	121,273,580	72,848
„ 1863 to 1864	117,463,586	46,605
„ 1864 to 1865	121,236,870	3231

EXPORT OF SUNDRIES TO GREAT BRITAIN.

	Cotton Piculs.	Wool Piculs.	Camphor Piculs.	Cassia Piculs.	Aniseed Oil Boxes.	Japan Wax Piculs.
From June 1 to Feb. 28, 1866	...	26	1187	2769	113	...

SAILED SINCE.

			Cotton.
Mar. 2	Seawfell	Shanghai	3,844 piculs.

TO THE CONTINENT.

	Cassia Piculs.	Aniseed Oil Boxes.	Camphor Piculs.	Preserves Boxes.	Galangal Piculs.	Crackers Boxes.
From June 1 to Feb. 28, 1866	...	36	...	467	1200	...

TO THE UNITED STATES.

	Crackers Boxes.	Matting Rolls.	Fans Boxes.	Cassia Piculs.	Silk Pongees Pieces.	Wool Piculs.
From June 1 to Feb. 28, 1866	178000	59995	1971	8078	2400	...

TO SAN FRANCISCO.

	Emigrants Number.	Sugar Piculs.	Rice Piculs.	Crackers Boxes.	Matting Rolls.	Opium Prepared Taels.
From June 1 to Feb. 28, 1866	47	5664	1894440	1700	5881	260600

SHIPMENTS SINCE.

March 6	Mary Glover	10,060	285	...	12,000

TO AUSTRALIA.

	Emigrants Number.	Sugar Piculs.	Oil Piculs.	Matting Rolls.	Prepared Opium Taels.	Crackers Boxes.
From June 1 to Feb. 28, 1866	...	...	804	1402	1200	...

The picul is 133⅓ lbs. weight; the tael at Shanghai is equal to 1 dollar and 40 cents and is divided into decimal parts of ten.

COMMERCIAL REPORT.

CHINA EXPORTS.

TEA.—CANTON.—Very little has been done in this market, and the few transactions reported show no alteration in prices. Some musters of new Canton Gunpowders and Young Hysons have been shown, consisting principally of only medium quality, but as the bulk has not yet been

Digitized by Google

made up, no opinion can be formed of the general character of the new crop. Prices asked by the teamen at present are extreme, as high rates were at first paid for the leaf in the country, but which are now declining considerably.

FOOCHOW.—The only settlements of the fortnight consist of 515 chests and 543 half-chests of Congou at 9¼ to 19½ taels. Stocks are reduced to 600 chests Congou, 300 chests Pekoe, 100 half-chests Oolong, and 800 boxes Scented. The season may be said to be over. The Medina is expected to load, and to take the remainder of the old teas.

SHANGHAI.—Black Teas: There has been no business beyond the purchase of 500 chests of Shanghai packed Congou at Tls. 19 to 21, and 220 chests of Dust at Tlt. 11¼ per picul. About 1,300 chests have been reshipped, and 700 chests common Oonam remain in stock. Contracts are being entered into for the purchase of the new crop, and several teamen have already left for the tea districts. Green Teas: After the arrival of the mail reporting lower rates in London, holders were induced to make a concession on previous prices, and settlements have taken place of 11,200 ½-chests, showing a decline of two taels on fine and three taels on medium kinds. The arrival from Kiuklang of about the same quantity leaves the stock much as last stated.

KIUKIANG.—Black Teas: The settlement of 500 chests local packed tea at 13¼ taels is the only business reported. One other similar chop of 300 chests composed the stock. Green Teas: Only three chops had been settled during the fortnight at 21, 23 and 30 taels respectively, but a total of nearly 8,000 packages had been shipped to the Shanghai market chiefly on native account. Only 1,700 half-chests remained in stock, against 120,700 half-chests at same date last year.

YOKOHAMA.—Since the departure of the mail there has been very little business done in the Tea market, and prices are rather easier. There have been no transactions for the London market, the bulk of the purchases being made by the American houses. The season for tea here may be said to be nearly closed, the arrivals from the interior gradually falling off and the stock of qualities suitable for export being very low.

RAW SILK.—CANTON.—A further decline has been established on all the descriptions at present obtainable, and the purchases reported are for India, with the exceptions of the rereeled Cumchuck for America and Waste Silk and Pierced Cocoons for Europe. The new crop it is expected will open at very much lower prices.

YOKOHAMA.—Japanese dealers, unable to form an opinion for themselves on the prospects of our home markets, and induced by their experience of the past to expect a further advance in prices, have, as was noted in the last report, deposited large quantities of silk with foreigners, taking advances against it in order to gain time. During the past fortnight, a few only of these deposits have been redeemed. Foreigners have shown so little disposition to buy at previous quotations, that settlements hardly reach one hundred piculs, and the unsold stock, both in foreign and native hands has increased to a total of from 3,000 to 3,500 Japanese bales. In spite of facts so opposed to their expectations, the Japanese dealers remain remarkably firm in their pretensions. Transactions during the fortnight have been so limited that most of the quotations are nominal, and only show how unsettled the market is. The export is now 9,000 bales, against 10,735 bales last season at same date. The quotations are:—Ida, best, none; medium, per picul, $800 to 850; inferior, $700 to 790; Mybash and Sinchu, best, $900 to 950; medium, $800 to 880; inferior, $750 to 800.

DRUGS AND OTHER SUNDRIES.—CANTON.—Cassia Lignea: No stocks. Supplies of the new gathering are expected in about a month, when the present nominal quotation of $19.50 is expected to undergo a reduction. Cassia Buds $41. There is nothing doing, though 50 piculs have been offered. Galangal is still depressed, and is quoted at $2 per picul—stock about 300 piculs. Cassia Galls have been reduced to $15 by the arrival of 200 piculs, which are now on offer. Vermilion $38.50 per box of 50 catties. Rhubarb remains as last reported.

CAMPHOR.—HONG KONG.—Further sales of Formosa have taken place at $26 per picul packed, leaving a small stock of 150 piculs in hand.—Further supplies are shortly expected.

CHINA IMPORTS.

HONG KONG.—The ship Belted Will, from London, with general cargo, arrived on 29th March. She brings 85,000 pieces of Grey Goods. There has been a very small business transacted in all staple articles of import, save Rice, throughout the fortnight, notwithstanding the favourable news received per Ottawa. Yarn has been neglected. 8.4 lbs. Grey Shirtings have been sold "to arrive" at from $4.55 to $4.70, and $4.75 is the highest price that has been obtained for first-class goods on the spot, while some of inferior quality have been sold as low as $4.45 per piece. Many holders, however, will not entertain such rates, and withhold their goods from the market for better prices, and for this reason we make no change in the higher quotation, which, however, is quite nominal. T-Cloths have been inquired for by Chinese, and sales slightly exceed last fortnight's. Fancy Cotton Goods have also attracted attention, but to effect sales some concession in price has had to be made.

RAW COTTON.—A considerable decline in prices will be observed, owing to the total absence of demand both on the part of Chinese and foreigners during the first part of the fortnight.

WOOLLENS remain unnoticed, and prices still have a downward tendency. The last steamer from Japan brought news of a great fall in the price of Camlets, large sales having been effected there at very low rates.

METALS.—More business has been done in Iron than was reported in last circular, but the demand continues very moderate. In Lead there is no change to note; the settlements reported are at former rates, and are chiefly made up of the inferior qualities.

COALS.—There has only been one settlement during the fortnight, at a rate which fully supports quotations. $14.50 has been offered for first-class English coal "to arrive." There have been no arrivals.

RICE.—Shortly after the departure of last mail a large number of rice ships came into port, and owing to the anxiety (principally of native holders) to sell ex-ship, a serious fall in rates took place, and sales were made at 30 to 40 cents below last quotations. This has been followed by a slight rally, but the market remains very weak. There are thirty rice-laden vessels in harbour, and it is difficult at the moment to obtain even an offer from the native dealers. Many holders are very firm, however, and show no anxiety to sell at present rates.

SHIPPING INTELLIGENCE.

ARRIVALS.

At YOKOHAMA.—None.

At SHANGHAI.—From London: March 12, Taeping; 23, Flying Spur. From Sunderland: 13, Emerald. From Cardiff: 14, Vanguard; 23, Fairleader. From Hamburgh: 15, Catherina.

At HONG KONG AND CANTON.—From London: March 29, Belted Will. From Liverpool: 23, Timavo. From Boston: 22, Sooloo.

At MANILA.—From Liverpool: March 22, San Luis.

At SINGAPORE.—None.

DEPARTURES.

From YOKOHAMA.—None.

From SHANGHAI.—For New York: March 15, Resolute.

From HONG KONG and CANTON.—For London: March 29, Fort Regent. For New York: 24, Eastward Ho; 24, Tailee.

From MACAO.—For Havana: March 15, Altagracia, Burdens and Havana No. 1; 24, I.A.V. Burdens and Havana No. 2, D'Maria Pia.

From MANILA.—For Liverpool via Cebu: March 10, Otano. For Queenstown: 16, Crest of the Wave. For New York: 19, Enoch Train.

From SINGAPORE.—For London: Como, Moneka—cleared for Liverpool, Pieter Adolf. For New York: Cymberline.

VESSELS LOADING.

At YOKOHAMA.—For London: Norfolk, Chanticleer.

At SHANGHAI.—For London: James Wishart, Vanguard. For New York: Finzel.

At FOOCHOW.—None.

At HONG KONG and CANTON.—None.

At MANILA.—For London: Her Majesty.

At SINGAPORE.—For London: Strathmore.

FREIGHTS AND CHARTERS.

YOKOHAMA.—To London: Tea and cotton, £2 10s. to £3 per ton; silk, £4 to £4 10s.

SHANGHAI.—No new charters have been effected for home; the rates, which are nominal, are: London and Liverpool, £3 to £3 10s., and New York, £3 10s. A good demand exists for suitable vessels for the coast ports.

FOO-CHOW.—There is no vessels loading or on the berth, but the Medina, expected from Shanghai for London, will close the season's export.

HONG KONG AND CANTON.—Nothing has been done from these ports in home charters, but several settlements have been made to load at the Phillipines, with a continuing demand for vessels at £3 10s. to Great Britain, and 5s. extra to Continent.

MANILA.—There have been no settlements for the U.K., since last mail, no suitable tonnage having been available; but to a direct port £3 10s. for sugar and £4 per ton for hemp could be obtained. The Adolfo (Spanish) has been taken up to load a cargo of rice for Havana, at £4 per 20 cwt.

SINGAPORE.—The Strathmore, the only vessel on the berth for England, is loading very slowly at £2 dead weight, £2 10s. light freight; no new charters, have taken place. The Pieter Adolf has cleared for Liverpool, and the Cymberline for New York.

VESSELS PASSED STRAITS OF SUNDA.

From ENGLAND and CONTINENT to CHINA, &c.—March 20, Luconia, from Newport to Singapore; H.M.S. Basilisk, England to China; 23, Union, Bordeaux to Batavia; 24, steam packet Amsterdam to Soumbaya; 15, Stad Delf and Joh Anthonius, Rotterdam to Batavia.

From UNITED STATES to CHINA, &c.—March 14, Daniel Draper, Boston to Batavia.

From CHINA, &c., to ENGLAND and CONTINENT, &c.—March 17, Ærolite, Shanghai to Liverpool; J. Shephard, Shanghai to London; 20, A. Beyling, Batavia to Rotterdam; D. Hermanos, Emelie, Macao to London; 28, Independent and Bengale, Macao to Havana; L. Berginta, Japan to London.

From CHINA, &c., to UNITED STATES.—17, Appelina, from Singapore; 18, Diligentia do., Amaranth, from Amoy; 21, Spirit of the Day, from Japan; 28, Diamond do., all to New York.

COMMERCIAL POSTSCRIPT.

The tea market remains very flat. A sale of unpaid prompt lots will be held this week. The Canton new makes, which arrived per last French mail, have not yet been placed. The price asked is 2s. 6d. Last year they fetched 2s. 10d. and 3s.

The Circular of Mr. Page notices:—

BAR SILVER.—The demand for India has for the present entirely ceased; at commencement of the mail a few transactions occurred at 61 1-16th to 61¼, but the small quantity of silver subsequently received by the Royal Mail packet was taken at 61¼d. for the Continent. The aggregate shipments to the East recorded since 25th April amount to £74,525, the bulk of which was settled prior to close of last mail. There is a good demand for the Continent, and the supply being extremely limited, the price has nominally advanced to 61½ to 61⅝d.

MEXICAN DOLLARS.—The Royal Mail packet brought about £80,000, which was settled on 3rd inst. at 60d., showing a further decline of ⅛d. per oz. on last transactions. Notwithstanding this reduction in price only £15,983 was shipped to China, the remainder being taken for the Continent. There is at present no appearance of enquiry for China, and there is little or no supply on the market.

Digitized by Google

ARRIVALS NOT INCLUDED IN THE TABLES.—May —, at Deal, from Colombo. Garibaldi; 12. from Manila, Maulmain; at Falmouth, from Batavia, Zeepaard (leaky); 11. from Padang. Uncas.

DEPARTURES.—April 27, Anita, Captain Askins, for Shanghai, from New York; 28. J. W. Seaver, Captain Snow, for Nagasaki, from New York; May 10, from Cardiff, for Hong Kong, Evangeline; 12, from London, for Hong Kong and Canton, Robin Hood, Portland; for Colombo, Spanker.

SPOKEN.—Elizabeth Ann, Colombo to London, May 25, 7 S., 15 W.; Noach, Rotterdam to Batavia, May 1, 49 N., 6 W.; Caldera, Sunderland to Hong Kong, March 21, 15 S., 27 W.; Anna, for Batavia, March 29, 1 N., 28 W.; Runnymede, London to Hong Kong, March 21, 8 S., 29 W.; Rajah of Cochin, Shanghai to London, April 1, 16 S., 6 W.; Suffolk, Java to Amsterdam, April 7, 12 N., 31 W.; No. 0248, 3rd d.p. Colombo to London, March 12, 27 S., 3 E.; Burgermeister, v., Middelburg, Newport to Singapore, March 20, 11 S., 29 W.

LAID ON.—At London: For Hong Kong and Canton, Red Riding Hood.

MISCELLANEOUS.—Off Ascension: April 10, from Banjoewangie for Amsterdam, Telanak, Popken.

THE LEVEE.

By command of the Queen a levee was held on Saturday, the 12th inst. at St. James's Palace, by his Royal Highness the Prince of Wales on behalf of Her Majesty. The presentations exceeded 180 in number. His Highness Datu Tumongong Abubakar, Sri-Maharajah of Johore, accompanied by his cousin, Unkoo Mahommed Hadji, his private secretary, Bantara Jaffir, and Dr. Scott (in charge), was presented by the Earl de Grey and Ripon, Her Majesty's Principal Secretary of State for India. The Nawab Syud Asghar (Khan Bahadoor, of Moorshedabad), and the Nawab Syud Ahmad Ali, were also presented by Earl de Grey and Ripon. Among the general presentations were the following:—Viscount Halifax, on being created a Peer, by Earl Russell; Rear-Admiral Sir John Hay, Bart., M.P., on promotion, by Sir Thomas Cochrane; Lieut. Kuper, R.N., by Vice-Admiral Sir Leopold Kuper; Vice-Admiral Sir Leopold Kuper, by the Duke of Somerset; and Sir Richard Bolton M'Causland, on his return from Singapore, by the Secretary of State for India.

APPOINTMENTS.—No step has yet been taken for filling the Lordship of the Treasury vacant by the appointment of Mr. Knatchbull-Hugessen to be Under-Secretary for the Home Department. The Hon. G. James Agar-Ellis, now Second Secretary at Paris, has been promoted to be Secretary of Legation at Athens. Mr. Francis Ottiwell Adams, Second Secretary at Washington, has been appointed Second Secretary at Paris. Mr. Edwin Corbett, now Secretary of Legation at Munich, has been appointed Chargé d'Affaires and Consul-General in Central America. Mr. Fenton, Secretary of Legation at Athens, has been appointed Secretary of Legation at Munich. Mr. Henry Grant has been appointed Consul at Brindisi. Mr. Wm. Robinson, lately administering the Government of Montserrat, has been appointed Governor of the Falkland Islands, in the room of Captain Mackenzie.

THE LOSS OF THE STEAMER "JEDDO."—A court of inquiry has been held at Bombay on the wreck of the Peninsular and Oriental Navigation Company's steamer *Jeddo*, which occurred on the 2nd of February last on that coast, involving a loss of £120,000. The *Jeddo* was an iron-built screw-steamer, 1,631 tons register and 450-horse power, and was employed on the China and India trade. She left Hong Kong on the 15th of January last for Bombay, with the mails, passengers, and cargo, under the command of Captain George Alexander Grainger, who has held a master's certificate of service since 1855. The Court suspended his certificate for six months.

THE CHINESE MISSION.—Ping, the Commissioner, and suite, who has been in Paris during the past week, is expected to arrive in London on the 16th. We understand that Mr. Hart is already in England.

Continental Intelligence.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, May 8.

For the last six days the Second Chamber of the States-General has been discussing the Culture Bill, which is destined, if it be passed by both the Chambers, to introduce a social revolution in our East India possessions. Without any doubt it will be a measure of much more importance than that by which slavery was abolished in our West-India possessions. A great many speeches have been delivered upon the subject, and of course I can only trace their general tendency. The opinions put forward may be divided into three classes:—those of the Conservatives, who reject the principles of the Bill; those of the Liberals—say Ministerialists—who approve of them; and those of the Radicals, who do not agree with the Bill, because its principles do not go to the root of the matter, and a policy of compromise is attempted. The first defend the policy, *à tort et à travers*, of maintaining that culture system which, since 1830, has poured about 200,000,000 guilders into our treasury. The Liberals applaud the first step to abolish that system, but advocate that all the cultures should not be left to private industry, and warmly approve that Government still desires to retain the revenues of the coffee-culture. The Radicals defend stoutly their opinion that the measure must be final and that all inveterate abuses must be abolished at once. They do not profess themselves satisfied with the present measure, which will be accepted by them as an instalment, if they do not succeed in improving the Bill by the amendments they intend to propose. But nevertheless they do not hesitate—as was proved by the speech of Mr. Van der Linden—to urge on the House the expediency of accepting the Bill. The principal point of the debate, however, was the question whether it would be for our interests and those of the natives to give the latter the faculty of individual property in land, and to leave the mercantile part wholly to European industry. You know that till now our King is the sole possessor of the soil in our East-India colonies.

To-day Mr. Fransen van de Putte replied to the several arguments. The power and the impetuosity of his eloquence were never more apparent than in this reply, but the question is whether he has warded off defeat. But as a defence of his Bill, as a reply to the arguments and the doubts of those who avowed their hostility to the Ministerial measure, it was a good display of parliamentary eloquence. He stated that the coffee culture would be maintained, that the sugar culture would be abolished within a certain period, and that the taxes for India will be revised. The Minister of Finance defended the measure from a financial point of view.

To-morrow the general discussion will be continued, but it is thought it will soon be closed and a beginning will be made with the clauses, when an amendment will be proposed by Mr. Van der Linden, which, it is said, will be supported by Mr. Thorbecke, who has not yet spoken. It is impossible to foresee the fate of the Bill, but every one will be greatly surprised if the Government were supported by a large majority. That the Ministry is not at ease is proved by the fact that no proposals will be made to any one to accept the portfolio of Marine, till the decision on the Culture Bill has been come to.

On the first of May all communal excises were abolished.

The first steps are being taken to realise the plan for turning into dry land the greatest part of the Zuyder Zee—a public work which will cost nearly 40,000,000

The cholera epidemic happily does not increase here. Since it broke out 204 persons have died, and now about forty persons daily are attacked, of whom a tenth die. The sickness, however, spreads, and has made its appearance in several villages in the neighbourhood, as well as in Utrecht and Amsterdam. As to the cattle plague, it is still decreasing. In the week ending on the 28th of April only 879 rinders were attacked, while the number reached 1,647 in the week preceding.

COMMERCIAL.

COFFEE.—The market closes rather dull, and the private transactions were done at decreasing prices. The following parcels were sold:—1,570 b. Java ex Anthony van Hoboken, at 44½ cents; 6,000 b. ditto ex Friedrich and Hendrik Jdo. Ambacht, at 40 to 47 cents; 4,500 b. Padang ex Princess of Wales, at 38 to 47½ cents; 5,093 b. Java ex Friedrich, at 40 to 51½ cents. The 5,730 b. Java, 813 b. Padang, and 266 b. Macassar offered in auction on the 1st were partly sold at very low prices. The 2,500 b. Java ex Marie, Copernicus, and Philips van Maring were sold at prices which did not transpire. The total stock amounts to 473,200 b., against 656,300 b. in 1865. The Dutch Trading Company will sell in auction on the 16th inst. 83,640 b. Java, Padang, and Macassar.

SUGAR.—The condition of the market is rather favourable, and about 4,000 Kranjangs were sold floating at prices kept secret. On the 24th the Trading Company will offer in public auction 64,700 mats Java. The stocks consist of—Trading Company, 183,315 mats; private, 30,268 mats.

RICE.—The market is unaltered. Only 6,800 b. Rangoon were sold floating at 6¾f.

SPICES.—There has been very little inquiry, and there are no sales worth reporting. Stock:—Nutmegs, 6,263 casks; Mace, 1,782 casks; Cinnamon, 2,357 fard.; Pepper, 3,185 b.

TEA.—The 17,514 ¼, and 996 ½ chests Java offered in auction by the Trading Company were all sold; the valuation, however, was not paid in full, but the general opinion was that the brokers had valued too high. A great part of the auction, and in particular the fine sorts, were bought for English account. The prices paid were:—Boey, 800 ¼-chests, 16 ½-chests, 55-97c.; Congo Boey, 240 ¼-chests, 75-103c.; Congo, 6,432 ¼-chests, 44 ½-chests, 71-151c.; Pecco Congo, 140 ¼-chests, 92-124c.; Kempoey, 83 ¼-chests, 103-107c.; Pecco Kempoey, 75 ¼-chests, 143-169c.; Souchong, 4,743 ¼-chests, 43 ½-chests, 64-154c.; Pecco Souchong, 718 ¼-chests, 47 ½-chests, 76-106c.; Pecco, 1,311 ¼-chests, 223 ½-chests, 90-300c.; Orange Pecco, 198 ½-chests, 107-161c.; Thunkay, 1,640 ¼-chests,

Digitized by Google

34 ½-chests, 48-104c.; Schin, 385 ¼-chests, 46-71c.; Hysant, 993 ¼-chests, 55-146c.; Uxim, 20 ¼-chests, 70 ½-chests, 82-150c.; Joosjes (G. B.), 9 ¼-chests, 160 ½-chests, 112-173c.; Joosjes (F. B.), 86 ½-chests, 151-189c.

TOBACCO.—The market has been very quiet, and a limited business has been done. On the 9th some parcels were offered in auction, being the stocks of the houses which stopped payment in the last weeks. The first hand stocks consist of 16,079 b. Java; 3,665 b. Manila.

MANILA CIGARS.—Enormous quantities, say 790,000 ps., were offered in private auction since our last report, but buyers decline to operate at the actual prices, so that the very greatest part was bought in at 36f., and only a trifling quantity, 2 a. Cortados Cavita, were sold at 34f.

JAVA INDIGO.—The 3,245 piculs offered in auction by the Trading Company were sold. The prices paid, compared with those of the last autumn, give the following results:—Ord., 10 to 40c. lower; good ord., pari to 20c. lower; middling, pari to 25c. higher; fine, 30 to 50c. higher. 100 Cer. Guatemali were partly sold at 265 to 395c., and 7 ch. Bengal were paid with 600 to 625c. At private auction there were offered 170 ch. Java, of which 141 ch. were sold at 260 to 655c.

COCHINEAL.—The 21 ch. offered in auction were sold, No. 1, at 235 to 240c.; No. 2, 210 to 215c.; Zaccetelli, No. 8, 190 to 195c.; No. 9, 200 to 215c.

RATTANS.—The imports being very unimportant, the market closes dull. Only 110 piculs, ex Hendrik Jdo. Ambacht, 250 piculs per Lichtstraal, 173 piculs ex St. Helena, and 650 piculs, ex Lady Ann, were sold.

MOTHER O'PEARL SHELLS.—50 piculs Macassar ex Macassar were sold by inscription at secret, but very high prices. There is much inquiry for this article.

SAPANWOOD.—460 piculs Manila (floating) are brought into the marke at 9f., but there are no buyers at this price. The nominal quotation 8¾f. for 1a Manila; 8f. for Bunas; Java 6½ to 7f.

BANCA TIN.—The market is dull. 1,200 slabs were sold at 47½f. and 400 slabs at 47¾f., but now can be sold easily at 47¼f. The stock amounts to 66,165 slabs, against 163,201 in 1865.

HIDES.—The following parcels were sold since our last report, 920 ps. Batavia ex Marie 6,000 ps. Saurabaya, Rinder ex Baltimore, and 2,516 ditto ex Bristolian.

ARRACK.—There has been no animation in the market, and business has been of a very trivial character. 18 half and 50 quarter-casks Batavia, ex Lady Ann, only were sold, at prices which are kept secret.

DRUGS.—The market remains firm for nearly all the articles. Camphor:—In consequence of the English market there is more inquiry; but holders demand too high prices, so that business is stopped. Cassia Lignea can be bought at 63c. Gum Elasticum: With a trifling stock; very high prices are demanded. Japan Wax in waiting for the auction of the trading company, on which 2,918 ch. will be offered, without business.

CURCUMA unaltered; the nominal quotation is 11½f.

GAMBIER.—Only a limited business was done at 13f.; but nothing can be bought now under 13½f.

COTTON.—The market is dull, and the transactions in East India and Japan qualities of no importance.

MONEY MARKET.—Since the warlike news a panic has shown itself on the Exchange, and makes daily, in almost all descriptions of stocks and shares, further progress; and there seems no alternative but to permit it to have its course. The time will arrive when reason will return; but when? It must come quickly, because ruin will inevitably follow should the panic continue a little longer. The sellers now urge that no rational hope can be entertained for peace; quotations are forced down, and with them the transfers. The supplies of money are very scarce, and the Bank was compelled to raise the discount ½ per cent. Dutch Two-and-a-Half per Cents., 56¼; Three per Cents., 68½; Four per Cents., 89¼. Trading Company, 141; Rotterdam Bank, 101. Five per Cent. Austrian Metalliques (Amst.) 62; Silver, 1865, 49⅞.

EXCHANGES.—London, 3 mo., 11.53f.; 2 mo., 11.60f.; short, 11.72f. Paris, 3 mo., 46.40f.; 2 mo., 46.57½f.; short, 47f. Hambro, 3 mo., 34.75f.; 2 mo., 34.85f.; short, 35.20f. Bremen, 3 mo., 119.40f.

SHIPPING.—ARRIVALS.—April 26: At Brouwershaven, from Banjoewangie, Erbherzog Ferdinand Max; May 4, at Texel from Batavia: Azia; 5, from Banjoewangie: Zeenimph.

DEPARTURES.—April 27: From Texel for Batavia and Japan: Princess Amalia; 29, for Batavia: Den Elshout; for Samarang, Drie Gezusters; from Brouwershaven for Batavia: Noach; May 2, for Singapore (via England) Nieuwland.

PASSENGERS OUTWARD.

For Java, per Three Gezusters: Mr. A. Mulle and family, H. Klokke, Mrs. R. Moritz; per Princess Amalia: Messrs. Bosscher and family, Schenck and family, Boogmans and family, Grœnhoff, Draayer, Conard, Winter, Lastdrager, and ter Poorter, Mrs. Munnich and family, Misses Ouwens, van Duyn, and Walen; per Noach: Mr. Hoorweg and family.

PASSENGERS INWARD.

From Java, per Azia: Mr. H. M. Dabroek, Mrs. Hazel and family, Mrs. Heerman van Loon and family.

RUSSIA, GERMANY, &c.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, May 7th.

The six young Japanese sent to Russia have arrived at St. Petersburg and been presented at the Asiatic Department to the Minister for Foreign Affairs. The *Northern Bee* says: "It is well known that the Government of Japan, in sending these young men to Russia, had in view a scientific object; the eldest of them is only eighteen years of age, and the two youngest are only twelve. They are to receive a European education, and thus acquire knowledge that will enable them on their return home to introduce many improvements and inventions hitherto totally unknown in Japan. Other young men have been sent to France, England, and Holland for the same purpose. The Japanese now at St. Petersburg were brought over in the Russian corvette *Bogatyr*, which landed them at Cherbourg, whence they came on by the railway through France and Germany. When they presented themselves at the Asiatic Department, under the protection of which they will remain during their stay in Russia, they wore European dresses and had had their hair cut, notwithstanding which their features bear such a striking Asiatic type as to cause them to be immediately recognised as genuine natives of Niphon." The *Bogatyr* arrived the day before yesterday (5th May) at Kiel, on her way up the Baltic to Cronstadt.

By the last overland mail despatches were received at Vienna, announcing that on the 12th of March last the Imperial Austrian Consulate at Bangkok was formally and officially opened with the consent of the Siamese Government, and before the conclusion of any treaty. Herr Augustus Redlich has hoisted his flag, and officiates as the first Austrian Consul, which may be considered a distinguished mark of goodwill on the part of Siam.

The Leipzig Fair is over, but without much improvement, and it is seriously contemplated discontinuing it after next year, when it will have been in duration for four centuries, but has outlived the object for which it was originally instituted. Woollen goods had a heavy sale down to the close, though many manufacturers were obliged to dispose of their goods at any price, and this only tended to dampen the market still more. The prices of leather were also not able to rally, and the article continued depressed to the end. More animation obtained at last in furs, and several parcels of country fox-skins, as well as 8,000 stone-marders, were bought for Russia at former rates. The Greeks purchased 10,000 Virginia red fox, and were still buyers to the last. Some few parcels of Hamsters, which were in request, were 10 per cent. better than at the last fair. Black cats were quite neglected, though generally a favourite article. The Boles bought a good number of land beavers, and paid full value. The Russian peltries arrived just before the close of the fair. Grey squirrels sold rapidly at higher rates, but ermines found no demand, and might have been bought at ridiculously low prices. Squirrels' tails were very scarce, and fetched remarkably high rates. The supplies of furs from the Crimea and Ukraine did not arrive in time, and from Astrachan only in small quantities.

A violent shock of earthquake was felt at Irkutsk on the 8th of March, but the inhabitants were more frightened than hurt. Within three minutes two shocks took place and the houses shook as if about to crumble to pieces. As it happened in the middle of the day, the inhabitants rushed into the open air. Fortunately the only real damage done was confined to the fall of a wall at the back of the post-office and a few columns of the gymnasium. During the whole of the month of February the cold was very severe, the thermometer ranging between 35 and 40 degrees of Reaumur, or 47 to 58 degrees below zero of Fahrenheit.

The ice of the Wolga broke up on the 14th of April, and began to drift on the following day, in consequence of which the communication between the inhabitants of the two banks is for the present suspended, and will remain so till the river is clear of ice.

The Senate of Hamburg, in conjunction with the Senates of Lubeck and Bremen, have appointed Herr Carl Johann Mestern, of Canton, to be Hanseatic Consul at that port. Patent dated May 2, 1866.

COMMERCIAL.

Owing to the uncertainty of political events the produce market has been and still is in a very unsatisfactory condition. The sales of coffee during the fortnight were not more than 15,000 bags, but prices remain well supported, as the holders are not intimidated, and feel convinced they have only to bide their time. On the other hand sugar, both raw and refined, has given way fully 12 sch. bco. per centner, and even at this reduction is difficult to sell. A fair amount of business has been done in rice at former rates. Nothing of consequence has taken place in spices, though the market is firm, and higher prices are demanded for mace and nutmegs. Tea is steady, with considerable sales by importers of the fresh arrivals, among which were 402/2 and 311/8 chests Congou ex Asia, 248/8, 167/16, and 228/4 chests Pecco ex Florentin, 867/8 chests Congou, and 215/4 chests Souchong ex Aldebaran, 600/16 chests Imperial and 200/8 chests Souchong ex New Ed., and about 500 chests, principally Congou, out of the other stocks in warehouse. Spelter: Considerably lower, and no purchasers. The only transaction reported was 2,000 centners of Short Slabs in loco at 14 marks 8 sch. banco. Discount 6½ per cent., with a tendency to go higher. On the Stock Exchange the panic continues, the securities mostly affected being Austrian and Italian.

SHIPPING.—ARRIVED.—April 25, Condor, from Iloilo; 28, Jessy Beazly, from Iloilo.

SAILED (from Cuxhaven).—May 3, Pudel, to Hong Kong.

Digitized by Google

NOTICES TO CORRESPONDENTS.

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be authenticated by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

A REGISTER is kept of the addresses of all persons connected with the FAR EAST, and reference can be made to the same by personal application at the office or by letter.

Any information required by Subscribers, in reference to Commercial or General matters in CHINA, JAPAN, SINGAPORE, *and other parts of the* FAR EAST, *will be supplied on application at the Office, where files may be seen of the Journals published in those countries.*

THE LONDON AND CHINA EXPRESS.

PUBLISHED on the departure of the Mails *via* Marseilles on the 10th, 17th, and 26th, contains a Summary of European, American, and General News; Commercial and Shipping Reports, and Special notices of Trade with the FAR EAST.

Subscription 54s. per annum, including Postage. Export Supplement 12s. extra.

The London & China Telegraph.

LONDON, MONDAY, MAY 14, 1866.

ASIATIC MISSIONS TO EUROPE.

WE have lately been favoured by the visits of distinguished natives of three Eastern nations, not very far apart as regards distance, but widely different in their manners, customs, and habits. It will be curious as well as interesting to note the varying effects of European intercourse on the different nationalities. First came the Japanese, representatives of a highly intellectual race, whose assumed *nonchalance* and indifference speedily gave way to an honest admiration of the wonders of Western civilisation. The peculiar turn taken by their researches soon became evident. Many things which might have been supposed likely to claim their earnest attention were passed over with comparative indifference, while an eager desire was manifested to acquire knowledge concerning agricultural implements and processes, naval architecture, and engines of war. The Mint, with its wonderfully ingenious machinery, worthily claimed a considerable share of their attention, and we doubt not the knowledge they acquired on the subject of coining both here and in France will soon be turned to good account in their own country. But the major portion of their time was devoted to the inspection of arsenals, dockyards, and establishments of a similar nature. Thus their attention would seem to have been strangely divided between warlike science on the one hand and agriculture—essentially an art of peace—on the other; to the apparent neglect of arts and sciences which would be invaluable to them as a means of utilising many of the rich products of their favoured islands.

Next comes his Highness the Tumongong of JOHORE, who visits Europe, we believe, with precisely the same object as the Japanese, namely, to judge from personal observation of the merits of our social, moral, and political system—our arts, manufactures, and sciences. Now, with regard to the last named portion of the TUMONGONG'S investigations, we shall be very much surprised if his attention be not specially directed to those very things that would seem to have been neglected by the Japanese, that is to say, machinery and processes adapted for utilising raw material, such, for instance, as steam saw-mills, sugar refining works, &c. As most of our readers are doubtless aware, the TUMONGONG has long since acquired a reputation for readiness to avail himself of, and to introduce into his territory, any European inventions of commercial value, and there is no reason to doubt that he will continue this policy.

We now come to the third and last nationality—the Chinese. Their representative, PING, has not yet reached our shores, but may be expected in a few days. It is stated that this official comes to Europe specially to make such observations on our trade as may be useful to his own Government, and it is hard to say whether he will confine himself strictly to his object or not. In all probability the *nil admirari* creed, universally adopted by his countrymen, will be duly observed by PING, and whatever degree of astonishment he may experience, he will make no sign. One thing, however, is certain; he cannot fail to carry back with him a thorough conviction of England's greatness and superiority, and of the expediency of good faith bein kept with us by his Government in our future relations.

THE PEPPER DUTY.

OUR readers in the Straits Settlements will be glad to learn that pepper has received its fair share of attention in Mr. GLADSTONE'S Budget, and that the exorbitant duty hitherto levied on it is now repealed. The mention of pepper seems to have excited some laughter in the House of Commons, but Mr. GLADSTONE justly remarked that it should rather excite commiseration. It was a condiment, he said, that was common to all classes of the community, and, though it could well be dispensed with by the wealthier classes, and even by those of the working classes who partook largely of animal food, it was a necessary to those whose diet consisted in a much larger degree of vegetable food, and he believed "it was largely consumed in Ireland." This excited "much laughter," but another fact or two which Mr. GLADSTONE mentioned might have excited some other feeling. The duty on pepper is no less than 200 per cent., and the revenue from it £124,000 per annum; but, whilst all the spices and condiments in which the wealthier classes indulge have been long since set free from all duty, this enormous tax upon the pepper of the poor man has been retained. This fact alone was sufficient to condemn the duty, apart from its prejudicial effect on an important branch of trade. When the petition against this duty was presented by Lord Stanley—to whom, for his able advocacy of its merits, no small share of credit is due—we expressed a conviction that so unjust and so anomalous an impost must be swept away.

THE BRINDISI ROUTE.

WE have had the pleasure of seeing several gentlemen who have lately arrived from India and China by this route, and with some exceptions, easily remedied, they describe the steamers between Alexandria and Brindisi and the whole line of rail through Italy as most satisfactory. The entire distance from Alexandria to London can be performed in six days and a few hours. The line traverses a most beautiful country, and, with the late completion of lines, Rome may now be reached by a branch from Ancona *en route* to or from Brindisi. We shall shortly be able to lay before our readers a full report on this most agreeable change in the route to the Far East.

We are glad to observe that a Consul has been appointed to represent British interest at Brindisi. When a place becomes of importance to English traffic it is a great assistance to it to have a representative of our Government. By a little overzeal on the part of the last gentleman who acted as English Consul he lost the post,—not a lucrative one, as he rendered his services gratuitously; but nevertheless it was unpleasant to be cancelled from a post on grounds so opposed to the liberal views of the English Government. It appears that Mr. Nervegna had made constant efforts to engage the attention of the Home Government to the port of Brindisi as a postal station for our India and China mails, and not finding any response, he wrote to *The Times* in September last describing the advantages of Brindisi, but not upbraiding the Government. Shortly after this he received an intimation that it was exceedingly inconvenient that any representatives of the Home Government should address newspapers (*i.e.*, open their mouths), and that consequently his services were dispensed with. The gentleman who now enters on the office is Mr. Henry Grant.

CHINA STEAMSHIP AND LABUAN COAL COMPANY.

By the last mail from Manila we have advices that the Company's Marine Manager at Hong Kong had obtained the sanction of the Spanish authorities at Manila to open a mail line of communication between that place and Singapore, and that the Company's steamer *Mona* had already opened the service. The *Mona* is spoken of as a fine vessel, with excellent accommodation for passengers, and it was much desired by the mercantile communities that the service might become permanent. The Spanish steamers now conveying the mails via Hong Kong have long been a standing grievance for inefficiency and discomfort. The route by Singapore has also the great advantage of bringing Manila into the chain of communication with London by about a week in advance of that by Hong Kong. We trust the special privileges of carrying the Spanish flag will be awarded to the China Steam Ship Company, to enable them to carry goods on the most favoured terms.

Digitized by Google

THE OPENING UP OF WESTERN CHINA.

CAPTAIN SPRYE, whose indefatigable exertions in this cause have never flagged, has printed for private circulation a pamphlet showing how earnestly the question has been taken up by almost every commercial body in the country, and how persistently it has been ignored by Government, notwithstanding repeated efforts to bring it before them. The pamphlet gives a detailed *resume* of Captain SPRYE's proceedings from the commencement, and concludes with a correspondence with Mr. GLADSTONE, which appears to have been his last attempt to procure some attention to the scheme. We are glad to learn that even now its originator is not discouraged, and intends to persevere instead of relaxing his efforts.

THE FRENCH IN SIAM.

FROM Paris we hear that "The French Consul at the "Siamese Court, M. AUBARET, who has been in France for "some time on sick leave, is about to proceed to Bangkok. "He has had an audience of the EMPEROR, who has given "him a sword as a present from himself to the King of SIAM, "and a dagger from the Prince Imperial for the KING'S son." This M. AUBARET, it will be remembered, is the notorious person who last year was guilty of a gross outrage on the person of a relative of the King of SIAM. The fact of his being reaccredited to the Siamese Court, unless he be under orders to make a full apology for his former disgraceful conduct, can hardly be considered otherwise than an insult to the KING.

THE CHINA DINNER.

On the China dinner list we observe the following additional names :—R. C. Antrobus, Esq., J. Hudson, Esq., W. Schmidt, Esq., Rev. H. Huleatt, H. Severs, Esq., J. Durrell, Esq., Assistant-Commissary-General Eichbaum, Col. Browne, C.B. (44th Regt.), Rev. John Scarth, &c., &c.

THE TUMONGONG OF JOHORE.—The Tumongong of Johore and suite have arrived in London, and taken up their residence at No. 22, Manchester-square. We believe his Highness, who is the first Malay Prince that has visited this country, is accompanied only by Dr. Scott, and a small retinue of five or six native attendants. His stay will extend to three months, but, we understand, his visit has no official object.

THE MORTALITY AT HONG KONG.

TO THE EDITOR OF "THE TIMES."

SIR,—Your leading article of the 20th of January has been read with much interest and surprise by all those officers here who are acquainted with the events on which it comments.

I am sure you will excuse my troubling you with the following particulars, the correctness of which you can easily ascertain, and for which I vouch :—

The 2nd battalion 11th Regiment arrived at Hong Kong on the 28th of May, 1865, several weeks before it was expected, and before the completion of the temporary barracks intended for their reception.

These buildings were hired, and their alterations and fittings (comprising the erection of upper stories), commenced as soon as the order notifying the destination of the 2nd battalion of the 11th Regiment was received at Hong Kong, and they were selected by a board composed of the Commandant at Hong Kong, the Commanding Royal Engineer, the Principal Medical Officer, the Deputy Assistant Quartermaster-General, and the Acting Barrack Master from the various buildings tendered for lease, and were not only the best tendered, and hired irrespective of the amount of rent demanded, but were in themselves well built, dry, airy, and lofty.

The strength of the 2nd battalion of the 11th Regiment on its arrival was 704 non-commissioned officers and men, and to provide for their accommodation until such time as the new barracks were ready suitable buildings were hired at $1,000 a month, for 200 men, who were at once disembarked and occupied the buildings.

Of the remainder of the regiment 150 were transhipped to the *Hercules*, an old line-of-battle ship anchored off Kowloon, and which for some years had been occasionally used as a military hospital ship; 250 were landed at Kowloon, and placed in huts; 70, including 20 families, were sent to Stanley, an out station about eight miles from Victoria, and the remainder were put on board Her Majesty's ship *Princess Charlotte*, the receiving ship at this port.

In July the temporary barracks were completed, and occupied by the 2nd battalion 11th Regiment, who were landed from the *Princess Charlotte* and the *Hercules*, and withdrawn from Stanley and Kowloon, where only a detachment of 110 men was left to furnish the guards over the naval stores and Government property.

The men were now lodged in large well-ventilated rooms on the first and second floors (the ground floors being used as stores, &c.), giving each man a cubic space of 1,000ft., with 75 square feet floor space.

Early in August two companies, together 150 strong, were sent to Japan, and the detachment, which had been regularly relieved weekly, withdrawn from Kowloon, the guards at that place being furnished daily from Hong Kong.

Since then the regiment has continued to occupy the same quarters. It has never been encamped since its arrival in China, and the statement that it was encamped near a native burying-ground is not only false, but I fear I must add maliciously so—a point on which you, as knowing by whom the statement was made, can easily arrive at a conclusion.

So much for the manner in which the 2nd battalion 11th Regiment has been quartered. As regards its destruction I will only add a few figures. It arrived on the 28th of May 704 strong. During 1865 there were 54 deaths in the regiment and 185 men were invalided, and up to the present date there has occurred two more deaths, of which one was caused by hydrophobia.

There now remain at Hong Kong 313 non-commissioned officers and men, of whom 38 are in hospital, and at Japan 146, making a total of 459 non-commissioned officers and men of the 2nd battalion 11th Regiment actually serving in China and Japan.

I may be permitted to add that, having been stationed in China for nearly six years, I consider the past hot season to have been unusually unhealthy for Hong Kong, but it certainly contrasted favourably with the year 1862, when the European troops in Shanghai suffered much more severely than did the 2nd battalion 11th Regiment last year, the death-rate at Shanghai, as given in the Army Medical Statistical Report, having been 163 per 1,000, while that of the European troops at Hong Kong in 1865 was 75 per 1,000 (the death-rate of the 2nd battalion 11th Regiment was 102 per 1,000), and that of the European Police Force 78 per 1,000. I mention this last fact because the Colonial Surgeon has published a statement of the comparative health of the garrison and of the police, and has included in the latter the natives of India and Chinese, who compose nearly seven-eighths of the force, and who have suffered much less severely than the Europeans. The colonial surgeon's statement, if not corrected, would lead the public to form erroneous conclusions, and I have therefore given the actual death-rate of the European police at Hong Kong, which, as I have stated, was 78 per 1,000 in 1865.

In conclusion, I beg to state that the *Gresham*, on board which so many deaths unfortunately occurred, was considered by all the inspecting officers to be one of the finest ships they had ever seen taken up for invalids.

Your obedient servant,

A. GAMMELL, Major, Deputy Assistant Adjutant-General.

Hong Kong, March 25.

*** Major Gammell appears to think an annual death-rate of more than 10 per cent. merely normal, even when accompanied by such an amount of invaliding that a force of 704 was reduced to 459 in less than two years. We trust the committee now sitting will not take his view of the subject.

HOUSE OF COMMONS.

THE CIVIL SERVICE IN CHINA, JAPAN, &C.

(May 10th.) On the vote of £121,978 to complete the sum for services in China, Japan, &c., General DUNNE complained of augmentations in the allowances for the Civil Service, while the allowances of the military authorities were cut down.—Mr. READ called attention to the sum of £20,000 for consular buildings required at several of the stations in China. —Mr. LAYARD said that a number of buildings were required for the consular service, but no accurate estimate could be made out. An officer had, however, been sent out, under whose direction the money would be laid out. In reply to a question from Mr. GRIFFITH, Mr. LAYARD said the salary of the Minister at Peking was reduced from £8,000 to £6,000. In the committee last year the former sum was thought to be excessive The vote was then agreed to.

LABUAN.

On the vote of £2,244, to make up the sum of £3,644, the charge for Labuan, General DUNNE asked what were to be the future arrangements for Labuan. Who were the garrison there?—Mr. CARDWELL said that expenses had been incurred in consequence of the coal to be found there. The garrison was composed of Sepoys.—Mr. POWELL asked whether any portion of the vote was applied to the investigation of the coalfields.—Mr. CARDWELL said the coalfields were already open, and coal had been brought to the surface, so that it was now too late for inquiry on that head. Petroleum also had been discovered there; but it was too early yet to say anything with respect to that.—Mr. POWELL inquired what was the extent of the coalfields.—Mr. CARDWELL said the coalfields were considerable. (A laugh.)—Agreed to.

THE REBELS IN CHINA.

(11th.) Colonel SYKES rose to call the attention of the House to the official notification and address of Consul Meadows at Newchwang to the foreign community, dated the 4th October, 1865, respecting the danger to life and property from the proximity of rebels; also to the official notification and address of Consul Medhurst, of Hankow, to the foreign community, dated 21st of January, 1866, to devise measures against an expected attack from a body of revolted Imperial troops, and the advance of the Nienfei rebels. He had about a month ago called the attention of the Under-Secretary for Foreign Affairs to the despatches of Consul Meadows at Newchwang, on which occasion his hon. friend told him Consul Meadows had been very much alarmed at the prospect of an attack on the part of some rebels, but the Government had no ground for thinking that any attack on Newchwang had taken place, or was likely to take place. The Consul and the community had, however, very serious grounds for suspecting the safety of their lives and property. Mr. Consul Meadows had issued a circular, dated December 4, 1865, calling a meeting of the foreign residents to consult upon the measures of defence necessary to be taken. The meeting was attended by various consuls and the foreign community, and Mr. Meadows, as senior Consul, took the chair. He said that there were no means of defending Newchwang, that the rebels were in possession of the neighbourhood, and might at any time ride into the city, slaughter the inhabitants, and destroy the property. That was not a matter to be considered lightly by his hon. friend (Mr. Layard). With respect to the great commercial *entrepot* of Hankow the hon. and gallant gentleman read a statement to show the threatening nature of the circumstances under which Consul Medhurst called upon the community to meet in order to take measures for their own defence. It appeared that a force of 8,000 revolted Tartar troops and some 30,000 or 40,000 robbers called Nienfei were surrounding the city on all sides, and creating the greatest alarm among the inhabitants. The meeting which took place was attended by both the French and English Consuls. His

Digitized by Google

object in reading the statement was to prove that the two Consuls, instead of being pusillanimous, as was necessarily implied by the ridicule thrown on the affair by his hon. friend, were men of judgment and sound discretion. When he called the attention of the Under-Secretary to the matter his hon. friend said:—

"With respect to the attack on Hankow, he had to state that he had no reason to believe that that city had been threatened by a large rebel force. It seemed that a considerable number of peasantry took refuge there and in the neighbourhood, that the Consul went out to see what was the matter, but that, instead of 80,000 rebels, he found eight men on horseback, armed with spears and bags, that shots were fired at them, and that they thereupon ran away, leaving behind them the bags, which were found to contain eight women."

His hon. friend was not now in his place; if he was he would have pitched into him for what he said on that occasion. He was sorry his hon. friend did not show better feeling than to suppose that if it had been only eight robbers carrying off eight women in bags at their saddle-bows—though that was not a thing to be laughed at—the French and English Consuls and the people of Hankow would have been so greatly alarmed. Having read a long extract from the *Hankow Times* to show the gravity of the case, and the danger of starvation from the influx of people flying in terror into Hankow, he proceeded to say that the danger was still impending, and that the Imperial Government was incompetent to protect the place. What was, therefore, to be done? Were we or were we not to make such arrangements as would give confidence to our merchants for the security of their lives and property and the lives of their wives and children? There must be some documents in the Foreign-office which would confirm what he had stated, but his hon. friend could say nothing about them. He wished, by calling attention to the matter, to show that our Consuls, instead of having exposed themselves to ridicule, were entitled to praise, and to urge that measures ought to be adopted to insure security. He concluded by moving that copies of the official notifications and addresses referred to should be laid on the table of the House. The motion was negatived without a division.

THE TROOPS AT HONG KONG.

(11th.) Mr. LOCKE asked the Secretary of State for War whether the 20th Regiment (2nd Battalion) had been ordered, or whether it was the intention of the Government to order it, from Japan to Hong Kong, to occupy the quarters vacated by Her Majesty's 11th Regiment, in which great mortality had lately occurred, or whether it was the intention of the Government to send native troops to that station.—The Marquis of HARTINGTON said the 2nd Battalion of the 20th Regiment had received orders to proceed from Japan to Hong Kong, to relieve the regiment at present stationed there; but it would not be necessary that they should occupy the quarters vacated by the 11th Regiment, which had proceeded to the Cape. In March last orders were sent by telegragh to Ceylon to send four companies of native troops to Hong Kong as a temporary measure.—Colonel NORTH asked the noble lord whether the order was accompanied by unlimited authority to General Guy not to act on economical principles, but to spare no expense in securing the health of the battalion, and whether he was authorised to employ native watchmen, so as to allow the proper relief from duty.—The Marquis of HARTINGTON said orders were sent that the duties at Hong Kong should be diminished by the employment of native police or watchmen, and that under no circumstances were the troops to be kept too long on duty. With the barrack accommodation, and with the authority given to General Guy to hire proper quarters, there was every reason to believe that ample provision would be made.

TRANSFER OF CEYLON RIFLES TO CHINA.—The following is from the *Colombo Times* of the 31st March:—"An important telegram from the Horse Guards was received here yesterday. It was to the effect that 'four companies of the Ceylon Rifles were to be held in readiness to embark for service in China by the end of April!' The companies are to be of the full strength of 100 men each, with three officers to each, two assistant surgeons, and a field officer in command. We understand that Colonel Macdonald will probably be selected for this service, and that the 10th, 11th, 12th, and 13th companies, commanded by Captains Fielding, Gash, Trydell (absent on sick leave), and Meaden, will form the detachment. Hong Kong will doubtless be their destination, and it is very possible that the Home authorities have decided upon maintaining a garrison of Malays there permanently, in consequence of the terrible mortality amongst the European regiment last stationed in that colony, and that the Ceylon corps has been chosen to supply the detachment in accordance with the recommendations of the Commission, that the regiment should be reduced to eight full companies. It is very hard lines for the officers, however, if the present regulations with respect to allowances in Hong Kong are to remain in force; for, although it is a far more expensive place, the allowances are considerably less than those in Ceylon."

THE REDUCTION OF DUTIES IN JAPAN.—The American papers state that the President has proclaimed the convention between the United States and the Empire of Japan for the reduction of import duties. The following articles, used in the preparation and packing of teas, shall be free of duty:—Sheet lead, solder, matting, rattan, oil for painting, indigo, gypsum, firing pans and baskets. Second—The following articles are to be admitted at the reduced duty of five per cent.:—Machines and machinery, drugs and medicines, iron in pigs or bars sheet iron and iron wire, tin plates, white sugar in barrels or crushed, glass and glassware, clocks, watches and watch chains, wines, malted and spirituous liquors. The prohibition of the importation of opium, according to the existing treaty, remains in full force. The citizens of the United States, importing or exporting goods, shall always pay the duty fixed thereon, whether such goods are intended for their own use or not.

NUMISMATIC CURIOSITIES.—A Mr. Lake, who, besides being cashier of the Manufacturers' Bank of Chicago, is an enthusiastic numismatologist, has obtained, by the assistance of various missionaries in China, a complete set of Chinese coins from the year 245 B.C. to the present dynasty. The earlier specimens are in odd shapes, such as a razor, a padlock, although the common shape is circular with a square hole in the centre so that they may be strung together. They vary from three inches diameter and half an inch in thickness (in numismatic measure, size 48) to that of a farthing.

Naval and Military.

Her Majesty's screw troopship Orontes, Capt. H. W. Hire, which arrived at Spithead on the 3rd. went into Portsmouth Harbour on the morning of the 4th, and disembarked the officers, seamen, marines, &c., she brought home from China at the transport jetty of the dockyard. Her list of officers and passengers comprised:—Commanders.—H. P. Knevitt and R. Adams. Lieutenants.—A. W. Warry, C. A. Watts, E. M. Dayrell, D. K. Grant, S. J. Pitt, G. F. Morrell, R. H. W. Cornwall, F. Echlin, J. R. Butt. Masters.—H. W. Burnett, J. H. Thomas, F. Piper, W. F. Clifton, S. Darbishire, H. B. Hunt, B. H. Speer. Surgeons.—R. Eustace, Dr. Adams. Paymasters.—Thomas Seccombe, D. W. Wise, W. T. Grieve, Charles Barrs. Chief Engineers.—H. Cooper, H. Cook, R. Hodge, J. Snell, M. Forman. Assistant-Surgeons.—S. M'Bean, W. M'Mahon, R. R. M'Curdy, J. V. N. Blake, G. W. Sutherland, James J. Parr. Sub-Lieuts.—W. Cotton, D. G. Proby, E. Wingfield, J. R. Aylen, H. P. Smith, Thomas James, Alan F. Gardner, A. C. M. Coulsen, L. F. Wells. Second Masters.—T. C. Forte, H. W. Campion, W. Scriven, J. M. Lloyd. Assistant-Paymasters.—Alfred Clements, J. J. Wilcocks, George M. Snell, H. H. Grant. Midshipmen.—C. G. Michalson, F. B. Lacy, L. F. Wells (sub-lieut.); six masters-assistants, three clerks, five engineers, nine assist.-engineers, 18 assist.-engineers, first class; 14 assist.-engineers, second class; 13 gunners, six boatswains, four carpenters, 502 seamen, 92 marines, and eight boys, returned to England on relief from the China and Japan squadrons; and 59 seamen and marines invalided. The passengers on board include Col. Jenner, 11th Regiment on leave from Hong Kong; Mrs. Jenner and son; Mrs. Mayne and three children, from Singapore; Mrs. Rock and servant, and Mrs. Mynhennick, from the Cape of Good Hope; Lieut. G. F. Morrell, R.N., and Mr. H. H. Grant, R.N., invalids from Ascension. The Orontes left Hong Kong on the 17th of February, and has performed the passage home in 74 days, including stoppages, 60 being the number of days the ship has been under steam. On arriving off Madeira a strong wind and rough sea on the island prevented communication with the shore, and the ship was steered for Brest to obtain coal. On arrival there the French authorities placed her in quarantine for 24 hours, although there was no sickness on board. She arrived at Brest on the 30th April, and sailed again on the 2nd inst. On the 29th of April a screw steamship was passed, outward bound. Three deaths occurred during the voyage home, and one man fell overboard and was drowned off Mauritius. Piracy was exceedingly rife in China when the Orontes left for England. The English gunboats out there are all described as being perfectly rotten. Most of them are unable to steam more than four knots per hour. Great dissatisfaction existed with the Itzibou exchange in Japan. It speaks well for the discipline of the ship and the good understanding existing between the officers and crew that there has not been a case of corporal punishment on board since the Orontes left England. The ship requires docking and the usual course of refit, without serious repairs being necessary, before she will again be ready for sea.

The Pearl, 21, screw corvette, was commissioned at Portsmouth on the 5th inst., for the China squadron, by Capt John T. Ross. Lieutenant Edward Frederick Keppel, recently promoted from the Bristol, for service on the West Coast of Africa, and formerly of the unfortunate Bombay, has been appointed to her; and Mr. George Patterson, who served in the Wanderer, 4, gun-vessel, in the Mediterranean, from 1861 to 1864, joins as master. Lieutenant, M. J. Dunlop. Naval Cadets: Frank Finnis, W. C. H. Snell, Robert P. Ray, Henry Harris, William H. Webster, and Charles W. P. Bouverie. Chief Engineer: John G. Shearman. Engineer: Charles McKeener. First Class Assistant Engineers: Thomas J. Warburton and Edward Watson.

An order has been received at Chatham garrison from the Horse Guards directing Lieut. F. Brinkley, of the second depot brigade, Royal Artillery, to embark on board the Robin Hood, at Gravesend, for Hong Kong, to join the brigade of Royal Artillery in China.

The Agincourt, Capt. Harvey, Lieut. Dunlop, R.N., naval agent, sailed from Hong Kong on the 16th of January, arrived at Singapore on the 24th of the same month, sailed thence again on the 26th, arrived in Simon's Bay, Cape of Good Hope, on the 9th of March, and sailed again on the 16th, calling in at St. Helena on the 31st of March. On the 13th of April she exchanged signals with the bark Ada Mary, from Sunderland for Simon's Bay, 38 days out. She has brought home a number of naval and military invalids, with a few time-expired men from Hong Kong, who are accompanied by Assist.-Surgeon Betts, R.N., in medical charge, Lieut. Hind, 9th Regiment, and Lieut. Robinson, 11th (2nd battalion) Regiment. The Agincourt disembarked her troops by the aid of steamers from Portsmouth dockyard at Spithead on the 10th inst. and afterwards sailed for London, the invalids being sent to the Military and Naval Hospitals at Netley and Haslar, and the time-expired men to the depots of their regiments, and to Her Majesty's ship Victory in Portsmouth harbour. The Agincourt afterwards sailed for London.

NAVAL APPOINTMENTS.—Rear-Admiral the Hon. James R. Drummond, C.B. (a Naval Lord of the Admiralty), to be Rear-Admiral Superintendent of Devonport Dockyard, vice Symonds, promoted. Vice-Admiral Lord Clarence E. Paget, C.B., to be Commander-in-Chief in the Mediterranean, vice Vice-Admiral Sir Robert Smart, K.C.B., K.H., whose period of service has expired. Captains: William C. Chamberlain, of the Resistance, to the Asia, for service in the Reserve, vice Caldwell; Donald M'Leod Mackenzie to the Formidable, 26, as Flag-Captain to Vice-Admiral Sir Baldwin Wake Walker, Bart., K.C.B., Commander-in-Chief at Sheerness; George Wodehouse to be additional of the Pembroke, for service as Deputy-Comptroller-General of the Coast Guard, vice G. W. Tarleton, C.B., to be Commodore Comptroller-General, vice A. P. Ryder, advanced to flag rank on the Active List; the Hon. J. W. S. Spencer to the Pembroke, vice Johnson, whose period of service has expired; Gerard J. Napier, of the Terrible, for the Canopus, vice Mason, promoted; J. E. Commerell to the Terrible, vice Napier; J. F. Ross, to the Pearl, commissioned; C. M. Aynesley to the Jason, commissioned; Richard C. Mayne to be additional to the Fisgard, for service in the Nassau, 5, screw surveying vessel, at Pembroke; Henry S. Hillyer, C.B., to the Resistance, 18, armour-plated ship, at Malta, vice W. C. Chamber-

Digitized by Google

lain, to the Asia, for service in the Reserve; John Bythesea. V.C., to the Duncan, 81, flag-ship, at Halifax, as additional for special service.

Vice-Admiral Lord Clarence Paget, C.B., the Commander in-Chief of the Mediterranean squadron, is to have the dignity of Privy Councillor conferred on him in recognition of his services at the Admiralty. Captain Joshua Taylor has been awarded a naval pension, vice Staff-Commander Sir Joseph A. Douglas, deceased.

The Admiralty have very wisely resolved to have a powerful armour-plated ship permanently stationed at Queenstown, and their lordships have decided that Rear-Admiral Frederick shall transfer his flag from the Hastings to the Black Prince, the crew of the former being turned over to the latter. The Hastings, until further orders, will also remain at Queenstown.

Mr. E. J. Reed, the Chief Constructor of the Navy, has undergone a very painful operation, and is now in the Isle of Wight, with a view of recruiting his health.

The *Army and Navy Gazette* understands that Captain Cowper Phipps Coles has at length received the sanction of the Admiralty to construct a turret-ship on his own plans and designs. The Admiralty are not to interfere with the building of the vessel in any way. She is to be contracted for by private firms, and their lordships only[reserve to themselves the final approval of the plan which may be determined upon by the inventor. We believe that the following list of establishments was handed in the first instance to Captain Coles, from which he was allowed to make his choice, viz.—Messrs. Laird Brothers, of Birkenhead; Messrs. Palmer, of the Jarrow Works, on the river Tyne; the Millwall Ironworks Company; Messrs. Napier and Son, of Glasgow; Messrs. Samuda Brothers; the Thames Iron and Shipbuilding Works, and Messrs. Wigram and Sons. This list has, however, been reduced to five. Captain Coles, with increased years, has increased in wisdom; and if he had in the first instance taken the advice of friends who could have had no other object in view but his good, and have had recourse to a practical shipbuilder, the stormy discussions which have taken place from time to time in the two Houses of Parliament would have been for the greater part avoided, and the display of much ill-feeling would have been spared. Captain Coles no doubt has gained a victory; and, while offering him our congratulations, we must be permitted to say that the Duke of Somerset is entitled to the thanks of the public for the straightforward English-like manner in which he has comported himself during the whole transaction.

The following is a list of ships at present under orders to return to England to be paid out of commission. The stations whence they proceed, their commanding officers' names, and the date of their being commissioned are also given:—The Swallow, 9, Master Commander Edward Wilds (1861), from China; the Coquette, 4, Commander Arthur G. R. Roe (1862), from China; the Leopard, 18, Captain Charles T. Leckie (1862), from China; the Swan, 35, Captain Frederick B. Montresor (1862), from the East Indies; the Devastation, 6, Captain William K. Jolliffe (1861), from the Pacific; the Tribune, 23, Captain the Lord Gilford (1862), from the Pacific; the Stromboli, 6, Commander Alexander Philips (1862), from the South-East Coast of America; and the Sparrow, 5, Commander William A. Gambier (1863), from the West Coast of Africa.

WAR-OFFICE, May 1.—94th Regiment of Foot: Major-General Edward W. Forestier Walker, C.B., to be Colonel, vice General George Powell Higginson, deceased. 4th West India Regiment: Lieutenant-General George Thomas Colomb to be Colonel, vice Lieutenant-General John Julius William Angerstein, deceased. 5th Foot: Captain Alfred Robert W. Thistlethwayte, from the 32nd Foot, to be Captain, vice J. Hartley, who exchanges; May 1. Cape Mounted Riflemen: Lieutenant-Colonel Lewis Edward Knight, from half-pay, late 17th Lancers, to be Lieutenant-Colonel, vice Brevet-Colonel Robert Newport Tinley, who retires upon half-pay. Brevet: The following promotions to take place consequent on the death of Major-General Charles Wright, Royal Engineers, on 9th April, 1866:—Colonel William Turnbull Renwick, Royal Engineers, to be Major General; Major Charles Elgee, 23rd Foot, to be Lieutenant-Colonel; Captain Thomas Hodgetts, half-pay Unattached and Staff-Officer of Pensioners, to be Major.

We are glad to notice a disposition (remarks the *Army and Navy Gazette*) on the part of the authorities to provide for the cavalry officers placed upon half-pay against their will. Lieutenant-Colonel Knight, late of the 17th Lancers, who was in this unfortunate position, has just been appointed to the command of the Cape Mounted Rifles. The vacancy arose under circumstances which custom and good reason combine in prescribing should not cause promotion to be given in the regiment; and although the Major is an excellent officer, and was not all mixed up in the proceedings which led to Colonel Tinley's retirement to full-pay, we cannot quarrel with the authorities for adhering to the usual course in passing him over. It is hard on an officer not to get the promotion to which he has been looking forward, but it is much harder to be turned out of one's profession for no fault, and not reinstated when an opportunity offers. May we hope that the authorities will be equally just in the case of the two or three cavalry majors who are in a similarly unhappy position? Nearly every year an opportunity offers of providing for one, the cavalry regiments going to India in the summer being given a second major. In the case of the 5th Lancers and 18th Hussars the opportunity was not turned to account. In each case promotions in themselves far from objectionable were made, but the excluded majors were not restored. It is a deep disgrace to the authorities that it should be so, and we hope the blot will be removed upon the despatch of the next cavalry regiments to India.

On the 30th ult. there was launched from the building-yard of Messrs. A. Stephens and Sons, Dundee, a clipper ship 600 builders' measurement, named the Sree Singapura. The vessel was built for Messrs. M'Taggart, Tidman, and Co., London, and is intended for the China and East India trade. She is to be commanded by Captain James Tosh, Dundee. This is the third vessel built this year in Scotland for the same company, the two previous ones having been built in Montrose. The vessel is constructed on the composite principle.

A fine iron screw-steamer, of 637 tons, was launched by Messrs. Alex. Stephen and Sons, from their shipbuilding works at Kilvenhaugh. The vessel, which was named the *Osaca* by Mrs. John Stephen, is for the East India trade, and was contracted for through Messrs. James Howden and Co., who are to supply her with engines of 90 nominal horse power.

SILKWORMS.—A letter from Lyons states that numerous complaints come in from the silk-producing districts in the South of France of the failure of the foreign seed imported last year. It appears that the seed which arrived from Japan at the end of last year was more carefully packed than that of 1864, and sanguine hopes were entertained of an excellent crop. The temperature of last December was nearly the same as that of the corresponding period of the preceding year, but the heat became too great during the next three months, and the seed could not support it, especially that from Japan, which is of a very delicate kind. It became evident that if cold weather set in a great number of worms would perish. This has occurred in many places, but full credit is not given to all the reports in circulation. Many purchasers, however, have refused to fulfil their engagements with the import merchants, on the ground that the merchandise was of bad quality. Should the law courts decide against the merchants, the consequence will be injurious to the trade in the south of France, for merchants will not import seed if they are to incur the risk of the weather becoming prematurely hot.

GARROTTING IN ALEXANDRIA.—A circumstance occurred recently at Alexandria which is deserving of note, as an instance of the insecurity of the public streets in that city. Personal violence at night has been rife for many years, but it has been reserved to two Englishmen to introduce the system of robbery by garrotting. A short time ago the Russian Consul-General was attacked in the public square in the evening, and severely handled by men who adopted the process of garrotting, and by whom he was robbed of all the valuables in his possession. This was the first of a series of attacks on European gentlemen, and it was considered of the utmost importance to bring the delinquents to justice. This was accomplished by the arrest of two British subjects, named Glover and Parker, formerly in the American army, who were caught in the act of attacking a French gentleman. The British Consular judge (Francis), was prompt in setting an example to the consuls of other nations, and after a few hours the culprits were condemned to two years' imprisonment with hard labour in the galleys. The foreign community have reason to congratulate themselves upon the prompt action of the British authorities in this matter, seeing that from that moment no repetition of these outrages has occurred.

THE CHINESE DWARF.—BANKRUPTCY CASE.—James Goodman, described as a boarding-house keeper, appeared before Mr. Commissioner Winslow. It was alleged that he was in possession of a lease or right to exhibit a Chinese dwarf, and the question arose whether this ought not to be assigned for the benefit of his creditors. Mr. Reed opposed; Mr. Abrahams supported. Mr. Nugent deposed that he was proprietor of the Royal Cambridge Music-hall, and had a contract for the exhibition of the Chinese dwarf Chee-mah. The contract was made with the bankrupt. He was the principal person in the contract, and the money was paid to him. The contract was for a month. Witness wished to extend it, but the bankrupt required an increase of salary, and then a Mr. Smith was put forward as the party to make the contract. Witness refused to renew it. The bankrupt denied that he had any interest in the dwarf at present, and asserted that his agency had been revoked, and that it had passed to Smith. The dwarf had been living at his house since the 1st of January last. Mr. Reed asked that the bankrupt should be required to produce Chee-mah, and said that he might do that without difficulty, as he could put the little fellow in his pocket. (Laughter.) His Honour said there must be an adjournment for the examination of witnesses as to the alleged property of the bankrupt in the dwarf. If it were necessary to examine Chee-mah, it must be done at a private sitting. He must not be made a show of in the court.

BRITISH AND FOREIGN BIBLE SOCIETY.—The annual meeting of this society was held on the 2nd inst., at Exeter-hall. The Earl of Shaftesbury presided; and there were on the platform, among others, the Earl of Harrowby, Bishop Smith, of Hong Kong, the Rev. H. Suter, Bishop designate of Nelson, New Zealaud; General Clarke, General Lawrence, Colonel M'Donald, Admiral Warden, C.B., Captain Littlehales, Professor Leoni Levi, &c. The report was read by the Secretary. After stating the operations of the society in various parts of the world it set forth the receipts of the past year ending the 31st of March, as exhibiting an increase over those of the preceding in almost ever item, with the exception of legacies, in which there was a diminution of £23,470. 13s. 7d. The sum applicable to the general purposes of the society amounted to £80,525. 12s. 10d., and the amount received for bibles and testaments had been £81,303. 2s. 5d., being £2.913. 10s. 9d. more than in the preceding year. The total receipts from the ordinary sources of income have amounted to £161,828. 15s. 3d. To this must be added the sum of £605. 14s. 8d. received for the China Fund, £16. 2s. 5d., for the special fund for India, and £8,924. 17s. 10d. further contributions in aid of the Building Fund, making a grand total of £171,375. 10s. 2d. The ordinary payments have amounted to £176,157. 0s. 11d., and the payments on account of the special fund to £6.245. 2s. 6d., making the total expenditure of the year to amount to £182,402. 3s. 5d., being £12.658. 8s. 7d. more than in the preceding year. The society was under engagements to the extent of £109,121. 5s. 7d. The issues of the society for the year were—from the depots at home, 1,471,044; from depots abroad, 825,086, making together 2.296,130 copies. The total issues of the society now amounted to 50,285,700 copies. The committee had the pleasure of announcing that his Royal Highness the Prince of Wales had been pleased to accept the invitation of the committee to lay the foundation stone of the new building which the society were about to erect, and that the ceremony was appointed to take place on the 11th of June next. The Earl of Harrowby moved that the report be received and printed, and said that he saw no reason for despondency on the part of the advocates of Christianity, notwithstanding the efforts that were now being made by the opponents of the Christian faith. Bishop Smith, of Hong Kong, seconded the resolution, which was supported by the Rev. B. Noel, and unanimously adopted. A vote of thanks was then passed to the President and Vice-Presidents and officers of the various associations throughout the country and the colonies.

Digitized by Google

Monetary and Commercial.

The panic which has run riot during the past week has very seriously affected the shares of India and China banks, and we may add most unjustifiably, excepting of course the Commercial Bank Corporation of India, which institution, according to its own report, has had a most unfortunate career in 1865. The chief disasters have been incurred through the recklessness and in some cases incompetency and dishonesty of their own managers abroad. This institution is one of the oldest in India, and consequently should have had matters in such good training as to suffer least in times of disaster. The amount paid on each share, issued here at £10 premium, is £25, say £35 in all. These shares are now hardly quoted at any price. The report and accounts of the Chartered Mercantile Bank of India, to be presented for approval at a meeting tomorrow, show a very satisfactory state of affairs, and the late fall is we believe to be entirely attributed to vague rumours of losses by the late panic in Bombay. The £25 shares, some of which were issued at a high premium and at one time stood at £70, are now quoted at £33 to £35. The Oriental Bank shares have suffered from the same vague rumours, and have fallen from £50 to £40. The Agra and Masterman from £55 to £30. The Chartered Bank of India, Australia, and China from £24 to £17. The Asiatic, £10 paid, issued at £15 premium, is now quoted £4 to £7. The Hindustan £25 paid has fallen from £17 to £8 to £10. It is to be hoped that the reckless —villanous we may say—attacks made by Stock Exchange speculators on these banks will in time meet their reward. Unfortunately it is not permitted for directors to protect their shares from such unprincipled attacks, or they might have got the "Bears" into a grip they would not easily have escaped from. The number of *bona fide* sellers are as nothing compared to these pests.

At the meeting of the London, Bombay, and Mediterranean Bank no dividend was declared, and a committee of three shareholders was appointed to confer with the directors on the position of the concern. In the course of the discussion it transpired that the expenses are extremely large, that there is a want of capital owing to the non-payment of calls, and that an attachment has been placed on the funds of the bank in the hands of their bankers.

A general meeting of the shareholders of the Bank of Hindustan, China, and Japan (Limited) is called for the 24th inst., and will be made extraordinary, to enable the directors to hold half-yearly instead of annual meetings.

The Anglo-Egyptian Bank have announced an interim dividend of 10s. per share, being at the rate of 8 per cent. per annum for the past half-year, and have also made a call of £7 10s. per share, payable in two instalments, viz.:—£4 on the 31st inst., and £3 10s. on the 15th of June next.

The Admiralty received tenders on the 3rd May for the conveyance of 8 tons naval, 9 masts, 1 ton navy medicals for receiving ship, 27 tons light powder, 5 tons light empty cartridges, to Trincomalee; 20 tons naval, 11 masts, 26 tons heavy loose shells, 35 tons light blankets, 186 tons light, 746 hhds. of porter, to Hong Kong.

The biddings for £325,000 in bills on India took place on the 2nd at the Bank of England. The proportions allotted were to Calcutta, £167,900; to Madras, £57,100; and to Bombay, £100,000. The minimum price was as before—1s. 11½d. on Calcutta and Madras, and 1s. 11¼d. on Bombay. Tenders on Calcutta and Madras at 1s. 11¾d. will receive about 52 per cent., and on Bombay at 1s. 11$\frac{7}{8}$d. about 47 per cent. Above these prices in full. It thus appears that a considerable diminution has occurred in the demand for means of remittance to the East, the terms obtained being more than one 1 per cent. below those of the previous occasion.

Mr. Birt, of Messrs. Henry Birt and Co., wholesale tea dealers, Mincing-lane, has absconded, leaving liabilities of about £150,000. In some cases fraud has been committed in order to obtain cash advances on weight notes, warrants, &c. Some of the leading brokers in the trade have been duped, and also country dealers. His partners do not appear to have been implicated in the frauds, and have had no other alternative than to pass through the Bankruptcy Court.

The amount of bullion by the P. and O. Company's steamer *Ceylon*, from Southampton on the 4th inst., was:—In gold to Madras, £2,248; in silver to Calcutta, £5,100; to Hong Kong £10,108; to Shanghai, £13,075. Total in gold, £2,248; in silver, £28,283.

BANK AND MISCELLANEOUS SHARES.

Shares.	Joint-Stock Banks.	Paid.	Prices May 10.	Closing Prices.*
£20	Asiatic Bank Corporation, new shares	£10	4 to 7	4 to
50	Agra and Masterman's	25	30 to 35	32 to
20	Chartered Bank of India, Australia, and China	All	17 to 19xd	18 to 20 xd.
25	Chartered Merc. of India and China	All	33 to 35	30 to 35
25	Commercial of India and the East	All	—	—
20	Eastern Exchange	5	2⅛ to 1⅛dis.	2⅛ to 1⅛ dis
50	London Joint Stock	15	42 to 44	45 to 47
100	London and Westminster	20	88 to 92	92 to 94
25	Oriental Bank Corporation	All	40 to 45 xd	40 to 42 xd.
50	Union of London	15	47 to 50	49 to 51
100	Hindustan, China, and Japan	25	8 to 10	8 to 10
100	Do. Issued at 2 pm.	25	8 to 10	8 to 10
100	Do. New	25	8 to 10	8 to 10
25	Bank of Egypt	All	27 to 29	30 to 32
20	Bank of London	10	17 to 22	15 to 18
20	Land Mortgage Bank of India	4	1 to ½dis. xd.	½ to ¾ dis.xd
	MISCELLANEOUS.			
10	Mediterranean Extension Telegraph	All	3 to 4	3 to 4
50	P. and O. Steam Company	All	72 to 75	72 to 75
50	Do. New	35	14 to 16 pm.	14 to 16 pm.
20	China Steamship & Labuan Coal Co.	9	8⅛ to 7⅛ dis.	8⅛ to 7⅛ dis.
5	Bombay Gas	All	4½ to 5	4 to 5
10	Hong Kong Gas	All	2 dis. to par	1 dis to par
5	Singapore Gas	5	—	—
20	E. I. Irrigation and Canal	18¾	5 to 4dis.	5 to 4 dis.
20	Madras Irrigation and Canal	All	17⅞ to 18¼	17⅞ to 18¼
5	Oriental Gas	All	4¾ to 5¼	4¾ to 5¼
10	O. Inland Steam	All	1 to 2	1 to 2
100	West India Steam Company	60	108 to 111xd	108 to 111 xd.
—	Ceylon Deb., Nov. 1868, 6 per cent.	100	102 to 104	102 to 104
—	Do. Do. 1878	100	107 to 109	107 to 109
20	Ceylon Company	8¾	2 to 3 pm.	2 to 3 pm.
20	Do. A shares	2	¼ to ½ pm.	¼ to ½ pm.
10	Ceylon Coffee Estates Co.	10	—	—
20	International Finance Society	5	1⅞ to 1½ dis.	2⅛ to 2¼ dis.
20	General Credit & Finance Company	4	2½ to 2 dis.	2¼ to 2 dis.
20	Credit Foncier and Mobilier	5	—	—
20	Egyptian Com. & Trading Company	6	4½ to 4 dis.	4 to 3½ dis.
20	Société Financiére d'Egypte	10	5 to 4 dis.	5 to 4 dis.
10	Upper Assam Tea	5¼	3 to 2 dis.	3 to 2 dis.
10	Do.	All	7 to 9	7 to 9
50	Overend, Gurney, and Co.	15	15 to 14 dis.	2⅛ to 2½ dis.
20	Credit Foncier & Mobilier of England	5	3⅛to3⅜dis.xd.	—

* Closing prices of Saturday, May 12.

MANCHESTER MARKETS.

The depression in these markets has become more decided with lower prices both for goods and yarns. Sales are difficult even at the reduced prices, and the market closes in favour of buyers. Quotationsare:—Grey Shirtings, 7 lb., 11s. 6d. to 11s. 9d.; 8lb. 4 oz., 14s. Yarns, Nos. 16-24, 1s. 7d. to 1s. 8d.; 28-32, 1s.9d. to is. 10d.

ARTICLES OF IMPORT.

TEA.—We have still to report a state of great inactivity and dulness in our market, there having been no improvement in the home trade demand, whilst export orders continue on a limited scale; thus the amount of business transacted has been far below the average. Importers, however, generally hold firmly, looking to the now moderate quantity afloat, which is very small compared with the deliveries. Prices generally show but little alteration, though in some cases the tendency has been downward. Black.—The transactions in red-leaf have been, in good flavoury kinds at 1s. 1d. to 1s. 3d. per lb., and medium to fine Kaisow at 1s. 9d. to 2s. 2d. per lb. A few purchases have transpired in Amoy kinds at 1s. 0¾d. to 1s. 1½d. per lb., and of imitation Kaisow, made from Tayshan leaf of medium quality, at 1s. 4d. to 1s. 7d. per lb. Black-leaf.—Good common to fair has been in moderate request for export at 1s. 0½d. to 1s. 1d. per lb., and there are still buyers at the former quotation; good useful kinds to medium have been occasionally dealt in, and of fine and finest at 1d. per lb. decline. There is nothing to report either in Souchong or Oolong. Scented Tea.—For Canton Orange Pekoe we hear of no transactions; Caper, of fair to good quality, is scarce, and in request at 1s. 1d. to 1s. 3d. per lb.; in other grades nothing of note has transpired. Foochow Orange Pekoe, of fine quality, within the past day or two, has been inquired for; good to medium kinds are still in excess of requirements. Green.—There were considerable arrivals early in the month, the greater portion of which have found buyers, but at lower prices for all kinds, except medium to fine Young Hyson. Japan leaf: There have been no further imports since the "Seringapatam," which cargo realised an average price of 1s. 6¾d. per lb. Coloured sorts have continued readily saleable, though last sales, now the shipping demand has ceased, are hardly up to the range of prices ruling last month. The public sales of the 1st instant comprised 8,752 packages, of which 7,622 packages were sold, 7,404 packages being offered without reserve. The stock in the United Kingdom on the 30th ult. was estimated at 107,500,000 lbs., against 108,000,000 lbs. last year, and the quantity afloat at 12,500,000 lbs. against 20,237,220 lbs.

SILK.—During the greater part of the past month the position of the Silk Market remained unchanged, but a prevalence of unfavourable reports as to the prospects of the European crop at length led to a revival of demand, followed by considerable business, and some improvement in prices. The transactions in Asiatic silk would doubtless have been on a much larger scale, had not political complications on the Continent checked the ardour of buyers, and unfortunately the renewal of war rumours within the last few hours leads us to fear that this impediment to business will not at present be removed. In China silk current descriptions have latterly sold well, the better qualities as usual realising relatively high rates, the last quotation for classic No. 3 Tsatlee being 29s. 6d. per lb. Japan Silk.—Fine Mibash has been eagerly taken during the recent "spurt," and the market is now cleared of all inferior sorts, for which there is little or no demand.

CHINA.	Usual Imports				
	s.	d.		s.	d.
CHINA:—Tsatlee, No. 1 & 2	30	0	to	31	6
„ No. 3 & 4	26	0	to	29	0
„ Hangchow	25	0	to	26	6
Yuenfa and Hamin, No. 1 & 2...	27	6	to	29	0
„ „ No. 3 & 4...	23	0	to	26	6
Taysaam, No. 1 & 2	26	0	to	27	6

Digitized by Google

"	No. 3 & 4	...	...	...	...	18	0	to	25	0
Long Reel		...	...	...	...	18	0	to	23	0
Skeins	...	...	...	...	...	22	0			
Canton	...	...	...	...	...	20	0	to	24	0
JAPAN:—Mibash & Sinchew,	No. 1 & 2			...	...	31	6	to	35	0
	No. 3 & 4			...	...	28	0	to	31	0
Ida, Bricks,	No. 1 & 2	...	...	...	...	27	0	to	32	0
	No. 3 & 4			...	...	25	0	to	27	0
Sodai,	No. 1 & 2	...	...	...	...	27	0	to	31	0
	No. 3 & Inf.	...	...	...	...	25	0	to	27	0

STATE OF THE WAREHOUSES.

	Sold Stock. May 1, 1866.	Sold Stock. May 1, 1865.	Unsold Stock. May 1, 1866.	Unsold Stock. May 1, 1865.	Delivered. Jan. 1 to May 8, 1866.	Delivered. Jan. 1 to May 8, 1865.
Bengal	2,173	2,711	2,359	1,847	2,582	3,512
China	5,172	5,335	6,720	1,907	10,730	10,758
Japan	1,673	2,613	1,153	1,515	3,076	4,470
Canton	1,237	28	2,966	25	1,806	343
Chinese Thrown	4	31	—	28	29	78

COTTON.—At the close of the business week ending the 26th April, about ½d. per lb. of the advance obtained in the early part was lost. The decline has continued, and prices may be said to be altogether fully 2d. per lb. lower. In the London market 195 bales of Tinnivelly were sold on the 7th at 9¾d. to 10¼d. for fair to good fair. On the 8th 500 bales Tinnivelly, to arrive, were sold at 9d., February to April, guaranteed good fair. Dhollerah is quoted at 8¾d. to 11d. The Liverpool quotation for American, on the same day, was 10d. to 16½d.

SUGAR.—The market was inactive during the week ending the 4th, and closed quietly. At auction, on the 8th, the same quietness prevailed, except for the better descriptions of Mauritius, which realised firm prices. Prices varied, from low to good brown, bought in at 25s. 6d. to 28s.; to fine yellow, 38s. (duty 11s. 8d.), and middling white, 39s. to 39s. 6d.

COFFEE.—The colonial market has suffered an average reduction of fully 1s. per cwt. At auction, on the 8th, the whole of the parcels brought forward were bought in and withdrawn.

RICE.—1,800 bags Bengal at auction on the 8th were withdrawn at 14s. to 14s. 6d. Late last week 15,000 bags Bassein were disposed of at 10s., and Necranzie 10s. 3d. per cwt.

CARDAMOMS.—Firm: only 24 bags Madras at auction, half sold at 4s. 6d. to 4s. 8d. per lb. for middling Aleppy, and 131 bags Ceylon sold at 3s. to 3s. 9d. per lb. middling to good.

CAMPHOR.—In better demand; somewhat large business done: latest prices obtained £66. 3s. per cwt. for Japan, and £65 China, and the market remains firm.

CASSIA LIGNEA.—Very firm, with limited business upon former terms. No auctions. Buds: Scarce, and firm: a single case fair but mouldy sold at auction at £11. 5s. per cwt.

CINNAMON (CEYLON).—At the Quarterly Sales superior realised an advance of 3d. to 4d. per lb.; fair to good 1d. to 2d.; whilst ordinary to middling ruled at par to 2d. decline; 1,863 bales mostly sold; 288 bales 1st sort at 1s. 11d. to 3s. per lb., with superior up to 3s. 7d.; 886 bales 2nd 1s. 8d. to 2s. 8d.; 450 bales 3rd 1s. 7d. to 2s. 4d.; and 239 bales 4th and Jungle 1s. 3d. to 1s. 9d.; 106 bales Tellicherry sold at 1s. 9d. to 1s. 11d. 1st; 1s. 8d. 2nd; and 1s. 6d. 3rd.

COCOA-NUT OIL.—Cochin, being scarce, remains firm; Ceylon plentiful, and again lower; as also Sydney, and the market altogether very dull: 253 casks Cochin, and 258 casks Sydney at auction.

DRUGS.—Cubebs remain flat; but of 387 bags at auction, a few sold at 85s. per cwt. for fine sifted. Dragon's Blood quiet; 11 cases at auction, all retired. Rhubarb: In some demand at former rates to a little advance; 14 cases only at auction, and retired.

GUMS.—Benjamin: Steady; of 78 cases Sumatra at auction, one-third sold at £12 to £12 7s. 6d. per cwt. for good 2nd quality, and £10 7s. 6d. fine 2nd, but false packed. Damar: Very firm, but quiet; 15 cases at auction retired. Gamboge: Steady; of eight cases at auction, three-fourths sold at £17 to £22 per cwt. for middling to good, and £12 5s. chips.

GUTTA PERCHA.—Not any business of interest doing.

HEMP (MANILA).—Quiet; and a parcel from New York, 255 bales at auction sold at £45 to £45 15s. per ton for fair roping, being 20s. to 30s. cheaper.

HIDES.—At sale on the 26th ult., prices ranged from those of the last sales to ¼d. per lb. decline. 287 Penang Cow Hides offered and sold, heavy, 5d. per lb.; 238 Java Buffalo Hides offered and sold at 5d. per lb.

INDIA RUBBER.—Scarce and firm, with limited business.

JAPAN WAX.—Quiet; and of 263 boxes at auction, half sold at 61s. to 83s. per cwt., for ordinary mealy to good but yellow saucers.

OILS.—Anniseed: Quiet, with limited business upon former terms; 11 cases at auction retired. Cassia: Flat, and again cheaper; and 19 cases at auction mostly sold at 7s. 7d. to 7s. 8d. per lb. Cinnamon: Quiet, a single case at auction, retired. Citronelle: The demand has in some degree subsided, and prices are the turn lower; of 28 cases at auction, two-thirds sold at 3¾d. to 4d. per oz. Lemon-Grass: A single case sold at auction at 1s. 4d. per oz.

PEPPER.—Black: Up to Thursday, the 3rd inst., the market had been flat, and Penang had receded to 3½d.; of 2,648 bags Penang at auction, one-fourth sold at 3⅝d. to 3¼d.; since the 3rd, when the remission of the duty was announced, the market has improved, but only to a small extent; moderate business has been done for cash, and with short prompt up to 3⅝d. for Sumatra, and 3½d. West Coast Penang. White: Consequent on the remission of duty, prices have risen 1d. to 1½d. per lb., with fair business up to 7½d. per lb. for middling; supply very moderate.

SPICES.—Cloves: Zanzibar quiet; Penang steady. 13 cases at auction sold at 1s. 2d. per lb.; 2,820 bags clove stalks all retired. Mace: Scarce, a single case Penang at auction sold at 3s. per lb. for fine reddish, being dearer. Nutmegs: Quiet; 25 cases Penang at auction sold at 4s. 1d. per lb. for fine bold, and 1s. 2d. to 2s. 5d. ordinary small to fine medium, being the turn cheaper.

SAGO.—Large kind again 6d. per cwt. lower; small and medium unaltered; 1,016 boxes sold at auction at 18s. 6d to 19s. for middling to fair small, and 17s. 6d. to 18s. 6d. middling to fair large. Flour: Steady; but nothing of importance doing.

TERRA JAPONICA.—Cutch, Pegue: In moderate demand, at a further slight reduction in terms: 1,193 bags at auction, all retired: business to a fair extent accomplished privately. Gambier: Not any auctions have been held, and only limited business done privately upon former terms.

TIN: This market has again been much depressed; sales have been effected, but at lower prices. Banca has sold at £80 to £80. 10s. per ton cash, and Straits £77 to £80, and the latest price of the latter is £77; very dull.

TOBACCO.—Manila Cheroots and Segars. Of the former there is a fair supply, but consisting of heavy weights, which are unsalable; of the latter but few cases to obtained. Manila Tobacco: There is a better inquiry for the leafy classes, of which the market is bare. Japan: The recent arrivals have been readily placed at full market rates, having been of good average quality. Java: Stock on hand of useful descriptions being limited, no transactions worthy of notice have taken place. Quotations: Manila Cheroots, 6s. 9d. to 7s. 6d.; Manila leaf, 6d. to 3s.; Java, 5½d. to 13d.; Japan, 4½d. to 8½d.

MISCELLANEOUS.—Blacklead: Demand diminished; and of 746 barrels at auction, half sold at 17s. to 22s. 6d. per cwt. for middling to very fine lump; 13s. chips; and 9s. to 10s. dust. Galls: All Galls of the Bussorah character remain very flat, but without further change in prices; China steady at the recent reduction; buyers at 60s. per cwt.; 20 cases at auction retired; 101 cases Japan sold at 61s. to 61s. 6d. for good sifted. Musk: Limited business privately in Pod and Grain upon previous terms; only 3 tins Grain offered at auction, and retired. Rattans: Without change; 18,666 bundles Singapore and 5,872 bundles Penang at auction sold at 3s. 2d. to 5s. 1d. per 100. Sapan Wood: Steady; only 6 tons Ceylon at auction sold at £14 to £16 15s. per ton. Star Anniseeds: Again rather lower; and of 100 cases at auction half sold at £5 to £5 2s. 6d. per cwt.

EXPORT OF BULLION TO CHINA, &c.

The following return shows the shipments of bullion from Southampton from the 1st January by the P. and O. Company's mail steamers.

	Gold.	Silver.
Shanghai	—	£79,188
Foo-chow-Foo	—	4,446
Amoy	—	—
Hong Kong	—	132,179
Singapore	£5,650	45,710
Penang	—	—
Yokohama	—	900

FROM MARSEILLES.

(BY THE P. AND O. COMPANY'S STEAMERS.)

	Gold.	Silver.
Singapore	£144	—
Penang	—	—
Hong Kong	—	—
Foo-chow-Foo	—	—
Shanghai	—	£51,608
Yokohama	—	—

PER FRENCH MAIL STEAMERS.

	Gold.	Silver.
To Singapore	£516	£93,800
To Saigon	—	44,507
To Batavia	3,820	2,201
To Hong Kong	—	266,475
To Shanghai	—	62,393
To Yokhama	—	1,900

GOLD AND SILVER.

Bar Gold (per ounce)	£3 17 9
Spanish Doubloon	3 16 0 to 3 17
United States Gold Coin	3 16 4
Silver in Bars	0 5 17 16
Mexican Dollars	0 5 0

ARTICLES OF EXPORT.

IRON.—The quotations in London are for Welsh bars, £6 15s. to £7; nail rod, £8 10s. to £8 15s.; hoops, £9 12s. 6d. to £10; sheets, single, £10 10s. to £10 15s.; Staffordshire bars, £8 10s. to £8 15s.; rails, £6 10s. to £7.

STEEL.—Swedish keg, £15 5s. to £15 15s.

COPPER.—Sheet and Sheathing, £91 per ton; yellow metal, 7¾d. per lb.

TIN.—£85 to £88 for block; £86 to £89 for common bars. Tin plates, best charcoal, I.C., 34s. to 35s.

LEAD, &c.—English pig, W.B., £22 10s. to £22 15s.; shot, patent, £23 15s. to £24; sheet, £21 15s.; spelter, £22 15s. to £22; zinc, English sheet, £30; quicksilver, £7.

The following is from the Circular of Messrs. French and Smith:—The Metal Market the past month has been dull to an extent almost without precedent, and nearly every article has more or less receded in value, which we consider is owing in a great measure to the disturbance in monetary matters caused by the operations of the "Financial Companies," assisted by the unsettled state of Continental politics.

IRON.—Both Welsh and Staffordshire are without change. Scotch pig, after being forced up to a height out of all proportion to other descriptions of Iron—having reached the high figure of 82s. a week since—appears at length on its way to its proper value, having fallen to-day to 64s.

COPPER.—The smelters on the 30th ult. reduced their quotations £5 per ton: but sales had been made at as low a figure for some weeks previous. However, the present being the lowest official quotation made for copper during the last fifteen years, it may be looked upon as probably the lowest point now to be descended to.

TIN.—In English there is no change in nominal prices, but purchases are to be made at a much lower rate. In Holland, Banca tin has suffered considerable depreciation, having been sold as low as 46¾ guilders. This must be attributed to a panic amongst holders, in prospect of a German war. The last few days it is rather stronger. In this market there is an evident disposition to talk the article down; and at a time when general dulness prevails, these efforts meet with more success than they deserve. Straits: Fine has been sold at 79s., which is the lowest price for really fine quality at which business has been transacted. At this period last year Straits was 94s., and the stocks were about the same as now. The quantity of Straits tin afloat for Europe is about 974 tons, against 1,499 in 1865, and 1,307 tons in 1864.

Digitized by Google

TIN PLATES.—Charcoal remain without change. Coke are a little easier. The exports last month were 110,000 boxes, against 100,000 boxes in April, 1865. Lead: The best brands command full prices, and the smelters are well employed. Spanish has been sold at £20 10s. Spelter: Is flatter, with but little business. Quicksilver: Is now £7 per bottle, which is 15s. to 20s. per bottle fall during the month.

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Apr.22	Condor	Hansen	Yloilo	Hamburg.
— 13	Gem of the Ocean	Pritchard	Canton	New York.
— 13	Capiolani	Reid	Shanghai	Do.
— 13	Star King	Smith	Macao	Do.
— 13	Tanjore	Martin	Hong Kong	Do.
—	Formosa		Amoy	Do.
— 11	Monitor	Lanabee	Penang	Boston.
Mar 7	E.T.L.		China	Valparaiso.
Apr.16	Caroline Elizabeth		Singapore	New York.
Mar29	Whirlwind	Hughes	Hong Kong	Surinam.
Apr. 7	Emma and Mathilda	Behr	Macao	Havana.
— 7	St. Julien	Nolte	Do.	Do.
— 14	Roderick Dhu	McPherson	Shanghai	New York.
— 16	Clodian	Phillips	Colombo	Do.
— 13	Nabob	Pettingill	Foo-chow-Foo	Boston.
— 16	Alexander	Dekker	Singapore	Do.
— 17	Vinco	Hughes	Yokohama	Do.
— 22	Zeenymph	Schippers	Batavia	Off Portland.
— 29	Noach	Lupcke	Do.	Brouwershavet.
—	John N. Cushing		Shanghai	New York.
May 5	Ocean Belle	Harrison	Maulmain	London.
Apr.	Antelope		Canton	New York
—	J. Patten		Singapore	Do.
May—	Albuera	Levack	China	Off the Wight
—	Minnesota		Maulmain	Queenstown
— 4	Azia	Trappen	Batavia	Texel.
—	Launceston*		Sourabaya	New York.
Apr.16	Carolina	Bourhis	Canton	Havana.
— 24	Antelope	Hubert	Do.	New York.
— 25	Lucerne	McNeill	Yokohama	Do.
— 25	James Paton	Allison	Singapore	Do.
May 8	Antelope	Lundt	Yloilo	Falmouth.
— 9	Auguste and Meline	von Harten	Singapore	Off Falmouth.
— 9	Josephine	Jacobs	Colombo	London.
— 10	Bessie	Jones	Bankok	Do.
— 10	Queen of Ceylon	Maillard	Colombo	Do.
— 9	Crixea	Taylor	Do.	Deal.
— 10	Monsoon	Jay	Manila	Do.
— 10	Oliver Cromwell	Clark	Colombo	Do.
— 10	Southern Belle	Brown	Ceylon	Do.
—	Agincourt	Harvey	Hong Kong.	Portsmouth.
—	Miltiades	Lidbeck	Moulmain	Queenstown.
—	St. Louis	Harostegui	China	Lorient.
— 10	Redbreast	Dent	Yloilo	Falmouth.
— 10	Kalimass	Bendixen	Sourabaya	Do.
— 10	Jane Woodburn	Harrison	Yloilo	Do.
— 9	Salamander	Dethlessen	Batavia	Off Falmouth.
— 11	Jas. Russell		Macao	London.
— 10	Ocean Spray	Miller	China	Deal.
Apr.29	Kanagawa		Banjoewangie	Off the Lizard.
May10	Excelsior		Singapore	Liverpool.
— 11	St. Bede		Ceylon	London.

* Disabled.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Apr.—	Susanne	Vouck	Batavia	Rotterdam.
— 21	Caernarvonshire	Richard	Nagasaki	Cardiff.
— 24	Queen of England	Jones	Shanghai	Liverpool.
— 24	Drydens	Elliot	Hong Kong	Sunderland.
— 24	Hendrina	van Breen	Batavia	Cowes.
—	Willem Poolman	Hoogenstraten	Do.	Rotterdam.
— 25	Hollandia	de Jonge	Singapore	Falmouth.
— 24	Anna Maria	Voissin	Galle	Liverpool.
— 26	Wynaud	Smith	Colombo	London.
—	Insulinde	Duinker	Batavia	Amsterdam.
— 25	Emanuel	Coudray	Bankok	Liverpool.
— 26	Marie Adolphine	Bloom	Macassar	Sunderland.
— 27	City of Quebec	Peebles	Shanghai	London.
—	Neptuno	Ludwig	Singapore	Rotterdam.
— 30	Teesdale	Scarrow	Penang	London.
— 30	Andromeda	Cocker	Labuan & Hg. Kong	Do.
— 26	Volta	Ailemes	Galle	Newport.
— 26	Albatross	Lawson	Hong Kong	Cardiff.
— 27	Sp. K.d. Nederlanden	Klein	Singapore	Liverpool.
— 27	Joachim	Helineyer	Do.	Do.
— 29	Trait d'Union		Galle	Swansea.
— 26	Lochleven Castle	McGowan	Singapore	Bromielaw.
May 1	Caroline Hutchings	Cothes	Colombo	London.
— 1	John Lidgett	Polson	Shanghai	Do.
Apr.30	Ker Aimee		Galle	Cardiff.
May 1	Richard III.	Greenough	Hong Kong	Do.
— 1	Majestic	Robertson	Sourabaya	Clyde.
— 3	Hen. Elisab. Susanna	Meyboom	Singapore	Falmouth.
— 2	Marianne	Jahnke	Batavia	Swansea.
— 3	Triton	Schmidt	Do.	Liverpool.
— 3	Emperor	Dudley	Shanghai	Sunderland.
— 3	Galilei	Mey	Batavia	Do.
— 3	Fugel	Duyn	Do.	Do.
— 3	Indian Empire	Rand	Singapore	Do.
— 3	Stirlingshire	Nairn	Hong Kong	Swansea.
— 4	Frigate Bird	Weeks	Galle	Liverpool.
— 4	Oses (?)	Forley	Singapore	Cardiff.
— 4	Nereus	Planten	Do.	Sunderland.
—	Chanticleer		Shanghai	Shields.
— 8	Minnie of Mayfield	Wright	Galle	Sunderland.
— 8	Onrust	Wiessenbruch	Hong Kong	Newport.
—	Charlotte	Fearon	Shanghai	Liverpool.
— 10	Corea	Garry	Yokohama	London.

(See Commercial Postscript.)

LOADING.

At LONDON.—For Yokohama: Heroes of Alma. For Yokohama and Nagasaki: Merse. For Shanghai: Tyburnia, Lammermuir, Assyrian, Albuera. For Hong Kong and Canton: Portland, Robin Hood, Lord Macaulay, Tavistock, Sea Belle, Lobelia. For Singapore: Caldbeck. For Penang: Algernon. For Colombo: Spanker, Celestial Queen, Star of Devon, Jane Maria, Gladiator. For Galle: Les Pios.

At LIVERPOOL.—For Yokohama: Carioca. For Shanghai: Bogota, For Hong Kong and Canton: Patna. For Singapore: White Squall, Cecrops, Sirius. For Manila: Barinaga, San Fernando. For Batavia and Singapore: Geffrard. For Batavia and Sourabaya: Astrea, Catharina. For Galle: Carin. For Ceylon: Sultan.

At GLASGOW.—For Manila, Iloilo and Zebu: Jesus. For Singapore and Penang: Douglas Castle. For Hong Kong: Clifton.

SPOKEN.

WARGES, Cardiff to Shanghai, Feb. 9, 8 S., 125 E.
LOUISA BRAGINTON, Japan to New York, March 3, 20 N., 117 E.
JAS. WATT, for Singapore, in the Straits of Branca.
POWHATTAN, New York to Shanghai, March 21, 35 N., lon. 60.
CONGRESS, Newport to Hong Kong, March 12, 2 S., 26 W.
CHINAMAN, for Shanghai, March 4, off the White Dogs.
BENEFACTOR, New York to Hong Kong, Feb. 9, lat. 11, lon. 32.
AMERICA, New York to Shanghai, April 14, lat. 40, lon. 71.
C.I.A.R. RICKERS (?), Banjoewangie to Rott., Feb. 22, 15 S., 103E.
BUCH GROVE, Cardiff to Japan, April 25, 29 N., 17 W.
BEZOEKIE, Banjoewangie to Rotterdam, Feb. 22, 15 S., 103 E.
EMPRESS, Shanghai to Liverpool, March 5, 9 N., 109 E.
SPIRIT OF THE DEEP, Japan to New York, March 9, 10 (?) S., 110 (?) E.
GENERAL WYNDHAM, Sourabaya to Cowes, March 24, 27 S., 6 E.
FALCON, Ceylon to London, March 11, off Algoa Bay.
PRINCESS KENT (?), for Shanghai, April 25.
SAMUEL RUSSELL, New York to Hong Kong, April 14, lat. 40, low 69.
MARIA OF VICENTA, Manila to Liverpool, March 17, 35 S., 26 E.
TJILINGIRE, Sourabaya to Amsterdam, March 30, 20 S., 2 W.
CARL, from Macao, Feb. 12, 6 S., 106 E.
GUATEMALA, London to Sumatra, March 19, 6 S., 30 W.
SALAMANDER, Batavia to Falmouth, April 8, 14 N., 35 W.
GOLCONDA, Singapore to London, March 16, off Java Heads.
SPY, Singapore to Falmouth, March 10.
OOLUS, Rotterdam to Batavia, April 4, 10 S., 28 W.
THREE BELLS, Sourabaya to Rotterdam, April 23, 33 N., 35 W.
NEREUS (?), Penang to London, March 25, 24 N., 37 W.
CAPELLA, Batavia to Falmouth, March 18, 9 S., 13 W.
OCEAN ROVER, Boston to Batavia, March 30, 20 N., 35 W.
EARL RUSSELL, Macao to London, Feb. 28, 33 S., 33 E.
BRAHMIN, Bali to Rotterdam, April 5, 24 N., 39 W.
FLORENCE NIGHTINGALE, London to Singapore, April 13, 2 N., 24 W.
AGMOUNT (?), Colombo to London, Jan. 30, 4 S., 83 E.
ADELINE, China to London, April 16, 5 N., 29 W.

FREIGHTS AND CHARTERS.

Again we have but to confirm our last advices. The recent arrivals have well supplied all the berths, and rates show no alteration.

Current Rates of Freight for Vessels on the Berth:—To Yokohama: 50s. weight, 40s. to 50s. meast. To Nagasaki: The same. To Shanghai: 40s. weight, 30s. to 35s. meast. To Hong Kong: 40s. weight, 30s. meast. To Singapore: 30s. weight or measurement. To Penang: 40s. weight or measurement. To Ceylon: 40s. weight, 20s. measurement.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel. For Hong Kong: £45 to £46. For Galle: £37 to £38. For Singapore: £36. For Shanghai: £51 to £52. For Batavia: £35. From Newport, Cardiff or Swansea, per ton. For Hong Kong: £2. 5s. For Manila: £2. to £2 5s. For Galle: £1. 17s. For Singapore, £1 13s. For Shanghai: £2. 12s. 6d. For Batavia: £1 12s. 6d.

The Admiralty have invited tenders for the conveyance of 46 tons stores to Hong Kong, and 41 tons stores to Trincomalee, all from the River Thames.

CASUALTIES.

The Gem of the Ocean, Pritchard, from Canton for New York, split her sails, lost quarter boat, and was thrown on her beam ends during a hurricane whilst off Madagascar, Feb. 14.

The Drydens, Elliott, from Sunderland for Hong Kong, put into Portsmouth April 29, to ship a seaman, having lost one overboard.

MISCELLANEOUS.

At ST. HELENA.—March 25, from Sourabaya, Bellatrix, Haacke, and sailed 26 for Holland; 26, from Macao, Sovinto, Witmann, and sailed 27 for Havana; 30, from Hong Kong, Agincourt, Harvey, and sailed 31 for Spithead; April 1, from Shanghai, Rajah of Cochin, Birket, and sailed 3 for London; from Batavia, Mary and Hillegonda, Walters, and sailed 3 for Rotterdam; from Hong Kong, Reconnaissance, Roullier, and sailed 2 for Bordeaux; 2, from Tjilatjap, Zes Gezusters, Rutgers, and sailed for Amsterdam; from Banjoewanjie, Triton, Schey, and sailed for Rotterdam; from Foo-chow-Foo, Dilkhoosh, Bisset, and sailed for London; 3, from Batavia, Minister Thorbecke, Kannegieter, and sailed for Rotterdam; from Colombo, Snaresbrook, Wood, and sailed for London; 4, from Hong, Taffarette, Dereix, and sailed for Havre; from Philippine Islands, Nodales, Arias; 5, from Padang, Sea Mew, Taylor; from Banjoewanjie, Maria Elisabeth, Valk; from Batavia, Admiral de Ruyter, Witting; from Manila, Felix, Urrutia.

Off ST. HELENA.—March 26, from Colombo, Southern Belle.

At TABLE BAY.—March 21, from Chittagong, Yarm, Greig, and sailed 22 for Falmouth; from Galle, Adela, Symons, and sailed 26 for London; from Banjoewangie, Telamall, Popken, and sailed 23 for Amsterdam.

At MAURITIUS.—March 20, from Canton, Lieut. Bellot, Gourdet, and sailed 22 for Havana; April 2, from Chittagong, Jaequis Forrestier, Eymery; from Singapore, Gananoque, Ritchie.

Digitized by Google

THE CAPE, INDIA, AND CHINA AGENCY.

ORDERS for GOODS of all descriptions executed, and Shipped by the Overland Route or by Clipper Sailing Vessels. Consignment of Produce realised. The Goods are selected by parties who have had personal experience of the requirements of the markets at the

CAPE COLONIES, INDIA, CHINA, AND JAPAN.

TERMS:—One-half the estimated cost to be remitted with the order, and the balance on receipt of Bill of Lading and Invoice.

Commission, 2½ per cent. on Orders over £50, and 5 per cent. on amounts under £50

Orders and remittances should be addressed to the MANAGER.

Office, 12, George-yard, Lombard-street, London, E.C.

THE ANNUAL CHINA DINNER

WILL BE HELD AT

WILLIS'S ROOMS,

On FRIDAY the 18th MAY,

Sir JOHN F. DAVIS, Bart., K.C.B., F.R.S.

(Late British Plenipotentiary in China, and Governor of Hong Kong), in the Chair.

TICKETS, ONE GUINEA AND A HALF.

DINNER ON THE TABLE AT EIGHT O'CLOCK.

Gentlemen intending to dine are requested to leave their names with Messrs. Willis, 26, King-street, St. James', S.W.

FREDERIC BRINE,
Honorary Secretary.

PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's establishments at the above Port afford every facility for REPAIRING and SPARRING VESSELS, and for CLEANING and PAINTING Iron and Steam Ships.

Their large Granite Dock, 286 feet long on the blocks, is in complete working order, and at average spring tides can take vessels drawing 16 to 17 feet water. The Dock is fitted with a Caisson Gate and with a Centrifugal Steam Pump of great power, ensuring despatch in all states of the tide. An ample stock is kept on hand of Timber, Oregon Spars, Sheathing Copper and Yellow Metal, and of every description of material for Dockyard use.

The premises comprise an Engineer's Workshop, Brass Foundry, a large Smithy and Carpenter's Workshops, and the works are superintended by Resident Europeans, viz., a Shipwright, an Engineer and a Blacksmith. Dry Godowns for the reception of vessel stores, &c., when requiring to discharge them.

Amoy, March, 1865.

CHARTERED MERCANTILE BANK of INDIA, LONDON, and CHINA.

Incorporated by Royal Charter.

Paid-up capital, £750,000. Reserve Fund, £250,000.

BRANCHES AND AGENCIES.

Bombay.	Colombo.	Penang.	Hong Kong.	Yokohama
Calcutta.	Kandy.		Shanghai.	
Madras.	Galle.	Singapore.	Hankow.	Mauritius

The Bank negotiates and collects bills and grants draft payable at the places above mentioned, issues letters of credit and circular notes for the use of travellers by the Overland Route, terms for which can be ascertained at the Head Office in London.

The Bank will effect the purchase or sale of Indian securities, undertakes the safe custody of same, and the receipt of interest, dividends, pay, pensions, and other moneys, for remittance through the Bank or otherwise.

The Bank receives money on deposit, on which interest will be allowed according to the length of time deposited. Particulars as to rates can be ascertained at the Head Office, 52, Threadneedle-street, London.

Office hours from 10 a.m. to 3 p.m.; Saturdays, from 10 a.m. to 2 p.m.

No. 52, Threadneedle-street, London, E.C.

"CHINA MAIL" OFFICE.

PUBLISHED at this Office, No. 2, WYNDHAM-STREET (back of the Club):—

1.—THE EVENING MAIL,

EVERY DAY.

PRICE,—2 dols. per month.

TERMS OF ADVERTISING.—First insertion, Ten lines and under, 1 dol.; each additional line, 10 cents. Subsequent insertions, per week, 50 cents and 5 cents—"Auction" Notices excepted, for which only One Charge per week is made).

2.—THE CHINA MAIL,

ONCE A WEEK.

(On Thursday Night.)

PRICE—15 dols. per annum; Single Copies, 44 cents.

ADVERTISING.—First insertion, Five lines, 1 dol.; each additional line, 20 cents. Subsequent insertions, 50 cent. and 10 cents.

3.—THE OVERLAND MAIL.

ONCE A FORTNIGHT.

(The Morning of the Mail's despatch.)

PRICE—To Subscribers to the Weekly issue, 8 dols. to Non-subscribers, 12 dols. Single copies, 50 cents.

ADVERTISING.—The same as in the Weekly. All "Notices of Firms" appearing in the Weekly will be inserted in the *Overland*, and charged for, unless otherwise ordered.

A. SHORTREDE & CO.

Hong Kong, Jan. 1, 1864.

THE BANK OF HINDUSTAN, CHINA, and JAPAN (Limited).

Notice is Hereby Given, that the Meeting of this Company, advertised to be held at the London Tavern, on the 22nd day of May inst., at One o'clock P.M., will not take place, owing to the impossibility of getting a room at the London Tavern of sufficient size.

NOTICE IS HEREBY GIVEN, that the FOURTH ORDINARY MEETING of the Company will be held at the London Tavern, Bishopsgate-street, in the City of London, on THURSDAY, the 24th day of May next, at 12 o'clock precisely, when the Report of the Directors will be presented, and Directors and Auditors elected. The retiring directors, viz., Philip Shore Fletcher, Esq., Thomas Cotterell, Esq., and Sassoon David Sassoon, Esq., being eligible, will offer themselves for re-election; and the retiring Auditors, viz., Frederick William Spooner, Esq., and Frederick Maynard, Esq., also being eligible, will offer themselves for re-election.

And take Notice, that immediately after the termination of the above-named Meeting, an Extraordinary Meeting of the said Company will be held, and the business to be transacted thereat will be to alter Section 46 of the Rules and Regulations of the Company, so as to enable the Directors to hold half-yearly Meetings of the Company, instead of once in every year, as now provided.

The Transfer Books of the Company will be closed from the 12th day of May, until the 24th day of May, both days inclusive.

By order of the Board,

R. SWIRE TOMLIN, Secretary.

May 9, 1866.

THE BANK OF HINDUSTAN, CHINA AND JAPAN (Limited).

1, BANK-BUILDINGS, LOTHBURY, LONDON.

CAPITAL	£4 000,000
Subscribed	3,696,100
Paid-up	924,025
Reserve Fund	113,735

BANKERS.

The Bank of England | The National Bank
The Alliance Bank.

EDINBURGH BRANCH.

DIRECTORS.

William Forbes, Esq., of Medwyn.
Patrick Arkley, Esq., of Duninald.
James Mackintosh, Esq., jun., of La Mancha, and late of Calcutta.
John A. Macrae, Esq., W.S., 39, Frederick street, Agent.

BRANCHES AND AGENCIES.

Henry Turner, Esq., Inspector.

Bombay	Manila	Hankow
Calcutta	Hong Kong	Nagasaki
Point de Galle	Foochow	Yokohama
Colombo	Ningpo	Melbourne
Kandy	Shanghai	Sydney
Singapore	Kiu-kiang	

Deposits received, subject to ten days' notice, on the usual terms, and for fixed periods at rates subject to special agreement.

Drafts issued, and Bills negotiated, payable in India, China, &c. Circular Notes and Letters of Credit, payable throughout Europe, are also issued for the convenience of Travellers per Overland Route.

The purchase and sale of Indian and other Securities, and the safe custody of the same, undertaken. Dividends, Pay, Pensions, Interest, or other moneys realised, and the registry of Indian Government Loan Notes effected, so that the interest may be paid in England.

Every other description of Banking and Agency business in connection with India, China, &c., conducted on the most favourable terms.

JOHN OUSELEY, General Manager.

THE CHINESE COMMERCIAL GUIDE.

CONTAINING Treaties, Tariffs Regulations, Tables, &c., useful in the trade of China and Eastern Asia, with an Appendix of Sailing Directions for those Seas and Coasts, by S. WELLS WILLIAMS, LL.D. Fifth Edition.

Hong Kong, SHORTREDE and Co.; London Agent, F. ALGAR, 11, Clement's-lane, E.C. Price Two Guineas.

ROBERT COCKS and CO.'S CATALOGUES of NEW MUSIC. Gratis, and Postage Free.

Catalogue of Abt's Songs.
Catalogue of Miss M. Lindsay's (Mrs. J. W. Bliss) Songs.
Catalogue of W. T. Wrighton's Songs.
Catalogue of Stephen Glover's Sixty Vocal Duets.
Catalogue of George F. West's Piano Music.
Catalogue of Brinley Richard's Piano Music.
Catalogue of W. Vincent Wallace's Piano Music.
Catalogue of Organ Music.
Catalogue of Vocal Music.
Catalogue of Septet Music.
Catalogue of Violin Music.
Catalogue of Flute Music.
Catalogue of New Piano Music.
Catalogue of Church Music.
Catalogue of Works on the Theory of Music.
Catalogue of Dance Music.

Early application. Must state the Catalogue required.

London: NEW BURLINGTON-STREET.

ASIATIC BANKING CORPORATION

Incorporated by Royal Charter.

Authorised Capital, £2,000,000. Paid-up Capital, £500,000. Reserve Fund, £175,000.

Head Office, No. 4, Lombard-street.

BOARD OF DIRECTORS.

E. BOYKETT, Esq., Chairman, (Messrs. Timothy iggin and Co).
J. A. RUSSELL, Esq., Deputy Chairman (Messrs. Grey and Coles, and Grey and Co. Bombay).
S. D. BIRCH, Esq. (late Accountant-General, Bombay, and President of the Bank of Bombay).
T. CARDWELL, Esq. (Messrs. Thomas Cardwell and Co., and Cardwell, Parsons and Co., Bombay).
C. A. FEARON, Esq. (Messrs. Fearon and Co., late of Messrs. Augustine Heard and Co., China).
W. MAITLAND, Esq. (Messrs. M'Killop, Stewart and Co., Calcutta).
M. H. SCOTT, Esq. (Messrs. Finlay, Campbell, and Co. London, and Messrs. Ritchie, Stewart, and Co., Bombay).

Agencies and Branches are established at Bombay, Calcutta, Madras, Singapore, Penang, Ceylon, Hong Kong, Shanghai, and Melbourne.

The Corporation grant Drafts, collect and negotiate Bills of Exchange, payable at the above places, issue Letters of Credit and Circular notes, and conduct every description of Banking business connected with the East.

They effect the purchase and sale of Indian Securities, the receipt of Pay, Dividends, &c., and undertake the safe custody of securities.

They also receive Deposits, bearing interest, for fixed periods.

Rates of interest and Exchange may be ascertained at the Head Office.

By order of the Board,

F. W. LAWRENCE,
Acting General Manager.

Bottled Ales and Wines, &c.

"NO BUYERS for the BEST BRANDS, unless RE-PACKED," in consequence of repeated BREAKAGE.—Melbourne Journal of Commerce, Nov. 16. Heating and Breakage entirely prevented, and 15 per cent. saved in Freight of Cases by using SEYMER'S BOTTLE PACKINGS AND COOLERS.

Price 7½d. per dor. Bottlers contracting for large quantities effect so great a saving in labour, &c., that they can supply them at one-fourth less in price to Shippers, who will find it most profitable to order their goods to be so packed in future. In use by all the leading London houses.—T. WHITEHEAD, 37, EASTCHEAP, E.C. Sole Manufacturer.

A FULL ASSORTMENT of PATTERNS

PRICES, and SAMPLES POST FREE TO AND PART OF the WORLD.

SILK DRESSES from 15s. 6d. to Twenty Guineas.
FINE ORGANDI MUSLINS from 6s. 9d. upwards
RICH FRENCH MUSLINS from 10s. 6d. upwards.
RICH FLOUNCED BAREGE ROBES from 6s. 9d.
50,000 YARDS BAREGE ANGLAIS 6½d. per yard; a new texture, particularly adapted for hot climates.

THE BEST HOSIERY.
White Cotton Stockings from 5s. 6d. the half dozen
LADIES AND GENTLEMEN'S FRENCH KID GLOVES,
From 18s. to 42s. per dozen

REAL CAMBRIC HANDKERCHIEFS
From 5s. 6d. the dozen.
Hem Stitched ditto, from 6s. 9d. per dozen.
Patterns or Sample Handkerchiefs free.

ADIES OUTFITS AND BABY LINEN.
Detailed Price Lists sent Free.
MANTLES AND SHAWLS.
Three Show Rooms (en suite) for these Departments
Drawings (FREE ON APPLICATION)

PETER ROBINSON,
103, 104, 105, 106, 107, and 108, OXFORD-STREET AND
GREAT PORTLAND-STREET, LONDON.

THE MONEY MARKET REVIEW

A WEEKLY JOURNAL OF THE HIGHEST CLASS,

EXCLUSIVELY DEVOTED TO THE DISCUSSION OF COMMERCIAL AND FINANCIAL TOPICS.

PUBLISHED EVERY SATURDAY

TERMS OF SUBSCRIPTION.

PAYABLE IN ADVANCE.

Single Paper ... ... 6d. Yearly ... ... £1 6s.

BY POST.

Single Paper ... ... 7d. Yearly £1 10s

*** Post-office orders to be made payable to FRANCIS FISHER, 23, Birchin-lane, Cornhill, London, E.C.

Digitized by Google

SOLID MAHOGANY FURNITURE FOR INDIA, CHINA AND THE COLONIES.

HEAL and SON are Manufacturing, ESPECIALLY FOR use in EXTREME CLIMATES BEDROOM FURNITURE, which is entirely Free from Veneer. A general Assortment always in Stock.

IRON AND BRASS BEDSTEADS

Suitable for all Parts of the World. Their Stock consists of 2,500 Bedsteads.

HEAL AND SON'S PATENT HORSEHAIR MATTRESS.

HEAL and SON have Patented an Improvement in the Manufacture of Mattresses, which prevents the materia from felting into a mass, as is the case with all Mattresses made in the ordinary way. The Patent Mattresses are made of the very best Horsehair, are rather thicker than usual, and the prices are but a trifle higher than those of other good Mattresses.

HEAL AND SON'S ILLUSTRATED CATALOGUE

For INDIA, CHINA, and the COLONIES, of Bedsteads, Bedding, and Bedroom Furniture, SENT FREE TO EVERY PART OF THE WORLD to which there is Book Post.

HEAL and SON, Bedstead, Bedding, and Bedroom Furniture Manufacturers 196, 197, 198, Tottenham-court-road, London, W.

PRIZE MEDAL INTERNATIONAL EXHIBITION, 1862.

BENBOW AND SON'S
PURE GLYCERINE SOAP.

ELDERFLOWER, HONEY, ALMOND, BROWN WINDSOR, &c.; also their celebrated ESS BOUQUET, JOCKEY-CLUB BOUQUET, EXTRACT of VIOLET, and other perfumes for the Handker chief. Manufacturers of HAIR, TOOTH, and NAIL BRUSHES.

PERFUMERY and POMATUMS of every description made expressly for Foreign Climates.

12, LITTLE BRITAIN, LONDON, E.C.

NOTHING IS MORE REFRESHING THAN

RIMMEL'S

EXTRACT OF LIME JUICE AND GLYCERINE,

Which cleanses and cools the head, and gives the hair a beautiful gloss without greasing it. Price 1s. 6d., 2s. 6d., 5s.

RIMMEL'S TOILET VINEGAR

Will also be found a perfect luxury as an adjunct to the Toilet and Bath and a reviving Perfume. Price 1s., 2s. 6d., 5s.

RIMMEL'S NEW PERFUMES,

The Titiens, Indian, and Chinese Bouquet, all of delightful fragran from 2s. 6d.

RIMMEL'S RAFRAICHISSEUR,

For producing an Ambrosial dew. Reduced to 6d.

RIMMEL'S PERFUME FOUNTAIN,

An elegant ornament for the Drawing-Room, Ball-Room, Dining Table, &c Price from £1. 10s.

EUGENE RIMMEL, Perfumer by Appointment to H.R.H. the Princess of Wales
96, STRAND, 128, REGENT-STREET, and 24, CORNHILL, LONDON.

GELLE FRERES' PERFUMERY.

CHIEF ESTABLISHMENT, 35, RUE DES VIEUX AUGUSTINS, à PARIS.

THE house of GELLE FRERES, celebrated for the superiority of its Perfumery, addresses itself to the fashionable world as much for its essentially hygeianic, refreshing, and tonic preparations as for its delicate and distingué perfumes.

STEAM WORKS AT NEUILLY SUR SEINE

1st Class Paris Exhibition. Medal

DEPOT: BLUMBERG & CO., 55, CANNON-STREET WEST, LONDRES.

DEPOT: H. BRULE, 28, RUE DE L'HOPITAL, BRUXELLES.

1st Class London Exhibition. Medal

Commission. Articles specially Recommended. Exportation

REGENERATEUR GELLE FRERES, a superior pomade for preserving, beautifying, and reproducing hair.
EAU D'ALBION for the toilet, an exquisite production from the juice of flowers and aromatic plants.
CARBOQUINA ROSE superior toothpowder, composed of carbon quinine and Province roses.
UCUMBER SOAP for softening the skin, the best of all toilet soaps.
LAIT PROPHYLATIC to remove freckles and improve the appearance of the skin.
COMPOSITION ZOUAVE, for the instantaneous dyeing of the whiskers and monstache.
COLD CREAM, AU LOTUS LE LYBIE, to soften and refresh the skin.
NIGRITINE VEGETALE, an incomparable dye for the hair and beard, not staining the skin.
VIOLET ESSENCE and VIOLET WATER for the handkerchief.
CONCENTRATED EAU DE COLOGNE for the toilet.

SPECIAL PERFUMERY WITH A BASIS OF GLYCERINE,
SOAP, TOOTH-PASTE, POMMADE, CREAM FOR THE COMPLEXION, EAU DE TOILETTE.

To be obtained of all the principal Perfumers and Hairdressers in Europe and other parts of the world.

LE SAVON ROYAL DE THRIDACE DE VIOLET.

PERFUMER-CHEMIST, Purveyor by Appointment to Her Majesty the Empress of the French, the Courts of England, Spain, and Russia; the only soap of the kind recommended by the Faculty for health and the beauty of the skin. To avoid deception see the *Trade Mark*, with the inscription A LA REINE DES ABEILLES. To be had of all Chemists and Perfumers.

PARIS, 317, RUE ST. DENIS. LONDON, 11, GREAT CASTLE-STREET, REGENT-STREET.

RADLEY'S HOTEL,
SOUTHAMPTON,

IMMEDIATELY OPPOSITE THE RAILWAY TERMINUS AND DOCKS

THIS FIRST-CLASS HOTEL, so well-known to most Travellers from the East and West Indies, China, the United States, Brazils, &c., is admirably situated for their convenience, Mr. RADLEY having, by careful organisation, made those arrangements that have tended so much to establish its reputation.

Mr. R. employs no touters or paid agents, but his Porters are always in attendance to meet passengers on arrival, with carriages, &c., as usual. Rooms may be engaged by letter from Malta.

R. L. SOUTHERN AND Co.
MERCHANTS AND AGENTS
6, MINCING-LANE, LONDON, E.C.

TUPPER AND COMPANY.

MANUFACTURERS OF PATENT GALVANISED IRON, in Sheets, Tiles, Iron Roofs Sheds, Cisterns, Pails, Gutters, Wire for Fencing, &c.
WORKS AT BIRMINGHAM AND LONDON.
OFFICES: 61A, MOORGATE STREET, LONDON.
Merchants' orders executed with despatch.

BRIDGEWATER, JONES, AND CO.
WHOLESALE HABERDASHERS, HOSIERS and GLOVERS,
WAREHOUSEMEN and MANUFACTURERS,
39, 40, and 41, WOOD-STREET, LONDON, E.C.
Lists of Prices forwarded to Merchants and Traders on application. Remittances to be payable in London.

COWASJEE DINSHAW,
Close to the Landing Place. Depot of
EUROPEAN, CHINA, AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality. Bombay-made Soda Water and Lemonade. Perfumery, Confectionery, Oil man's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.

STEAMER POINT, ADEN.
Drawing and Reading-room free to Passengers.
THE "LONDON AND CHINA EXPRESS" ON SALE

CAUTION.

THE GROSS FRAUDS which continue to be practised by obscure manufacturers, more particularly in Germany, by imitating the Labels attached to JOHN GOSNELL and Co.'s PERFUMERY, render it imperative upon the Proprietors to Caution the public against such nefarious proceedings, and to request their friends and patrons to purchase only of respectable dealers, who import direct from JOHN GOSNELL and Co., and invite special attention to the address, 12, THREE KING-COURT, LOMBARD-STREET, LONDON, E.C.

JOHN GOSNELL and Co.'s SELECT PERFUMES.—Ess Bouquet, Royal Yacht Club Bouquet, Jockey Club Perfume, Essence of Wood Violet, Victoria Bouquet, Garibaldi Bouquet, Frangipanni, Military Bouquet, The Bride's Bouquet, Tea Rose, Russian Leather Perfume.

JOHN GOSNELL and Co.'s Toilet Vinegar, Inexhaustible Salts, Aromatic Vinegar, Aromatic Eau de Cologne.

JOHN GOSNELL and Co.'s Prince of Wales Perfumes

JOHN GOSNELL and Co.'s Princess Alexandra Perfume.

JOHN GOSNELL and Co.'s La Noblesse Perfume.

JOHN GOSNELL and Co.'s La Noblesse Pomade.

JOHN GOSNELL and Co.'s La Noblesse Soap.

JOHN GOSNELL and Co.'s Real Old Brown Windsor Soap.

JOHN GOSNELL and Co.'s Golden Oil—Moelline—Macassar Oil, Bear's Grease, &c., for the Hair.

JOHN GOSNELL and Co.'s Extra Highly Scented Toilet and Nursery Powder.

JOHN GOSNELL and Co.'s Stereodesmic or Dentists Tooth Brushes and Trichosaron Hair Brushes, warranted to purchasers.

JOHN GOSNELL and Co.'s Instantaneous Hair Dye.

JOHN GOSNELL and Co.'s Cherry Tooth Paste is greatly superior to any tooth powder, gives the teeth a pearl-like whiteness, protects the enamel from decay, and imparts a pleasing fragrance to the breath.

NOTHING IMPOSSIBLE.—The Greatest and most Useful Invention of the day, AGUA AMARELLA.—Messrs. JOHN GOSNELL and CO., 12, Three King-court, Lombard-street, London, Perfumers to Her Majesty, respectfully offer to the public this truly marvellous fluid, which gradually restores the human hair to its pristine hue—no matter at what age. The Agua Amarella has none of the properties of dyes; it on the contrary, is beneficial to the system, and when the hair is once restored one application per month will keep it in perfect colour. Price One Guinea per bottle; half bottles, 10s 6d.

JOHN GOSNELL and Co., Perfumers to Her Majesty and by Special Appointment to H.R.H. the Princess of Wales, London.

Keating's Cough Lozenges.

JUDGED BY THE IMMENSE DEMAND this Universal Remedy now stands the first in public favour and confidence: this result has been acquired by the test of fifty years' experience. These Lozenges may be found on sale in every British colony, and throughout India and China. They have been esteemed wherever introduced. For COUGHS, ASTHMA, and all affections of the Throat and Chest, they are the most agreeable and efficacious remedy.

Prepared and sold in boxes and tins of various sizes, by THOMAS KEATING, Chemist, &c., 79, St. Paul's Churchyard, London. Sold retail by all druggists and patent medicine vendors in the world.

N.B.—To prevent spurious imitations, please to observe that the words "KEATING'S COUGH LOZENGES," are engraven on the Government Stamp of each Box without which none are genuine.

HOLLOWAY'S OINTMENT AND PILLS.—UNERRING PRECISION.—When the health is breaking down from the continuance of some weakening discharge, when ulcers refuse to heal, and extending mischief is threatened, then is the time to try the potency of Holloway's healing Ointment and purifying Pills. No treatment for giving ease and safely leading to a cure can be compared to this. The Ointment cleans and cools the foulest and most angry sores, diminishes the inflammation, reduces the swelling, prevents the growth of proud flesh, and spares both pain and danger. Thousands testify, from their own personal experience, to the unvarying success attending the use of Holloway's medicaments in cases of ulcerated legs, enlarged veins, scurfy skin, and swelled ankles.

Digitized by Google

ANGLO-GERMAN.

L. LACHENAL,

ENGLISH PATENT

20 YEARS MAKER OF WHEATSTONE & Co.'s

£1. 11s. 6d. to £4. 10s. £3. 2s. to £20.

PATENT CONCERTINAS,

ADOPTED BY ALL THE LEADING PROFESSORS.

All Warranted, with Iron Screwed Brass Notes, &c.

Shippers and the Trade supplied on the most Liberal Terms.

DESCRIPTIVE PRICE LISTS POST FREE.

8, LITTLE JAMES STREET, BEDFORD ROW, LONDON, W.C.

The Greatest Luxury in a Hot Climate!

PEARS'S TRANSPARENT SOAP

HAS enjoyed the highest reputation amongst the aristocracy for the past half century on account of its absolute PURITY and MILD and SOOTHING Properties. It renders the skin beautifully SOFT, WHITE, and CLEAR, and for its delightful perfume stands unrivalled. For Nursery use, and in all cases of delicate skin, it is strongly recommended by the Medical Profession.

PEARS'S TRANSPARENT SOAP is sold for WASHING, in Tablet Balls and Square Cakes at 1s., 1s. 6d. and 2s. 6d. each. The 2s. 6d. size Tablet and Square Perfumed with Otto of Rose.

For SHAVING, in Round Cakes or in Sticks (in neat cases), at 1s., 1s. 6d., and 2s. 6d. each.

MANUFACTURED BY THE INVENTORS,

A. & F. PEARS, Soap Refiners, and Perfumers,

DEPOT:—91, GREAT RUSSELL-STREET, LONDON.

MANUFACTORY:—LANADEON WORKS, ISLEWORTH, NEAR LONDON.

Shippers Supplied on Liberal Terms.

PILULES DE BLANCARD,

PILLS CONTAINING UNALTERABLE IODURE OF IRON

APPROVED BY THE PARIS ACADEMY OF MEDICINE.

Authorised by the Medical Council of Saint Petersburg.

TESTED IN THE HOSPITALS OF FRANCE, BELGIUM, IRELAND, TURKEY, &c.

Honourable Mention at the Universal Exhibitions of New York, 1853, and Paris, 1855.

Uniting the properties of **Iodine** and **Iron**, these Pills are specially valuable in the many maladies resulting from a **scrofulous** habit (*tumours, congestion, cold humours, &c.*), diseases against which simple preparations of iron are **ineffective**; in **chlorosis** and other **female diseases, consumption, constitutional syphilis, &c.** In short, they supply one of the most energetic therapeutic agents for stimulating the action of the organs, and thus modifying **lymphatic, feeble,** or **debilitated** constitutions.

N.B.—Iodure of Iron, when impure or deteriorated, is not only ineffective but irritating. In order to ensure the pure and authentic **true Pilules de Blancard,** insist upon our **silver seal** and our **signature,** as opposite, printed at the foot of a **green** ticket.—Beware of imitations.

TO BE HAD OF ALL CHEMISTS.

Blancard

Chemist, 40, rue Bonaparte, Paris

GOLD MEDAL—PRIZE OF £664.

APPROVED BY THE PARIS ACADEMY OF MEDICINE AND THE MEDICAL COUNCIL OF RUSSIA.

VERY SUPERIOR TO THE WINES AND SIRUPS.

QUINA LAROCHE

THIS tonic and restorative ELIXIR is suitable for delicate and weakly constitutions; it quickly modifies PALLOR and CHLOROSIS, and is especially effective in GASTRALGIA, DYSPEPSIA, EXHAUSTION, the EFFECTS of ACCOUCHEMENT, SLOW CONVALESENCE, WANT of APPETITE, and FEBRILE AFFECTIONS.

DEPOT: 16, RUE DRUOT, PARIS.—AGENTS: Alexandria, M. BARBET; Bahia, M. PLATON; Bombay, CHESSON and WOODHALL; Calcutta, SAUNDERS, CONES, and Co.; Singapore, J. LITTLE and Co.; Hong Kong, J. BRAGA; Shanghai, E. C. KIRBY.

PEACOCK & BUCHAN'S COMPOSITION FOR IRON SHIPS.

THIS is now established as the best and cheapest Composition known for keeping the Bottoms of Iron Ships CLEAN and free from Corrosion or GALVANIC ACTION. Apply to the Manufacturers direct, at SOUTHAMPTON, or to their accredited Agents at all the principal sea ports of the world.

From Captain John Ralph Engledue, Managing Director of the Thames Iron Works Ship Building Engineering, and Dry Dock Company, Orchard-yard, Blackwall:—

"The Thames Iron Works, Ship Building, Engineering, and Dry Dock Company (Limited),
"Orchard-yard, Blackwall, E., September, 26th, 1865.

"Messrs. Peacock and Buchan.

"Gentlemen,—I shall at all times have much pleasure in bearing testimony as to the value and superiority of your Compositions for Ships' bottoms.

"I have used the No. 2 extensively for the last fifteen years, more particularly on the bottoms of the iron ships belonging to the Peninsular and Oriental Steam Navigation Company, and in every instance successfully. It is easily applied, economical, keeps the bottom CLEAN, and also has the property of preserving the iron.

"I visited, in dock, an iron SAILING vessel, called the 'Chile,' a few weeks since, and found her bottom perfectly clean, which had been coated with your Composition for upwards of twelve months, having made a voyage to New Zealand and back, and in salt water the whole time.

"I have also used your No. 1 Composition for the bottoms of wooden ships, coppered, and found it most advantageous, making the copper last double the usual time, and then only taken off to recaulk.

"I have at various times tried preparations of copper on iron ships, and in every case found the iron and rivets damaged.—I am, Gentlemen, yours faithfully,

"(Signed) J. R. ENGLEDUE."

"Egyptian Navigation Company, Azeeziah Musseriah, 61, Mark-lane, 7th July, 1865.

"Messrs. Peacock and Buchan, 39, Upper East Smithfield.

"Dear Sirs,—I have received orders to send to Egypt three tons of your patent Composition for ships' bottoms, same as supplied me in July, 1864. I now wish to know the soonest time you could have this packed and ready for shipment, as there is one of the Company's steamers leaving London about the end of next week. Please reply by return, and state price.—I remain, yours obediently,

(Signed) D. ABDUL HAMID BEY,
"I. FRICKEN."

OUR SPECIALTY

PETROLEUM LAMPS

DIETZ & Co.,

MANUFACTURERS and EXPORTERS of KEROSENE LAMPS in great variety, and all GOODS APPERTAINING TO THE LAMP TRADE.

DIETZ & CO.'S

CELEBRATED

FLAT-WICK KEROSENE BURNERS

Are too well known and appreciated in

INDIA, CHINA, AND JAPAN

to need further commendation.

DIETZ & Co.'S

LARGE CATALOGUE,

Containing 500 Illustrations of KEROSENE LAMPS will be forwarded on application.

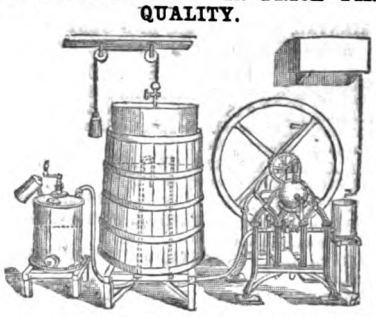
DIETZ & CO.,

4, ST. PAUL'S BUILDINGS,

CARTER LANE,

LONDON.

FURTHER REDUCTION IN PRICE—FIRST QUALITY.



SODA WATER MACHINES

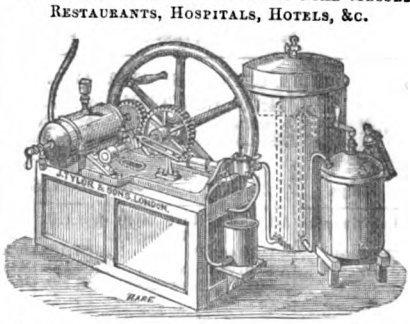
J. TYLOR AND SONS' EXHIBITION PATTERNS.
JUROR INTERNATIONAL EXHIBITION, 1862.
PRIZE MEDALS LONDON, PARIS, AND DUBLIN.

Description	Dozens Daily.	Weight About	Measurement About	Price
Double No. 1	600	20 Cwt.	130 cubic feet	£110 0
Single ,, 1	300	12 ,,	90 ,,	54 10
Ditto ,, 2	200	10 ,,	70 ,,	50 5
Ditto ,, 4	150	8 ,,	55 ,,	41 15
Bottling Machine add	2 ,,	10 to 15 ,,		£8 8 0

Recipes for aerated waters are sent. Wire bottles, corks, acid, soda, whiting, essences, &c. Illustrated Catalogues free. Orders executed by any merchant or on receipt of cash, including shipping charges, by the manufacturers.

J. TYLOR AND SONS, WARWICK-LANE, NEWGATE STREET, LONDON.

SODA-WATER MACHINE FOR REGIMENTAL MESSES RESTAURANTS, HOSPITALS, HOTELS, &c.



THIS Machine makes 3 dozen an hour, and weighing only 2¼ cwt., can accompany the Regiment from station to station. £25. Wood counter not included Catalogues free.

J. TYLOR & SONS,

MANUFACTURERS,

WARWICK-LANE, NEWGATE-STREET, LONDON.

WIGGINS, TEAPE, AND CO.,

MANUFACTURERS AND EXPORT STATIONERS,

10, ALDGATE LONDON.

ALL kinds of Paper and Stationery supplied in quantities on the lowest terms. NEWSPAPER PROPRIETORS SUPPLIED WITH PAPER FOR THEIR JOURNALS. Samples forwarded on application. References to the Proprietors or Agents of this Journal.

Digitized by Google

OVERLAND ROUTE.

COMMUNICATION by STEAM to INDIA, AUSTRALIA, &c., *via* EGYPT.—The PENINSULAR and ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels at their London Offices for Gibraltar, Malta, Egypt, Aden, Ceylon, Madras, Calcutta, the Straits, and China, by their steamers leaving Southampton on the 4th and 20th of every month. For Gibraltar Malta, Egypt, Aden, and Bombay by those of the 12th and 27th of each month; and for Mauritius, King George's Sound, Melbourne, and Sydney, by the steamers leaving Southampton on the 10th of every month.

For further particulars apply at the Company's Offices 122, Leadenhall-street, London, E.C., or Oriental-place Southampton.

OVERLAND ROUTE VIA MARSEILLES.

SERVICES MARITIMES DES MESSAGERIES IMPERIALES.

FRENCH MAIL STEAM PACKETS.

The 19th of every Month, at 2 P.M. for—

MESSINA, ALEXANDRIA, ADEN, POINT DE GALLE (Ceylon), PONDICHERRY MADRAS, CALCUTTA, SINGAPORE, BATAVIA, SAIGON, HONG KONG, SHANGHAI, and JAPAN.

The 9th of every Month for—

MESSINA, ALEXANDRIA, ADEN, SEYCHELLES REUNION, MAURITIUS.

For passage, freight, and information apply to B. W. and H. HORNE, 4, Moorgate-street, London; G. H. FLETCHER and Co., Liverpool; at the offices of the Services Maritimes des Messageries Imperiales in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

*** Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.

ORIENTAL, AUSTRALIAN, AND GENERAL STEAM AGENCY, AND GLOBE PARCEL EXPRESS.

PARCELS, PACKAGES, and MERCHANDISE forwarded, and PASSAGES engaged to all parts of the world. Baggage collected and shipped, insurances effected, &c.

CALCUTTA, MADRAS, CEYLON, and ADEN—Overland, 4th and 20th of every month.

BOMBAY and ADEN—Overland, 12th and 27th.

CHINA, JAPAN, SINGAPORE, and EASTERN SEAS.—Overland, 4th and 20th.

AUSTRALIA, TASMANIA, and MAURITIUS—Overland, 20th.

NEW ZEALAND and AUSTRALIA via PANAMA, 2nd.

INDIA, CHINA, and AUSTRALIA—Via Cape of Good Hope, Clipper Ships, weekly.

Prospectuses, with through rate to a thousand places, free on application.

G. W. WHEATLEY and Co. (late Wagnorn), 150, Leadenhall-street, E.C.; CHAPLIN'S, Regent-circus, W., and 23, Regent-street, S.W.

INDIA AND CHINA.

ROBERTSON and CO. will despatch the following first-class VESSELS to their respective destinations:—

Destination.	Ships.	Docks.	To Sail.
Shanghai	Tybarnia ...	E.I.D.	With des.
Kanagawa and Yokohama	Heroes of Alma ...	W.I.D.	With des.
Penang	Algernon ...	L.D.	With des.
Hong Kong & Whampoa	Red Riding Hood ...	W.I.D.	With des.

Apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.

INDIA, CHINA, AND AUSTRALIA.

SHAW, LOWTHER, & MAXTON will despatch the following high classed VESSELS to their respective destinations:—

Ships.	Class.	Destination.	Docks.	Date of sailing
Lord Macaulay	A 1 13 yrs.	Hong Kong & Whampoa.	E.I.D.	May 18
Tavistock ...	A 1 10 yrs.	Ditto	W.I.D.	To follow.
Assyrian ...	A 1 10 yrs.	Shanghai ...	E.I.D.	May 25
Result ...	5-6ths ...	Melbourne ...	E.I.D.	June 5

For Freight or Passage apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings, E.C.

CHINA and JAPAN.—The following splendid first-class SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	Last Ship. Day.
Shanghai ...	Lammermuir	A1 12 yr.	E.I.D.	May 18.
Shanghai ...	Albuera ...	A1 13 yr.	E.I.D.	June 12.
Hong Kong & Whampoa ...	Lobelia ...	A1 13 yr.	E.I.D.	With des.
Kanagawa, Yokohama and Nagasaki ...	Merse ...	A1 13 yr.	E.I.D.	With des.

For Freight or Passage apply to KILLICK, MARTIN and Co., 28, Nicholas-lane, Lombard-street, E.C.

JOHN C. CAMPBELL will despatch the following splendid first-class VESSELS:—

Destination.	Ships.	Class.	Tons.	Dock.
Hong Kong & Whampoa	Sea Belle ...	A 1 10 yrs.	650	E.I.D.
Bombay ...	Albert Victor ...	A 1 12 yrs.	1184	E.I.D.
Bombay ...	Whitehall ...	A 1 14 yrs.	936	E.I.D.
Colombo ...	Celestial Queen.	A 1 13 yrs.	842	S.K.D.
Colombo ...	Gladiator ...	A 1 —	503	L.D.

No. 22, Great St. Helen's, E.C.

FROM LIVERPOOL.

Destination.	Ships.	Tons.	Class.	To Sail.
Shanghai ...	Bogota ...	383	A 1 12 yrs.	Imm.
Hong Kong & Whampoa ...	Kate Carnie...	549	A 1 13 yrs.	„
Batavia & Singapore ...	Giffrard ...	334	A 1 12 yrs.	„
Batavia & Sourabaya ...	Astrea ...	312	—	„
Calcutta ...	William Fairbairn ...	1293	—	„
Calcutta ...	Bolton Abbey	—	—	„
Bombay ...	Margaret Pugh ...	692	A 1 12 yrs.	„

For terms of Freight or Passage apply to McDIARMID, GREENSHIELDS, and Co., Liverpool.

STEAM from LIVERPOOL to CHINA.—The following screw STEAMERS are intended to be despatched with cargo and passengers, for Mauritius, Penang, Singapore, Hong Kong, and Shanghai, at their respective dates:—

Vessel.	Tons register.	Captain.	To sail.
Ajax	1670	Kidd ...	June 30.
Achilles	1672	Russell ...	Sept. 10.
Agamennon ...	1672	Middleton.	To follow.

Each vessel carries a surgeon and stewardess.

Apply to ALFRED HOLT, 1, India-buildings, Liverpool; or to J. M. CURRIE, Havre.

FOR HONG KONG and WHAMPOA, with quick despatch (to follow the Yaratilds), the well-known iron clipper-ship PORTLAND, A 1 12 years, 872 tons register, JAMES PETERS, Commander; loading in the London Docks. This fine vessel is noted for her rapid passages, and has superior accommodation for chief cabin passengers.

TEMPERLEYS, CARTER, and DARKE, 3, White Lion-court, Cornhill, E.C.

With very quick Despatch.

FOR HONG KONG and WHAMPOA, the beautiful clipper ship SEA BELLE, A 1 ten years, 650 tons burthen, J. HIBBARD, Commander, East India Docks. This splendid vessel is well-known in the India and China Trades, and offers a first-rate opportunity to shippers of fine goods.

For Freight or Passage apply to LIVINGSTON, HOLDING and BRIGGS, 31, Great St. Helen's, Bishopsgate-street; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

LINE OF PACKETS FROM LIVERPOOL FOR JAVA.

FOR BATAVIA and SOURABAYA, with immediate despatch, having two-thirds of her cargo engaged, the splendid Dutch clipper barque CATHARINA, Captain VISMAR; 240 tons register; built in 1864, and classed 8-8ths L 1 1 for nine years; the highest class in French Lloyd's; coppered and thoroughly copper-fastened, and a most eligible conveyance for fine goods. Loads in Prince's Dock.

For BATAVIA and SINGAPORE, an A 1 twelve years Ship.

Apply to NUTTALL and Co., 18, Chapel-street, Liverpool.

LINE OF PACKETS FOR YOKOHAMA, JAPAN.

Has the bulk of her cargo engaged, and will have prompt despatch,

THE splendid Liverpool-built clipper barque CARIOCA, D. HUGHES, Commander; 312 tons, A 1 at Lloyd's for thirteen years, only two years old, has proved herself to be one of the fastest vessels belonging to the port, and in every respect an unrivalled conveyance.

For Freight or Passage apply to Messrs. WAKEFIELD, NASH, and Co., to Messrs. C. SAUNDERS and Co.; or to E. C. FRIEND and Co.

COLOMBO, CEYLON, Direct, will have very quick despatch, having room for light measurement goods only, the magnificent new clipper ship STAR OF DEVON, A 1 thirteen years, 340 tons register, JOHN CORNISH, Commander; loading in the West India Docks. This splendid vessel having just completed her first voyage, has a very lofty cabin, with accommodations of the first order for the comfort and convenience of passengers.

For Freight or Passage apply to F. TALLACK (late W. A. Winkley), 23, Birchin-lane, Cornhill, E.C.

FOR COLOMBO, CEYLON. Direct, will have very quick despatch, having a considerable portion of her cargo engaged, and shipping, the splendid new clipper ship JANE MARIA, A 1 nine years, 342 tons register, JOHN HUGHES, Commander; loading in the West India Docks. This beautiful vessel offers the best opportunity to shippers of fine goods.

For Freight or Passage apply to F. TALLACK (late W. A. Winkley), 23, Birchin-lane, Cornhill, E.C.

Will have very Good Despatch.

DIRECT for COLOMBO, the splendid British-built clipper ship CELESTIAL QUEEN, A 1 thirteen years, 842 tons register, WILLIAM WATT, Commander; lying in the St. Katharine Docks. This magnificent ship, from her size, high class and fast sailing qualities, having made her last passage from Calcutta in 98 days, offers an unusual opportunity to shippers of fine goods.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street; or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

With immediate Despatch.

DIRECT FOR COLOMBO, the magnificent Aberdeen clipper ship GLADIATOR, A 1, 503 tons register, J. MURRAY, Commander; London Docks. This beautiful vessel, built by Messrs. Walter Hood and Co., Aberdeen, offers a first-rate opportunity to shippers.

For Freight or Passage apply to LIVINGSTON, HOLDING and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

With immediate Despatch.

DIRECT for BOMBAY, the magnificent clipper ship ALBERT VICTOR, A 1 twelve years, 1,184 tons register, T. J. CLARKE, Commander; lying in the East India Docks. This splendid high classed ship, built in 1864, is now quite ready for cargo, and being one of the fastest vessels afloat, offers a most desirable opportunity to shippers of fine goods.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

To follow the "MARINE MINISTER VON ROON," and will have quick despatch.

DIRECT for BOMBAY, the magnificent clipper ship, WHITEHALL, A 1 14 years, 936 tons register, WILLIAM CHAPMAN, Commander, lying in the East India Docks. This splendid high classed ship is now quite ready for cargo, and being one of the fastest vessels afloat (having made the passage to Sydney in 76 days), offers a most desirable opportunity to shippers of fine goods.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING, and BRIGGS, No. 31, Great St. Helen's, Bishopsgate-street, E.C.

THE LONDON AND CHINA TELEGRAPH.

THE EIGHTH Volume of this JOURNAL commenced on the 4th of January, 1866. The Subscription for the three numbers per month is 30s. per annum, including Postage, and to the Export Supplement 12s. Terms for advertising, 2s. 6d. per five lines; and 6d. for each additional line.

Subscriptions and Advertisements received abroad by the following Agents:—

Paris ...	G. W. YAPP, Rue de la Michodier No. 13.
Hamburg ...	MR. ONCKEN.
Amsterdam ...	LOMAN AND VERSTER.
Rotterdam ...	HOOG & KRUYT.
New York ...	WILMER AND ROGERS.
Gibraltar ...	W. SPEED.
Malta ...	
Alexandria ...	F. HAY.
Aden ...	COWASJEE DINSHAW.
Suez ...	
Bombay ...	CHESSON AND WOODHALL
Calcutta ...	SANDERS, CONES, AND CO.
Point de Galle ...	G. D. ANTHANISZ.
Colombo ...	J. W. VANDORT.
Kandy ...	W. A. ARCHBALD.
Labuan, Sarawak, and Singapore ...	JOHN LITTLE & Co., Singapore.
Penang ...	SANDILANDS, BUTTERY AND CO.
Bangkok ...	
Batavia ...	HUNTER, HOUGHTON, AND CO.
Anjer—Straits of Sunda	G. SCHUIT, Anjer Hotel.
Manila ...	PHILLIPS, MOORE, AND CO.
Hong Kong, Canton, Macao, & Swatow,	J. B. MORRIS, Hong Kong.
Amoy ...	BELLAMY AND CO.
Foo-Chow-Foo ...	HEDGE AND CO.
Shanghai ...	H. FOGG AND CO.
Tien-Tsin ...	JAMES HENDERSON.
Nagasaki—Japan ...	PIGNATEL AND CO.
Yokohoma ...	HANSARD AND BLACK.

OFFICE, 12, GEORGE-YARD, LOMBARD-STREET LONDON, E.C.

Printed for the Proprietors by WOODFALL and KINDER Milford-lane, Strand, W.C., and published by JOHN ELLISON, at the Office of the "LONDON AND CHINA TELEGRAPH," 12, George-yard, Lombard-street, E.C. in the parish of St. Edmund the King.—Monday, May 14, 1866.

Digitized by Google

The London and China 新聞紙 Telegraph.

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON ARRIVAL OF THE MAILS, about the 4th, 14th, and 28th, in connection with the "LONDON AND CHINA EXPRESS,"
A SUMMARY OF NEWS FOR THE OUTWARD MAILS OF 10th, 17th, and 26th.

VOL. VIII.—No. 210.] LONDON, MONDAY, MAY 28, 1866. [Price 9d., with Sup., 1s. 3d.—Sub. 30s. per ann. postage included, Sup. 12s. extra.

Latest Advices.

	From London.	Arrived out.	Homeward. Arrived in London this day.
JAPAN—			
Yokohama	Jan. 26	March 23	April 1
Nagasaki			March 28
Hakodadi			
CHINA—Peking			„ 30
Tien-tsin			
Chefoo			
New-chwang			
Hankow			April 5
Kiu-kiang			„ 6
Chin-kiang			„ 7
Shanghai	Feb. 17	April 5	„ 9
Ningpo			
Foo-Chow			„ 9
Formosa—Tamsuy			
Amoy			„ 11
Swatow			
Hong Kong	„ 26	„ 10	„ 15
Canton			
Macao			
PHILIPPINES—			
Manila	„ 17	„ 4	„ 8
COCHIN-CHINA—			
Saigon			
SIAM—Bangkok			
BORNEO—			
Labuan			„ 15
Sarawak			„ 15
JAVA—			
Batavia			„ 16
MALACCA STRAITS—			
Singapore	March 17	„ 18	„ 22
Penang	„ 10	„ 13	„ 24

The next inward mail (French), bringing dates from Hong Kong to the 26th April, is due on the 5th prox. It arrived at Suez on the 26th inst. A telegram has been received from Shanghai dated April 25, stating "the Japan Customs tariff has been satisfactorily arranged." Messrs. Sillar and Bateman have also received a telegram dated Hong Kong, April 29, as follows:—Export of tea for the fortnight, nil. Exchange in Hong Kong 4s. 7¼d. to 4s. 8d. Freight at Whampoa, 80s. to 90s. per ton.

List of Passengers.

PASSENGERS INWARD.

(By this mail, per P. and O. steamer Ceylon, arrived at Marseilles May 25.)

From Yokohama: Mr. Richard. From Shanghai: Mr. J. J. Muller. From Hong Kong: Messrs. Taylor, Parr, Pierce, and Hudson, Mr. and Mrs. Alexander, Mr. and Mrs. Pedder and child, Major Edwards.

(Per Pera, expected to arrive June 1.)

To Southampton.—From Yokohama: Paymaster Spain. From Shanghai: Mr. and Mrs. Tyers, infant, and European female servant, Mr. and Miss Brown, and one 2nd class passenger. From Hong Kong: Mr. Robinson, Mrs. Robinson, two children, and European female servant, Mr. Marston, Mr. Barratt, Dr. Rose, and two 2nd class passengers. From Penang: Mr. Main, Mr. Hill, Master Hall.

PASSENGERS OUTWARD.

Per P. and O. steamer, from Southampton, May 20.—To Ceylon: Mr. and Mrs. H. S. Oldnall Russell and European servant, Mr. and Mrs. Hampton, two infants, and child and native female servant, Mr. P. W. Stavers, Ensign Konarski, Mr. G. MacGregor, Miss Boake, Mr. and Mrs. F. W. Lemarchand, two infants and child and one 2nd class passenger. To Singapore: Mrs. Swanston and child, and one 2nd class passenger. To Hong Kong: Mr. E. G. Hamilton, Mr. P. M. Roe, Lieut. C. E. Domville, R.N., Mr. F. K. Taylor, R.N., Mr. V. Hartung and three 2nd class passengers.

To Penang: One 2nd class passenger. To Calcutta: Mr. J. Loch, Mr. H. Monckton, Mr. C. Macnaghten, Staff-Assist. Surgeon S. Alden and W. Stewart, Major Sykes, Lieut. E. Steel, Mr. Fisher, Surgeon Moore, Messrs. J. D. F. Harvey, W. H. Babington, and W. J. Morton, Miss Moore, Messrs. F. Brind and J. S. Smith, Mrs. C. Vincent and fourteen 2nd class passengers. To Madras: Major and Mrs. Macdonald, Captain and Mrs. J. B. Reid, Captain and Mrs., and Miss Blair, two infants and native female servant, Miss E. S. Andrews, Miss Kate Moore, Mr. and Mrs. N. Campbell and four 2nd class passengers. To Aden: Seven 2nd class passengers. To Alexandria: Nine 2nd class passengers.

From Marseilles.—To Yokohama: Mr. R. D. Grahame. To Hong Kong: Mr. F. Goodridge, Lieut.-Colonel Don. F. Torrontegui, Messrs. Jose Gallardo and Jose Precios Don M. Torrontegui. To Ceylon: Mr. H. J. Deslandes. Mr. G. McGregor. To Shanghai: Mr. Kemptner, and European male servant, Mr. Bonkouris. To Singapore: Mr. Meikleham. To Calcutta: Mr. and Mrs. Henvey, Mr. and Mrs. Wilson and two children, Mr. Stokoe, Mrs. Perry, infant, and European servant, Messrs. Thomson, Henriott and Hedges. To Madras: Col. W. H. Watts, Rev. W. Raban. To Alexandria: Captain S. Osborne. From Suez: To Madras: Three 2nd class passengers. To Ceylon: Rev. D. Fenn.

Per P. and O. steamer, from Southampton, June 4.—To Shanghai: Mr. J. Collins. To Ceylon: Lieutenant-Colonel Phillips, R.A. To Hong Kong: Mr. Graham. From Marseilles, June 12.—To Ceylon: M. H. W. Tombs. To Shanghai: Mr. Kemptner. To Singapore: Mr. G. McClellan.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

The dates are down to the morning of the 1st April. The London mail of 26th January arrived out on the 23rd March. The following summary of news is from the *Japan Herald* of the 31st March:—

H.M.S. *Adventure* arrived yesterday morning, bringing up from Hong Kong a wing of the 9th Regiment under the command of Major Darling. The debarcation commenced at two o'clock the same afternoon. The commandant of the garrison and several officers of the 2nd 20th and 11th Regiments were on the Hatoba to receive them, and a large proportion of the European residents were present as spectators. The men appeared much as did those of the 20th on their arrival—many looking pale and thin, but not weak or unhealthy. At a little after three o'clock they marched up to barracks preceded by the band of H.M.'s 2nd 20th. We cannot too highly praise the admirable arrangements that were made on this occasion. The artillery waggons took many of the weak up the hill, whilst comfortable stretchers, covered with a canopy, were provided for the sick. We could but be pleased to see this result of our comments on the mismanagement on the previous arrival of the *Adventure*.

We find that the garrison of Yokohama is about to lose the services of Staff-surgeon Woolfreys, the principal medical officer, who leaves by H.M.S. *Adventure* for Hong Kong. In all sincerity, we say, he takes with him our good wishes, and our regret that the folly and indiscretion of his friends persisted in making him the scapegoat to turn attention from the misdoings of others on a former occasion. Major General Guy, commanding Her Majesty's forces in China and Japan is not, after all, coming up to Yohohama until October next, although it was previously understood that he was to arrive next month. Our readers can count upon their fingers as well as we can. Let them call to mind our statements of the circumstances of the Hong Kong and Yokohama Garrison, and the officials, at the time of the arrival of Her Majesty's 11th Regiment,—and look to the three facts stated above—and then use their own judgment. The debarcation of the 9th perfect in all its accessories; the principal medical officer, or, as we shall call him, the supernumerary medical officer removed from Yokohama, where so many medical officers were unnecessary, to Hong Kong where his services could be so ill spared; and the Major-General remaining through the trying months at head quarters, after notification had been received of his intended arrival in Yokohama. These facts tell a tale which all the hushing up in the world cannot prevent being fully understood.

H.M.S. *Osprey* arrived from Hakodadi on March the 16th, bringing as a passenger Captain Vyse, H.B.M. Consul, on his way to Nagasaki, his present post. A correspondent writes from Hakodadi:—"Capt. Vyse goes down by this vessel, to the great regret of all the foreign community here, whose good wishes follow him to his new seat of office. His successor, Mr. A. A. J. Gower, appears to have left a similar impression behind at Nagasaki, so we may esteem ourselves fortunate in our Consuls."

Some interest has been excited at Hakodadi with reference to the sentence of one year's imprisonment which has been passed on three foreigners concerned in the desecration of the

Digitized by Google

Aino cemetery; much sympathy has been expressed for them and a petition has been forwarded to Sir Harry Parkes for a commutation of their sentence.

EXPORTS.—SILK.

	Bales.
To England	*5,752
To Marseilles	3,246
Total	8,998
Same time last year	9,477
To Shanghai	125
Same time last year	2,022
To Hong Kong	—
Same time last year	205
To America	55
Same time last year	—
Grand total	9,178
Same time last year	11,704

TEA.

	Lbs.
To Europe	887,140
Same time last year	9,305,121
To Shanghai	—
Same time last year	186,662
To Hong Kong	2,586
Same time last year	24,510
To America	6,269,194
Same time last year	1,749,813
Grand total	7,158,920
Same time last year	4,266,106

COTTON.

	Bales.
To Europe	110
Same time last year	9,562
To Shanghai	271
Same time last year	—
To Hong Kong	—
Same time last year	5,885
To America	—
Same time last year	—
Grand total	381
Same time last year	15,447

CHINA.

SHANGHAI.

The dates are down to the morning of the 9th April. The P. and O. mail of the 10th February arrived on the 4th April, and the French mail of the 17th February on the 5th.

The following items are from the *Commercial Record* of 8th April (Sunday):—The item of news of most general interest during the past fortnight is that some positive steps have been taken with regard to establishing the line of telegraphic communication to Europe via Kiachta. Mr. Grant has contracted with a Chinaman for the conveyance of intelligence from Tientsin to Kalgan, and it is hoped that no difficulty will be in the way of his being able to complete the line of couriers to Kiachta. It is noticeable that the Chinese Mandarins have, as usual in all such matters, turned up as obstructives. Mr. Grant, after completing his contract with the Chinaman for Tls. 2,000, was forced to pay an additional Tls. 500 to buy off the opposition to some official.

The nature of the agreement entered into with the Chinaman is that he is to convey despatches from Tientsin to Kalgan in 48 hours under penalty, and Mr. Grant is in hopes that no difficulty will stand in the way of this agreement being duly carried out. The greatest difficulty to be guarded against is undoubtedly interference by the Chinese Mandarins; but it is satisfactory to notice that the assistance of Sir Rutherford Alcock has been obtained, and that he has caused the Peking Government to instruct the authorities on the frontiers that Mr. Grant is proceeding to Mongolia with a view to carrying out the scheme, and that all the provisions of the Treaty are to be carried out with regard to him. So far matters appear in a satisfactory train; and we have reason to hope that before long this important project will be brought to a satisfactory conclusion; we also notice that, should the project succeed, the subscribers have determined to transmit messages for the general public.

A correspondence between H.B.M. Consul and the Municipal Council with reference to Chinese taxation in the settlements has been published. The principle which the Government are desirous to uphold is that the Chinese must be allowed full liberty to collect Imperial taxes from their own subjects whether residing in foreign settlements or not. The question appears likely to lead to some difficulty, and will probably be referred to Peking for settlement.

* Included in the above total—12 bales Tama silk, per British barque Cleveland, to London.

The silk inspectors in Shanghai have addressed a memorial to the Chamber of Commerce with reference to damp silk, begging them if possible to devise means by which they may claim against the Chinese merchants from whom it was bought. The Chamber, however, have replied that inasmuch as the silk was accepted after being duly inspected, it did not appear to them that any claim could be instituted.

A meeting of the shareholders in the French Gas Company took place on the 27th March, when the president read out the report, showing that of the original sum of Tls. 30,000 subscribed, a surplus of Tls. 2,000 would be left after defraying all necessary outlay for plant, salaries, and all other expenses up to August next, at which date it was fully expected that the company would be in a position to commence the supply of gas. The engineer's report was also read out to the meeting, showing an estimated cost of $0.12 per cubic metre. After the reports had been read, it was decided that one month be allowed to shareholders who had not yet paid up their calls (amounting to Tls. 1,700 in all) to do so, after which the said shares would be disposed of on account of the subscribers. It was also agreed that the reports of the meetings of shareholders should be published from time to time. After some discussion, an amendment by Mr. Morel, upon a proposition by Mr. Ortmans, was carried, to the effect, namely, that Tls. 2,000 residue should be kept in hand as a surplus, and that interest on the shares should be calculated only from the time when the company commences to supply gas to the Concession, and that, if in consequence of any unforeseen circumstances the company be not able to do so before the end of the current year, the shareholders will exercise their right from that date against the French Municipality with regard to the guarantee of 8 per cent. The reports having been duly passed, the following gentlemen were elected to fill up three vacancies out of four, consequent upon some of those at present in office being about to proceed to Europe, namely Messrs. Menitz, Hanssen and Cliquet. Mr. Ortmans, one of the four above named, will continue to act up to the time of his departure.

Judgment was given on the 27th March in the case of A. Provand *v.* Oxford and Co., being a re-hearing of the cause previously tried before the Assistant Judge. The Chief Judge has reversed the decision then given, and has given judgment in favour of the plaintiff. The chief point upon which it turned was the fact that the evidence went to show that the plaintiff had been able and willing to execute such repairs as were necessary, and also that the matters requiring remedy were not such as could be looked upon as structural defects. In the Bankruptcy Court there have been proceedings with reference to the estates of S. Clifton, Hugh Rose Innes, and Jarvie, Thorburn, and Co.

Six thousand more troops have been sent to the Shinking province in addition to the two thousand foreign drilled troops who were despatched some weeks ago from Peking to put down the rebels who have been overrunning the province in large numbers, and who as yet had defied all the force the mandarins could bring to bear upon them. The district was in such a frightfully disorganised state that the Government were offering mandarin buttons to all the chiefs of the robber bands infesting the country, if they would give in their allegiance to the Imperial Government. This gives a very cheerful view of the bravery and efficiency of the 8,000 *braves* already mentioned as having taken the field against these Celestial brigands. Some of these picturesque vagabonds have not been able to resist the temptation of gaining the distinction of "a button" without the tedious course of book lore which usually precedes such an honour, and several have accepted the doubtful distinction and have become respectable mandarins. Having been brought up in a good squeezing school they have been using their new position to extort money from the peacable and orderly inhabitants. The rebels, numbering about 7,000, are encamped some hundred miles or so north of Moukden, having captured several cities; the Peking troops are commanded by Wenseang, and the Mongol cavalry by a son of the deceased warrior San-ko-lin-sin. The whole of the Imperial forces as thus comprised are on the march to attack the rebels.

Newchwang is now open, the ice having broken up; a considerable number of vessels were about to start for the Southern ports. A disturbance has occurred at Newchwang. The American Consul's boy having been kidnapped, he proceeded unarmed in company with some other gentlemen to attempt his recovery. The party was twice fired on, and for some time

Digitized by Google

there was an apprehension of a general rising of the "Sword-wracks" taking place. By the last advices matters were quiet, but Mr. Consul Meadows seems to have been no vain alarmist in warning the settlers at Newchwang to be constantly well armed and on the alert when moving about amongst the natives.

FOO-CHOW-FOO.

From Foochow we hear that the weather on the coast has been more severe than has been known for years. Several steamers have taken as much as eight days on the passage between Hong Kong and that port. H.M. gun-boat *Havoc* and the U.S. corvette *Wyoming* were in port, the latter being still in dock; the heavy repairs which she required, and which were being carried on, fully prove the extensive capabilities of the dock at Pagoda anchorage.

HONG KONG.

Dates are down to the 15th April. The London mail of 26th Feb. arrived out on the 10th April; the French mail of 17th Feb. on the 1st.

The intimation conveyed in the last number but one of the *Government Gazette* to the effect that Ordinance No. 13 of 1865, providing for the rendition of pirates to the Chinese authorities, has not been sanctioned by Her Majesty, may be taken as a significant indication of a design on the part of the home Government to deal comprehensively with this important subject.

The Sanitary Commission which has been sitting at the Gaol on the causes, nature, &c., of the epidemic which has again appeared in that establishment, has completed its labours; the conclusions come to, we believe, are, that the disease is a true type of yellow fever, that the treatment pursued by the colonial surgeon has been most succcessful, and that the precautionary and preventive measures, as to isolation of those infected, &c., which have been taken by the Superintendent of the gaol, have been very effectual. The number of cases has decreased from about 30 to 9 or 10.

We hear with great regret that an accident occurred to Sir Richard McDonnell, while on a visit to the gaol and the police barracks. His Excellency had made a lengthened inspection of the prison, and whilst walking across the compound in front of the police barracks, and having just descended the steps leading from the police court, was apparently seized with a faint ing fit; his feet slipped, and a severe fall backward was the result. Prompt assistance was rendered, and his Excellency was assisted into the charge room of the police barracks; and the Colonial Surgeon having been sent for, accompanied him home to Government House. Very fortunately his Excellency wore at the time of the accident a stiff felt helmet, which broke the force of the blow on the head, as he fell backwards, and we trust that a severe shaking is the worst which may be anticipated.

Considerable interest has been excited in military circles here by the announcement that Colonel North has applied in Parliament for papers relative to the mortality of troops at Hong Kong during the last hot season, and the amount expended on rent of godowns, &c.; this may lead to a thorough investigation, and perhaps the War Office may be convinced of its grave blunders. It is to be hoped that the next budget may include, under the head of Military Expenditure, a margin for the erection of suitable buildings for any possible accession of troops to the colony, so that there may be no repetition of the mournful decimation of British soldiers which marked our last summer.

During the past week cases of piracy have been "conspicuous by their absence;" probably it is the season of some Chinese festival, and the freemasonry of piracy are enjoying themselves in the bosoms of their families, preparatory to returning to their old cruising grounds, Mirs Bay and the Lema and Ly-ee moon Channels.

A ball was given on the 11th by the Hong Kong Club to Mr. and Mrs. Mercer, and universal satisfaction was expressed as to the arrangements.

The weather during the past week has been, with short exceptions, dull and cloudy, with almost constant rain; this, though rather trying in some respects, will perform the most important duty of cleansing and flushing the drains, and at present the "clerk of the weather" is pretty good.

The *China Mail* has the following items:—

"On the 5th April an interesting case was argued before the Chief Justice. A person named Lobscheid had applied for a rule to oblige the editor of the *Evening Mail* to show cause why he should not be indicted for libel. Previous to the case being heard, the plaintiff wrote privately to the judge in order to "make him acquainted with certain facts," an odd idea of how to obtain justice in an English court of law. The case was dismissed on all grounds, as nine-tenths of the community had anticipated."

"From Macao a report has arrived that a small steamer, called the *Prince Albert*, belonging to Quok Acheong, the Compradore of the P. and O. Company here, has been seized by a Chinese Customs revenue cruiser in the port of Shuey tung, and confiscated as being in a non-treaty port. As trade by foreign steamers and vessels with the West Coast ports has been more than winked at by the Chinese authorities for some years past, it is rather "sharp practice" on their part to pounce suddenly upon a vessel in this way, without notifying their intention of stopping all foreign traffic by confiscation of offending vessels."

We learn that advices have been received per French mail by the American Trading Company of Borneo, from the officer administering the Government of the colony, founded by them in December last on the territories leased from the Sultan of Borneo, of the most satisfactory description.

On the sale of the business of Messrs. A. Shortrede and Co. and the *China Mail* the following advertisement has appeared:—

The business, stock in trade, plant, &c., of Messrs. A. Shortrede and Co., as well as the proprietorship of their several publications, has been disposed of to Mr. Edward Andrews; and the undersigned hereby gives notice that the interest and responsibility of the late James Kemp in the firm ceased on the 31st December last. All persons indebted to the firm on 31st December last are requested to pay the amount of their accounts to the present proprietor without delay.—G. FALCONER, Executor of the late James Kemp.

With reference to the above announcement our business will be conducted under the style or firm of A. Shortrede, as heretofore.

Mr. N. B. Dennys will continue the editorial and general management of our business, and sign our firm procuration.—A. SHORTREDE and Co.

(FROM OUR OWN CORRESPONDENT.)

Sir Richard MacDonnell has fairly worked himself into harness since the date of my last letter, and has startled as well as amused the entire colony by the energy and activity he displays. Here, there, and everywhere, prying at unexpected hours into all sorts of sleepy offices, now bringing up one functionary with a sharp rebuke for disregarding the sacred rule of "office hours from ten to four," and now anathematising another for the neglected state of Government House, the new Governor has made every one of his subordinates look decidedly alive. His Excellency is understood to be devoting much labour to making himself thoroughly acquainted with the organisation and state of efficiency of the police, as well as to the subject of piracy, and the best means of grappling with this growing danger. The financial state of the colony is another most important subject calling for immediate attention, as, notwithstanding the very handsome revenue annually raised, the enormous expenses for police and public works, coupled with the War-office "squeeze" of £20,000 towards the military expenditure, and the very heavy cost of the Mint, make the prospect of a loan unpleasantly pressing. Among the suggestions that have been made here of late for the raising of additional revenue is that of imposing a fractional tax on the note circulation of the various banks, which would probably produce a very comfortable sum without being perceptibly oppressive. It is argued that inasmuch as the note circulation, which has reached so large a development in Hong Kong, is in direct competition with the operations of the Mint, the Government would be justified even in placing restriction to some extent upon the note-issue, and fully so in deriving an amount of revenue from that profitable branch of business. The Mint itself has not yet been got into working order; but as the dies that have been so long expected arrived by the last mail, we may expect soon to see the new dollar replacing the wretched, defaced currency on which we now have to depend.

Rumours are current of sundry embarrassments in connection with the rice-trade, but such are always rife at this season. It is certain, however, that the market is for the moment overstocked.

The new Convention signed at Peking on the 5th ultimo by Sir R. Alcock, the French Minister, and Prince Kung, has been sharply criticised in the local press. The circumstance is pointed out that whereas the acknowledged evils of the coolie trade have been long officially declared to arise from two principal sources, viz., the conduct of immigration by commercial speculators, and the employment of native brokers (crimps) to collect emigrants, the new Convention, instead of applying checks to these evils, rather affords countenance and increased facilities to their continuance. It is whispered, indeed,

Digitized by Google

that in the framing of this code of regulations the influence of the French Minister has prevailed, and has been influenced on behalf of the Cuban dealers, whose establishments at Canton are driving (under French colours) a lively trade. Their native agents or crimps are scattered over the entire province, and several affrays have occurred between them and the country people in various parts. It is at least a great pity that the flag and authority of the second European Power should be made use of cover the undisguised trade in human merchandise which the Cuban coolie business in reality is.

Some curiosity has been excited here by the recent despatch of two small vessels for ports in Corea, a country which now remains the last solitary instance of national isolation; but I hear that although nominally despatched for Corea, these vessels have in reality been sent with opium to the Russian territory adjacent to the Corean frontier, where considerable settlements of Chinese exist. The introduction of this drug is, however, sternly prohibited by the Russian Government, so we may hear of the seizure and confiscation of these vessels.

A small steamer owned by a wealthy Chinaman in this colony was recently seized at a port between Macao and Hianan, where a considerable amount of irregular trade has been carried on of late. The Chinese authorities having become alive to this fact, have taken measures to protect their revenue, and after issuing a warning along the coast, have seized this vessel, the *Prince Albert*, which was caught in a non-treaty harbour. The question as to her confiscation is to be decided next week at Canton.

ANOTHER COOLIE TRAGEDY.

The present mail adds another to the long list of massacres on board of coolie ships already reported. In the present instance, an Italian barque, the *Napoleon Canevaro*, had been selected for the purpose of this nefarious traffic. The vessel having cleared from Macao for Callao, with six hundred coolies on board, had been some days out when the coolies began to show symptoms of insubordination. The accounts to hand state that, having refused to wash the decks, the crew were mustered, and the coolies still refusing, were fired on down the hatchway. This being without effect, the hatches were battened down. The coolies, in revenge, or seeking release from confinement, adopted the desperate and suicidal course of setting fire to the vessel. The dense volumes of smoke soon warned the crew of the catastrophe; flames shot out from the portholes, and the crew made every effort to repress them, unassisted, however, by the coolies, who, with true Asiatic passivity, watched the progress of the devouring flames. The attempts of the crew to put the fire under were unavailing, and finding that to linger longer was certain death, the captain and a portion of the crew took to the boats. No sooner had the boats cleared the vessel than it was discovered that the doctor, a European, and seven of the crew were missing. To return, however, was impossible. The coolies, now fairly awakened to their situation, would have swamped any of the approaching boats. They were picked up by the *Madura* and conveyed to Saigon, from whence the French mail steamer conveyed them to Hong Kong. A few of the coolies were subsequently picked up by the Bremen brig *Triton* bound for Hong Kong from Bangkok which conveyed them to that port, arriving there on the 1st of April. It is by no means clear that the Italian barque went down; it being just possible that the coolies, under the direction of the doctor and those of the crew left behind, might have succeeded in extinguishing the flames. We allude to this as a contingency to be taken into account until fuller details come to hand. We find this catastrophe and others designated by the mild phrase of modes of evading engagements, but it is well that those concerned in this iniquitous traffic should learn from the coolies themselves that injustice is not to be carried on with impunity. When will this diabolical system cease? How many more victims are there to be?

STRAITS OF MALACCA.

SINGAPORE.

Dates hence are to the 22nd April. The London mail of the 10th March arrived out on the 11th April, and the Messageries mail, with London dates to the 17th March, on the morning of the 18th April.

The interest of the past fortnight (says the *Straits Times*) has chiefly centred itself upon an important case, which occupied the criminal side of the Supreme Court here for four days, and was only brought to a close about midnight on the 19th. The charge was one of conspiracy, brought against the Deputy-Commissioner and other officers of the police, in which they were accused of having received bribes from certain natives to permit or condone a series of illegal acts. As the purity of this department of the public service is of even greater importance here than it can be at home, the case was viewed with anxiety both by Government and the public. His Honour the Governor sat on the bench with the Judge, and a large number of natives were examined with a patience worthy of a far different quality of evidence. Early in the proceedings it became apparent that no jury could place much reliance upon the depositions of such witnesses, who, native like, exceeded by a long way what was necessary for their purpose, and told a tale altogether so improbable and absurd as to secure beyond all question a verdict of "not guilty." But the trial has exposed a danger to the public service which can be guarded against only by receiving with a wholesome qualification all descriptions of native evidence and depositions; for if natives of this class find that they can have any public servant arraigned by simply swearing a criminal charge against him they will be enabled to exercise a species of intimidation more dangerous to the State than any corruption we are likely to find subsisting under the scrutiny of an observant Executive.

It appears by a letter addressed to our contemporary by Mr. Edwin A. C. Cooke, who was the foreman of the jury in the case, that the defendants, Mr. Robertson and the Jemadar "were considered to have 'acted with culpable indiscretion.' his Lordship the Recorder did not deem it necessary to take notice of what was added to the verdict with regard to the above named persons," but Mr. Cooke submits (and several of his fellow jurors were of the same opinion) that the decision come to should have been given *verbatim*.

The case of postage stamp stealing, against a Kling man named Noorsah, formerly employed as a letter carrier by Messrs. Cumming, Beaver and Co., resulted in his being sentenced to seven years' transportation. It will be recollected the person had torn up the letters, appropriating the stamps.

A difficulty which has also pressed of late upon consideration here is the manner of dealing with the numerous destitute Europeans who are now from time to time, by the increasing trade of the port, cast upon our shores. The provisions of the Board of Trade extend only to men who can prove themselves seamen, and of course leave all others to be provided for by local public charity. The only means hitherto resorted to of administering this charity has been the House of Correction, to which all Europeans detected in the misfortune of having no means of livelihood, though willing to work, are peremptorily consigned. But this sort of treatment, which is neither creditable to our justice or liberality, can scarcely be practised much longer, and it has been suggested that a species of workhouse should be established where such unfortunate creatures would find shelter and food in return for a day's honest work. Some such plan must in the end be adopted. [These observations of the *Straits Times* were called forth by the case of one John Dunn, who—

Shipped in the barque *Medora*, at Shanghai, as cook and steward, was sent from Swatow by the Consul to the hospital at Hong Kong, where he remained 17 days; was then discharged, and shipped in the Jersey brig *Spy*; was discharged from this vessel at Amoy before the Consul, but has lost his discharge—worked his passage from Amoy to this in the *Golden Dragon*, belonging to Penang, and was landed here 8th January from that vessel. He went to the master attendant, asking for admission to the Sailors' Home, who told him he would have nothing to do with him; slept on the green under the trees, begged a few cents occasionally from charitable people and tried incessantly to get employment, but the want of a discharge always prevented his getting anything to do. About five weeks ago he was arrested while sleeping in one of the sheds erected for the workmen near the New Court House, and stating to the Magistrate that he had no place to live in was committed to the House of Correction for a month—hard labour,—came out last Sunday morning and took to his old life under the trees on the Esplanade; testifies to the extreme generosity of the Kling boat-men, who have frequently fed him from their own meals, and says that without their assistance he would have been almost if not quite starved.

The following notifications are from the *Government Gazette*:—

The Rev. J. Mathison, being about to leave the settlement, has been permitted to resign his appointment as Registrar of Marriages at Singapore, as well as his seat at the Board of Examiners for Government scholarships.

Lieutenant-Colonel R. Macpherson returned from the privilege of leave granted to him in G. O. No. 67, dated 12th March, 1866, and resumed charge of the office of Resident Councillor, Singapore on the 31st ultimo.

His Honour the Governor has been pleased to grant Surgeon-Major J. Rose, Senior Surgeon Straits Settlement, leave of absence for fifteen months, from date of embarkation for the purpose of proceeding to Europe on medical certificate.

Under the provisions of Act V. o 1852, his Honour the Governor has been pleased to appoint the Rev. William Jeffrey a Marriage Registrar of Singapore.

Digitized by Google

The Straits Government steamers in harbour have been flying the blue ensign, instead of the red one as formerly. This is in consequence of orders having been received by the authorities from the Government of India, directing that the Straits Government steamers should in future fly the blue ensign, as is the case with the steamers belonging to the late Indian Navy.

The annual public meeting of the subscribers and supporters of the Raffles Singapore Institution was held on the 10th April in the Exchange Room; the Hon. Col. Macpherson in the chair. There had been a previous meeting of the trustees of the institution, at which vacancies caused in that body by the resignation of J. D. Vaughan Esq., and the departure of the Rev. John Mathison, were filled by the election of R. C. Woods, Esq., and the Rev. W. Jeffrey. At the public meeting, the report for the past year was read by the Hon. Secretary. It contained a grateful allusion to the valuable bequest of $1,000 by the late Alex. Guthrie, Esq., and a donation of like amount from James Guthrie, Esq., for the endowment of scholarships; and also to the kind gift of $440 from the Singapore Chamber of Commerce for the general purposes of the institution. But regret was expressed that, owing to the inadequate support rendered by the general public of Singapore, many most desirable improvements were put entirely out of the power of the Trustees to realise. The report was adopted, and the meeting separated after the usual votes of thanks.

The *Free Press* regrets to record that "the Klings have succeeded in pursuading two more of our sailors to turn Mahometans." The further remarks of our contemporary should be read with the case of John Dunn, recorded above, fresh in the memory:—"It is very evident that these conversions are simply brought about by the force of circumstances. Jack sees that his own countrymen will not provide for him, and that the Klings are kind and hospitable, feed, clothe, and lodge him, therefore he deserts the religion which has been his from childhood, because he finds that its charity as applied to himself is a mere tinkling cymbal, sounded in his ears, but extending no farther. Kindness goes a great way with Jack, and we have not the least hesitation in saying that it is owing to the benevolence of the followers of Mahomet that he is kept from starving." It appears they are not so tolerant of these conversions at Batavia as we are at Singapore. The *Press* says—"Our Dutch neighbours understand better than we do how to deal with the sailors who have lately become Mahomedans. One of them having recently gone to Rhio, probably as a religious mendicant, was seized by the authorities there on landing, and very properly put in prison for four days, as a rogue and a vagabond. After this he was released, and sent back here by the *Koningen*."

The British barque *J. H. Willis, Junr.*, and British brig *Jane Mitchell*, have lately been sold privately, the former for $4,500 and the latter for $5,000.

One of the heaviest storms of rain and wind that has occurred for many years, broke over Singapore about one o'clock on Sunday morning, the 15th April. Many large trees were blown down throughout the island, and much of the low lying land covered to a considerable depth with water. Rain was much wanted, and the town itself presents a cleaner appearance than for a long time past.

The steamer *Shaftesbury* arrived on the 16th from Suez, with general cargo sent overland from England. She proceeded on to China.

Good Cardiff coal is selling at $14 to $15.

PENANG.

The steamship *Arabia* arrived on the 7th April with troops on her way to Madras. On the voyage between Singapore and this place the chief engineer struck work, and on the arrival of the steamer here was brought before the magistrate, who dealt with the case at once. What the particulars are we do not know, says the *Gazette*, but we are sorry to chronicle a case of insubordination amongst the officers of a rising and prosperous company such as the B. I. S. Navigation Company.

Mr. J. R. Logan is appointed to officiate as Crown Prosecutor at Prince of Wales' Island.

A case has been tried at the police court which excited considerable interest amongst the ship masters and mates in Penang. Mr. Charles Webb, a master mariner, charged a Chinaman, the owner of the brig *Hero*, with having employed Mr. Bushman as master of the said vessel, knowing that he (Mr. Bushman) did not possess a certificate of competency, and at the same time and charging Mr. Bushman with having accepted the employment. There was no doubt whatever as to the facts so stated; Mr. Bushman, whatever his qualifications may be, not holding any "certificate of competency." But on the case being brought on for hearing before the magistrate, it was summarily dismissed on the grounds that the brig *Hero* did not come within the scope of the Indian Merchant Shipping Act of 1859, she being, as a coasting or home trader, under the tonnage which requires not only a certificated master but also a certificated mate or second officer. The *Hero* is employed in the trade between Penang, Rangoon and back, and also as far as Singapore and back. As far as the legality of appointing Mr. Bushman (observes the *Gazette*) these facts are indisputable; but it is quite another affair when an insurance is required, as then the surveyors for the insurance offices will have to ascertain that a master and mate possessing certificates of competency are duly appointed. Owners of vessels under 300 tons, and employed in the "home trade," do not, therefore, require officers with certificates of competency, unless an insurance is desired on the vessel or cargo; and there is no doubt whatever that many persons, though not holding the regular credentials, are quite able to take charge when the voyage is confined to such ports as those to which the *Hero* is destined. We do not think that the English ship masters will improve their position by the means which they have taken—we rather think quite the reverse. We sympathise with those who find their situations slipping from them and taken up by foreigners; but there must be a reason for this beyond taking lower wages, and it would be much better to endeavour to find out the reason or reasons, than to act as they have lately been doing.

Births, Marriages, and Deaths.

(Announcements for subscribers are made free of charge.)

BIRTHS.

BRAND—On the 20th May, at 8, Turle-road, Tollington-park, N., the wife of John Alexander Brand, Esq., of a son.

OZORIO—On the 5th April, at Gough-street, Hong Kong, the wife of C. A. Ozorio, Jr., of a daughter.

SIEMSSEN—On the 13th May, at Hamburg, the wife of G. T. Siemssen, Esq., late of China, of a daughter.

STRINGER—On the 3rd March, at St. Paul's College, Hong Kong, the wife of the Rev Thos. Stringer, of a son.

TATES—On the 12th Feb., at Manila, the wife of W. R. Tates, of a son.

WELLS—On the 15th May, at Chappell House, North Warnborough, Hampshire, Mrs. Hardy Wells, of a son.

MARRIAGES.

ASUNG—SING.—On the 11th April, at St. John's Cathedral, Hong Kong, by the Rev. Thos. Stringer, assisted by the Rev. C. F. Warren, C.M.S., Chung Asung, to Wong Kwei Singh.

GAULD—HORNE.—On the 6th April, at the Union Church, Hong Kong, by the Rev. James Legge, D.D., William Gauld, M.D., Medical Missionary, Swatow, to Annie, youngest daughter of the late James Horne, Aberdeen.

TAYLOR—TAYLOR.—On the 5th April, at Holy Trinity Church, Shanghai, by the Rev. C. H. Butcher, Mr. John Taylor, son of the late John Taylor, Esq., shipowner, of North Shields, to Isabel Grace, youngest daughter of Wm. Taylor, Esq., London.

DEATHS.

CARROLL—On the 10th April, at Hong Kong, on board H.M.S. Melville, Denis Carroll, A.B., H.M.S. Manila.

CLARK—On the 12th May, at his father's residence, May-place, Herbert-road, Plumstead, from the injurious effects of the last two expeditions in China, Deputy Assist.-Superintendent G. C. Clark, Military Store Staff, only surviving son of Captain G. A. Clark, retired, R.A., aged 31.

CLARKE—On the 11th April, at the Civil Hospital, Hong Kong, John Clarke, seaman.

FRANCIS—On the 11th April, at the Garrison Hospital, Hong Kong, Francis, 2nd Private Gun Lascars, aged 36 years, Fev. Inter.

LOW—On the 19th May, at his residence, 47, St. George's-square, Pimlico, David Low, Esq., of 11, Austinfriars, in his 68th year.

RICE—On the 6th April, at the Empire Tavern, Queen's-road, Hong Kong, Henry Rice, late proprietor, aged 45 years.

RUMEBE—On the 26th March, at Yokohama, T. J. Rumebe, aged 39 years.

SHEA—On the 19th May, at his house, 31, Connaught-square, Charles Shea, Esq, late Commander H.C.S., in his 80th year.

SILVA—On the 19th April, at Singapore, Capt. Elcoherio P. da Silva, late commander of the Portuguese barque St. Vincent de Paulo.

SLIE—On the 1st April, at Shanghai, Edward Austin Slie, aged 28, of Birmingham England.

EXCHANGES ON LONDON.

[For dates, see first page.]

		Bank.	Private.
At Yokohama	6 months sight.	4s. 8d.	4s. 8¼d. to 4s. 9d.
At Shanghai (per Tael.)	6 ditto	6s. 5d.	6s. 5¼d. to 6s. 6¼d.
At Canton, At Hong Kong, At Macao	6 ditto	4s. 7¾d. to 4s. 8d.	4s. 8d. to 4s. 9d.
At Singapore	6 ditto	4s. 7½d.	4s. 8d. to 4s. 9d.
At Manila	6 ditto	4s. 4d.	4s. 4d. to 4s. 5d.

At Shanghai, Bills on India, Rs. 302 to 304 per 100 taels. At Hong Kong, Rs. 218 to 220 per $100. Bar Silver at Shanghai, 111.25 taels; at Hong Kong, 9½ to 10 per cent. prem. Mexican dollars at Shanghai, taels 73.25 per 100; and Exchange on Hong Kong, 27½ discount. Hong Kong and Shanghai Bank Shares, 3 to 4 per cent. prem.; Gas Company, 30 per cent. prem. Hong Kong and Whampoa Dock, 42 per cent. prem.; Steam Shares, 30 per cent. discount; Union Dock Company, 6 per cent. discount.

Digitized by Google

COMMERCIAL REPORT.

CHINA EXPORTS.

TEA.—The export falls short by a trifle of the amount shipped up to this period last year to Great Britain, but the quantity sent to New York has been greatly in excess. The markets have been swept almost clear of all kinds. The teamen have left for the districts, and large contracts for the coming season are being made both by the dealer and the foreigner. Nothing is heard of unfavourable weather nor of rebels, nor other *contre-temps*, and as the season is now nearly over must have been a most lucrative one to both producer, dealer, and exporter, a large supply for the coming season may naturally be expected.

CANTON.—Since the last report several more musters of Canton Gunpowders and Young Hysons have been offered, but without any transactions in New Tea taking place, as the teamen, although slightly lower in their demands, are still much too high to meet the views of buyers. Some 1,500 boxes Imperial (old Tea) have been settled for the Continent. A considerable purchase was made of Pouchong (Fong-Tai Chop) for America to be delivered within a period extending over four months.

FOOCHOW.—Although some small parcels of Congou have been placed on the market since the last date, and a few settlements have taken place, they have not been sufficiently extensive to influence prices. The teamen have now all left for the country, and it is currently reported that their operations on foreign account will considerably exceed those of last season.

SHANGHAI.—Black Teas: The two chops of Congou remaining at the last date have been shipped on owner's account, and no further supplies having been received the market is quite bare of stocks. Green Teas: A fair amount of business has been done at somewhat irregular prices, but there has been an average advance of one tael per picul on previous rates. Arrivals from Kiukiang have been very small, and advices from that port assert that there are few supplies yet to come this season; holders are therefore firm in their demands, the stock being reduced to 12,700 packages.

KIULIANG.—Black Teas: The small lot of local packed tea mentioned in the last report has been taken at Tls. 18.2.5, leaving a few more chests of similar quality on offer. Green Teas: The season may at length be considered closed, the sole settlement being 207 packages at taels 18.2.5 and only some 120 half-chests remaining on offer. About 1,600 packages had gone forward to Shanghai on native account. The stock last year at the same date was 83,000 half-chests, and the local yield for the season will be some 94,000 packages short of last year's.

YOKOHAMA.—The tea market is without change in tone, and a small amount of business has been done for the American market. The better classes of tea, owing to scarcity and a fair demand, maintain their full value, but the qualities of the late arrivals which are neglected have been very inferior or very much mixed.

RAW SILK.—SHANGHAI.—The smallness of stocks has prevented purchases being made to any extent, and fully 100 bales of China Silk, now included in settlements, were shipped by the last mail, after the statistics were made up. It is impossible to estimate the unsold stock on the market, as it is almost entirely composed of Taysaam sorts, which were originally intended for native consumption, and are now only brought forward and packed for export, it being thought by the dealers that owing to the scarcity of silk, anything would command a high price. Tsatlees, Chops No. 4, tls. 500 to 510 per picul; do. No. 5 and common, 400 to 470 per picul. Taysaams, Chops No. 2, 440 to 480 per picul; do. 3, 420 per picul.

YOKOHAMA.—Settlements for the fortnight amount to 300—and arrivals from the interior to about 600 Japanese bales of 80 catties, and the unsold stock—both in native and foreign hands—may, as near as can be ascertained, be estimated at from 3,000 to 3,300 bales. The quotations of to-day show some reduction in the price of the common and in inferior hank silks, which form the largest item in the composition of the stock. Total export is now 9,178 bales, against 11,704 bales at same date last season. The quotations are:—Ida, best, per picul $830 to $880; medium, $780 to $820; Mybash and Sinchu, best, $890 to $900; medium, $800 $850; inferior $700 to $780.

DRUGS.—CANTON.—Cassia Lignea, of the new crop, 280 piculs have arrived and found buyers at the high figure of $18.75. Cassia buds are in ample supply, and procurable at $40. Gallangal, the stock is offered at $1.75. China galls are again lower, $13.50 only being asked for the nominal stock of 200 piculs. Essential oils: None. Vermilion: $38.50 to 39.

CAMPHOR.—HONG KONG.—The remainder of the stock has been sold to native dealers at $26½ per picul, it is believed for exportation to Singapore. No further supplies have yet come in, but there is known to be a stock of over 3,000 piculs in Formosa, which must find its way to this market. Prices, however, are not expected to rule below $26 per picul, packed.

CHINA GRASS.—SHANGHAI.—A limited business has been done in this article since the last mail left. Present prices are as follows:—White, best, Tls. 15.8.0; No. 2, Tls, 13 to 14; No. 3, Tls. 11 to 12; Green, Tls. 10 per picul.

CHINA IMPORTS.

HONG KONG.—There is no change in the market for cotton yarns. Grey shirtings could have been placed with speculators at the current rates, but importers look for an improvement, and are inclined to hold their stocks. White shirtings are little wanted, and the rates have again delined. Dyed and fancy cottons are neglected. Camlets have declined, owing to the unfavourable advices from Japan. There is nothing doing in nail rod iron. Hoop is in moderate request. Tin plates are wanted.

CANTON.—The quotations for all kinds of Cotton and Woollen goods are again reduced. The few transactions in Lead, Quicksilver and Tin plates show a slight decline. Prices and sales have been as follows:—Lead common and W. B. 1,100 piculs at $7,50 to 7.60. Tin plates, 200 boxes at $6.50 to 6.80 per picul, Quicksilver, 100 flasks at $70 50 to 71.50. Stocks include about 9,000 piculs of Lead and 300 flasks of Quicksilver.

AMOY.—The market for imports has continued excessively dull during the past fortnight. Cotton has further declined, and at the moment there is very little inquiry excepting for Tientsin staple. Grey Shirtings are almost entirely neglected, and clearances of old purchases are made very slowly. A few small sales of Yarn have been made at a decline of $1.50 per picul. Cotton Yarn $19; 16-24 have been sold at $81½. Grey Shirtings: 450 pieces 8½lb. have been sold at $5.10 to 5.16, but prices have since declined 10 cents, and we now quote 8½lbs. $5 to $5.05; 7 lbs. $4.20; stocks, 5,350 pieces. T-Cloths, 6 lbs., $3.20, 7 lbs., $3.70; 7½ lbs., $3.90; no stock. White Brocades, $5.10; Stock, 250 pieces. White Shirtings, 60's, $4.10; 64's, $5 to 5.80; 66's, $5.60; stock, 600 pieces. T. C. Cambrics, $3.80 for best quality; no stock. Chintz, $3.50 to $4.00, no stock. Camlets, scarlets, $25½; assorted, $24½; stock, 120 pieces. Long Ells, H.H., scarlet, $11.50; stock, 260 pieces. Spanish Stripes, $1.20 to 1.30 per yard; stock, 168 pieces. Metals, 500 pigs; Lead sold at $7.80 to 8.00; Tin, $26½; no sales. Nail Rod Iron, $3.50. Quicksilver, $172.

SHANGHAI.—G.E. Grey Shirtings, sales during the fortnight are estimated at 100,000 pieces, about one-half having changed hands on speculation. G.E. White Shirtings, sales from first hands about 15,000 pieces, at an irregular decline of 15 to 30 cents per piece. American Drills, Jeans, Sheetings, no stock. English Drills, no sale. T-Cloths, stocks very light. Sales about 3,000 pieces, best makes realising an advance of 10 cents per piece. Handkerchiefs, Blue Handkerchiefs in good demand, sales 2,000 dozen. Spotted Shirtings, sales about 5,000 pieces, Brocades, Dyed Brocades wanted. Sales 5,000 pieces. Damasks, sales 500 pieces. Chintz, there is still a good enquiry for favourite designs. Sales 3,500 pieces. Turkey Reds, sales 1,500 pieces. Velvet Velveteens, sales are limited to 720 pieces. Velvets, prices steady. Muslins, sales 1,000 pieces. Dimities, sales 500 pieces. Union Spanish Stripes, no enquiry. Spanish Stripes, prices lower. Sales 720 pieces. Medium, Broad and Habit Cloths, season nearly over. Sales 434 pieces. Camlets, very little enquiry here. Sales 800 pieces. Long Ells, sales 300 pieces. Market dull. Lastings, prices easier. Sales 600 pieces. Orleans, figured, good demand for best makes. Sales 1,000 pieces. Orleans, Plain, no sales.

METALS.—Iron, there is very little demand for Bar Iron, but Nail Rods continue in fair request. Lead, the demand continues moderately active. Tin Plates, small sales at quotations. Steel, limited demand. Quicksilver, wanted. Flints, readily saleable. Window Glass, neglected.

YOKOHAMA.—During the fortnight a limited business has been done, and prices have been in favour of buyers, except for Cotton Yarn, which is in demand; several hundred bales have been settled both on the spot and to arrive—the sales of Grey and White Shirtings, Turkey Red Cambrics, Taffachelass and Prints have been small, and no sales have been reported in other goods. In Metals there have been sales of several parcels pig Iron. The demand for lead has subsided. The deliveries of goods during the fortnight have been small.

HANKOW.—In consequence of the retirement of the Nienfei trade has been resumed in the native city. Large supplies of Grey Shirtings have continued to come forward, and considerable anxiety has been shown to press the sales. Grey T-Cloths continue scarce. White Shirtings have been in fair inquiry, with supplies on a reduced scale. Camlets and Lastings in good demand, but deliveries have been on an increased scale for some months past, and the heavy stocks render advanced quotations improbable. Large consignments of Lead have continued to come up the river. The demand has been good, and deliveries large, but purchases have been easily effected at previous rates. Quicksilver has advanced.

SHIPPING INTELLIGENCE.

ARRIVALS.

At YOKOHAMA.—From Liverpool: Castlehow.

At SHANGHAI.—From Cardiff, April 2: Betty Perlbeck.

REPORTED PER TELEGRAM.—From London: Guinevere.

At HONG KONG AND CANTON.—From Cardiff, April 2: Western Chief; from Sunderland, 11: Deerfoot.

At MANILA.—None.

At SINGAPORE—From Cardiff, April 8: John Watt; from Suez, 16: Shaftesbury (s.s.).

At PENANG.—None.

DEPARTURES.

From YOKOHAMA.—None.

From SHANGHAI.—For London, April 6: James Wishart; for Liverpool, 3, Locket, Maiden Queen.

From HONG KONG and CANTON.—For London, April 11: Devonvale.

From MACAO.—For Havana, April 8: Dennis.

From MANILA.—For London, March 27: Her Majesty.

From SINGAPORE.—None.

From PENANG.—For London, April 11: Devonvale.

VESSELS LOADING.

At YOKOHAMA.—For London: Chanticleer.

At SHANGHAI.—For London: Vanguard. For New York: Finzel, Fairleader.

At HONG KONG and CANTON.—For London: Belted Will. For Liverpool: Simoom.

At MANILA.—For London: Adolfo.

At SINGAPORE.—For London: Desdemona, Strathmore. For New York: Fanny Kirchner. For Boston: Sophie, Helene, Macassar.

At PENANG.—For London: Prata, Moorhill.

FREIGHTS AND CHARTERS.

At YOKOHAMA.—To Great Britain, Cotton and Tea £2. 10s. to £3, Silk, £4 to £4. 10s.

At SHANGHAI.—A good enquiry exists for suitable vessels for coasting purposes, but for home little freight is offering.

At HONG KONG AND CANTON.—The following is from the circular of

Digitized by Google

Geo. Holmes.—Simoom, 470 tons, on the berth for Liverpool at £2. 15s. per ton. Faraway, 422 tons, Manila to United Kingdom £3. 10s. per ton Sugar, £4. 10s. per ton Hemp. Satellite, 476 tons, Manila to United Kingdom, £3. 15s. per ton Sugar, £4. 15s. per ton Hemp. Wm. Cundall, 270 tons, Manila to Channel for either United Kingdom or Continent at £3. 10s. per ton. The estimated number and tonnage of disengaged vessels in harbour is 43 vessels, representing 18,860 tons, reported by telegram. The White Adder has been taken up to convey troops to England.

At MANILA.—The Loch-na-Garr has been fixed for London, with 600 tons clayed sugar, at £3. 2s. 6d. per ton, and will probably fill up with hemp at £3. 15s. per ton.

At SINGAPORE.—Freights to England remain unaltered, viz., £2 dead weight, £2. 10s. light cargo.

At PENANG.—The Prata has a full cargo engaged for London at £2. 15s. for sugar, £3 tin, £2. 12s. 6d. The Moorhill has also commenced loading for the same port at £2. 7s. 6d. for arrowroot, £2. 15s. light freight, £2. 10s. tin.

VESSELS PASSED STRAITS OF SUNDA.

From ENGLAND and CONTINENT to CHINA &c.—March 29, Maria Martin, Marseilles to Saigon; 31, Alavesa, Liverpool to Manila; Margretha, Hamburg to Hong Kong; April 1, Island Queen, Cardiff to Hong Kong; 2, Fairy, London to Bangkok; Patria, Hamburg to Hong Kong; Bang Bango, Cardiff to Manila; 6, Neptune, Sunderland to Shanghai; Crown, Sunderland to Singapore; 11, Charles, Toulon to Saigon; Queen of May, London to Singapore; Wellington, Shields to Singapore; 12, Daniel Mercy, Newport to Singapore.

From CHINA &c. to ENGLAND and CONTINENT.—April 2, Seawfell, Shanghai to Liverpool; 3, Crest of the Wave, Manila to Cork; 6, Encarnacion, Macao to Havana; 9, Atagoracia, Macao to Havana; 9, Burdoes Havana No. 1, Macao to Havana; Albertine, Singapore to Gibraltar; 11, La Plata, Singapore to Gibraltar.

COMMERCIAL POSTSCRIPT.

At the meeting held to-day of the Asiatic Bank the report presented by the directors was duly adopted and the retiring directors re-elected.

ARRIVALS NOT INCLUDED IN THE TABLES.—May 21, at Cork, from Java, Panama; May 25, off the Saltees, from Manila, Maria y Vicenta; at New York, from Amoy, Marco Polo; 26, at Falmouth, from Java, Rifleman.

DEPARTURES.—May 25, from London, for Shanghai, Lammermuir; May 24, from Liverpool, for Galle, Carin; May 14, from New York, for Hong Kong, Panther.

SPOKEN.—Rifleman, Sourabaya to Falmouth, May 12, 39 N., 29 W.; Sir John Moore, Sourabaya to Rotterdam, May 18, 46 N., 13 W.; Maria y Vicente, Manila to Liverpool, April 22, 12 N., 31 W.; Eastern Belle, for China, May 6, 30 N., 37 W.; Jacoba Helena, Batavia to Amsterdam' May 16, 47 N., 15 W.; Adela, Galle to London, May 24, 50 N., 8 W'

THE WEST COAST OF COREA.

(FROM A CORRESPONDENT AT PEKING.)

The knowledge that Corea is exciting increasing attention in England and amongst the foreign communities in the several ports of China has led me to give a somewhat hasty publicity to these scattered notes of a three months' visit to the Western coast. Whilst at Chefoo, during the spring of last year, I made sundry inquiries regarding the illicit trade in "ginseng" carried on between the Shantung junkmen and the Coreans, a commerce winked at by the bribed Chinese petty officials, but discouraged by their *confrères* in Corea by the instant death of the offender if discovered. The words *terra incognita* sounded specially provoking when used to a country within two days' sail of an open port. My desire to visit Corea was realised in an agreeably unexpected manner. Towards the middle of August a junk captain named Li Chen, who had been engaged twenty years in the ginseng trade, informed me that he had two Corean Roman Catholic Christians on board, who had just arrived from the capital of Corea *via* Manchuria, in order to recover some bad debts. They were both engaged in the ginseng trade. I made their acquaintance forthwith, and easily persuaded them to exchange their small, dirty, sultry cabin for a room on land. The elder one, named Yang-ga, had been a Christian for forty years; the younger one, named Kinga, aged thirty-nine, a native of Wang-king, the capital, was a convert of five years' standing. The latter, the better educated of the two, wrote Chinese with great ease, and had picked up a considerable number of useful phrases in the Shantung colloquial. They had brought with them a small catechism of the chief doctrines of Christianity, in Corean characters, written in the purest colloquial of the capital. With that as a basis, during their three weeks residence with me, I succeeded in compiling vocabularies and dialogues which afterwards proved of great use in oral communications with Coreans, who as a rule can only write Chinese. Very different from the Coreans who come here with the annual tribute, my two friends supplied me, without any hesitation, with straightforward answers to my numerous inquiries.

The Coreans here, in Peking, say their country is very poor, and no European believes them. I was rather staggered when Yang-ga and Kinga told me the same tale. Fancying, I imagine, that my presence would be a safeguard to them from the treachery of their Chinese debtors, they repeatedly urged me to accompany them back to Corea, promising, should their little vessel be waiting, for their return, on the coast, to convey me to the capital. English shirtings form the staple exchange for ginseng, but my simple minded guests thought in coming to Chefoo they should get the value in silver of their ginseng. They reckoned without their host, for their wily Chinese customers would only promise them payment in goods on reaching Corea. It was finally arranged that Kinga should cross in Li-Chen's junk, called the *Ta pai Lii*, or *Great White Ass*—a misnomer, for she was painted as black as a Venice gondola—and that Yang-ga and myself should take passage in the *Li-Pa-Hsing*, a small junk forty feet long and about fifteen broad. Having been detained by bad weather in Chefoo harbour for three days, on the morning of the 5th September the *Li-Pa-Hsing* got under way for the Port of Wei-Hai-Wei, the native place of the crew. Li-Chen was not prepared to start, so we purposed waiting his arrival there. I took with me two Chinese—a servant and a writer. We proceeded slowly, on account of the heavy swell setting in from the eastward. It was night before we accomplished the sixty miles between Chefoo and Wei-Hai-Wei. Our crew of six, including the skipper and pilot, went ashore next day to visit their families. Yang-ga and myself climbed a grass-covered hill, whence we had a magnificent view of the splendid harbour, so land locked as to be protected from every wind. The decaying, empty-looking, walled town of Wei Hai lay at our feet. It is one of the "Wei," or military posts, originally established in the time of the Ming Dynasty, for the purpose of protecting the coast against the periodical descents of the Japanese pirates. We *did* the place in tourist fashion by ascending the same day the picturesque look-out called the Hwan Tsin Len, and visited a temple in which a huge shark's bone does duty as a rafter. So near Chefoo the worthy inhabitants scarcely deigned to notice me. Yang-ga was by far the greater curiosity. Only two or three Coreans had ever visited the Shantung coast, and, not having come into contact with foreigners, were so afraid of the Chinese officials that they only emerged from their cabins at night. Yang-ga had every confidence in the power of my protection, and replied in "pidgin" Chinese when addressed in "pidgin" Corean by a passing sailor. A heavy gale from the east, that lasted four days, did away with all thoughts of a speedy departure. On the 11th and 12th, however, the weather cleared up, a fair westerly wind blew in gusts, but we were waiting for the arrival of the *Great White Ass*, and did not feel particularly anxious to go out till the swell had subsided. The morning of the 13th dawned cloudless and bright; a gentle fair wind, and we could wait no longer. At noon all were on board, the anchor up and off and we went at a fine pace. In fine weather commend me to a small junk. Splendid for a selfish Englishman who likes to be his own master and gets wearied with the exact discipline, or at any rate the stated routine of a steamer or merchant ship. Skipper, pilot, sailors on our junk are all related to each other. One takes the helm, and when the other feels inclined or fancies *it is time*, goes to relieve him. We are fortunate in our crew, good-natured villagers, who make my servant quite idle by their readiness to serve me. How merrily we go down the coast, passing island after island. By nightfall we have done our fifty miles and reached the promontory, whence in a due easterly course we stand off for Corea. The pilot produces an antiquated looking compass, about the size of a large pill-box, placing it gravely in front of himself; also a flint and steel, that he may light his pipe in the first place, and in the second place watch the course. I had turned in, but overhearing the skipper say of the compass, "Never mind that thing, it is not to be depended upon,—look at the Pole star," immediately turned out, and in spite of the skipper's protestations that he was born under the luckiest of constellations, the thought of the two hundred miles before us with such a compass effectually drove away all desire for sleep. The night, too, was so sultry that Yang-ga came up on deck, and we chatted about Corea as satisfactorily as we could, seeing that he only understood about a third of what I asked, and I about a fourth of his answers. We got on better when we talked of places and events recorded in the Bible.

How we welcomed the morning; the same fair wind and cloudless sky! At noon the weather changed, the wind shifted to the north, clouds began to gather. Towards evening we kept anxiously

Digitized by Google

looking out for land. About six o'clock the welcome cry "land!" was heard. The skipper remarked that the circumstance was "ting fei," very lucky, and so indeed it was, for the weather began to look threatening. He told us that the land in sight was the Island of Pantsz, or, according to the Coreans, the Island of Ta T'sing, a little to the south-west of the Island of Pe-ling.

Corea is divided into eight taio, circuits or provinces. Those on the east coast from north to south in a southerly line are *Hsien-ching* (Ham-kyong, in Corean), *Chiang Yuen* (Kang-won), *'sing Shang* (Kyong S'ang). On the west the provinces of *Ping An* (P'yang An), *Hwang Hai* (Hang Hè), *Ching chi* (Kyong-kò), Chung-ching (Ch'ung Ch'êng), Chiven-lo (Ch'o-la). These provinces are divided into right and left departments, with the exception of P'ing An, divided into east and south, and Hsien-ching, divided into north and south. In all there are 332 of these departments. The Chinese junks frequent the numerous islands between the Ya Tung River and the Han River. The capital by some strange blunder, in our maps, is always called "King-ki-tao,"—in fact the name of the province. The Chinese name of the capital is "Wang-ching," in Corean colloquial "S'aul," which is simply a translation of "Ching," court.

The West Coast line is exceedingly irregular. The Province of P'ing An, starting from the mouth of the Ya-lu River, on which stands the emporium of I-chou, extends for the larger half southward, then trending eastward, forms a large estuary, the southern side of which again pushes out some distance westerly. To the south of this promontory is the Ya Tung or Great East River, upon which a hundred miles up in a north easterly direction is situated the Provincial capital, P'ing Jang Yu—one of the most beautiful places in Corea. A "P'an-shu," a civil mandarin of the second rank, resides there. Coreans and Chinese agree in saying that a small steamer could proceed easily to the city. Next comes the province of Hwang Hai, the southern portion of which juts out into a lofty promontory, called by the Chinese Tang-shan, by the Coreans Ch'ang-shan. Fifty miles to the north-east, and twelve miles to the south-west, lie respectively the islands of Chian (*chodo* on the chart) and Pe-ling. The coast now trends inward easterly as far as the Bay of Hai-chou-Fu, passing the little Island of Niu-t'o-tsz. At the westernmost point of this bay, a mile between, lies the island of Mo-li—called by the Chinese *Hoang-Hoa-Ts'ai-t'o-tsz.* The coast then trends gradually in a south-easterly direction with the outlying Islands of Ch'i Ling, Ch'ang Ling and the tiny island called by the Chinese *Hsien-Tsz-Y'o.* The mountain Island of Ten shan (S'unni of the Corean) is next passed. The strait between this island and the mainland is about ten miles long, and has a breadth of about half a mile. It is much frequented by Corean junks, saving a distance of twenty miles at least. The southern coast of Hwang Hai now recedes in an easterly direction past No. 2 Ten shan, and No. 3 Ten shan, promontories of the mainland. Soon the inner Island of K'och'i and Shui-Ta—the two outer Ten-p'ings are passed, and the two imposing Islands of Chian T'ung and Chiang Hwa loom in the distance. They protect the entrance of the river "Im Chin" that leads to Sheng To Fei, the famous district of the *cultivated* ginseng, and the river Han, better known to the Coreans by the name of "Kyang K'ang," which leads to the capital of Corea, Wang-Ching or S'a-ul, which is situated on the northern side of the river about three miles distant from the bank of the Han.

I have found no reason for discrediting a native atlas of Corea, which I obtained from the capital. It contains the positions and names of more than three hundred well known mountains and sierras. There can be no very extensive valleys in the entire country. Corea has no lakes. Many districts were pointed out to me by a Corean contrabandist as containing gold, silver, copper, and lead. Gold is as dear there as it is at home. About three hundred ounces of gold dust, I am told, find their way here annually. The mines are under a strict surveillance, and very imperfectly worked. It would only fatigue the reader were I to mention the names of all the places which are said to produce the precious metals. The great staple of trade between China and Corea is ginseng and paper. Of the former, about 15,000 catties, worth 180,000 taels, are brought here by the annual Embassy. The other day I saw six waggon loads of paper being discharged in, what is called by Europeans, "Corean-street." A member of the Embassy informed me this formed part of the Imperial tribute. A few hundred sables are also brought by the merchants and sold at about one tael and a half a piece. The Coreans receive shirtings and silver in exchange. They made large purchases of copper utensils, Chinese pictures, moral sentences written elegantly on long pieces of coloured gilt paper (tintsz) for hanging on the walls of a room as we do engravings and pictures. Knives, musical boxes, watches, looking-glasses, all kinds of European goods, are readily purchased. Several of the merchants who accompany the Embassy have expressed to me their regret that there are no foreign traders in this city.

Near the northern bank of the Ya-lu river, about fifteen miles from the Chinese town of Feng-Hwa-Ch'eng, is the Pienmen (Ts'engmun) or Corean gate. It is opened for business three times a-year. A trade is carried on on the Chinese side in shirtings, brought from the open port of Ying-tsy (Nen-chwang) exchanged for ginseng, seaweed, bicho le mare (sea-slug), sea-otter, tiger and panther skins, &c., &c. I have been at some pains to collect statistics of this trade, but hesitate giving them to the public till I have further opportunities of verifying them. It may be set down as very insignificant as compared even to the Mongol Chinese trade. A word about the contraband trade on the West Coast. Yearly, in the autumn, about twenty small junks leave Shantung with shirtings, which they barter at 6 to 7 taels the piece, and bring back in the most successful seasons not more than 6,000 catties = 48,000 taels. The average price of ordinary ginseng here is 12 taels, on account of a heavy duty and expenses of transfer; at Chefoo about 8 taels. As I have mentioned, it is largely cultivated at Sheng-to, a small town in the province of Ching-Chi, north-west of the capital. It is grown from seed under long low sheds, constructed of pine bark with an undercovering of matting. The seed takes about five years to grow to the size requisite for exportation. It is gathered and dried in the sun during July, August, and September, and is packed very neatly in catty parcels. The best quality consists of 20 roots to the catty—the next 30, &c. It is extensively used in Corea, the richer classes making an infusion of the root which serves for tea. Father Jartoux, in 1711, whilst on a journey in Eastern Manchuria, thus eulogises it:—"Ce qui est certain c'est qu'elle subtilise le sang, qu'elle le met en mouvement, qu'elle échauffe, qu'elle aide la digestion, et qu'elle fortifie d'une manière sensible." I fancied I derived some benefit from constantly drinking an infusion of it when my tea had run short.

In spring about 200 large and small junks leave Shantung for the herring fisheries on the Corean coast. They do a little smuggling up north off the Tutung river in bicho do mare, and seaweed (Su-chue-ts'ai). Although the Japanese to the number of 300 are permitted to land and live in Corea, they are as jealously watched as were of yore the Dutch at Decima. In the south-east corner of the southernmost of the eastern provinces of Corea, Ts'ing shang, near the mouth of the Naktung river, is situated the walled town of Yung-Lai (the Chausian of our maps); within these walls the Japanese are strictly confined, but are permitted to carry on a small trade. The Coreans say that whilst they have to render tribute to the Chinese Emperor, the Japanese render tribute to the Corean reigning Prince. Consequently whilst no Prince can be enthroned at S'aul without the sanction of the Emperor of China and the presence of his ambassador, the Corean Prince appoints an ambassador to Japan when a new Emperor mounts the throne, so to speak. A Japanese acquaintance told me he had seen Coreans ten years ago at Yedo. They further assert that Japan is bound by an agreement to send there three hundred individuals, who are looked upon as hostages (!) since Taycosama's disastrous retreat.

In the north of the province of Hsiench'ing, when the River Teu-mon is frozen in early winter, the Manchus and Chinese who live on the northern bank trade in furs, horses, &c., with the two Corean towns of Ham-nir and Chung-s'eng. Close to this river has crept a great Power, which is destined to exercise a greater influence on Corea than does the Ya-Ts'ing dynasty. Englishmen are attracted by commerce. Corea is not likely to tempt them. It produces no tea* nor sugar, and but a small quantity of excellent silk. It has the mulberry and oak silkworm. The splendid rice of Chung-Ts'ing, Ts'ing-Shong, and Chu'en Lo, the fine cotton of Ts'ing Shong and Chung-Ts'ing do not appear to be cultivated in such large quantities as to leave much for export. We leave the ginseng to the Chinese. I question if there is as much gold in Corea as in Japan. The

* The Japanese say the tea plant came from Corea.

Digitized by Google

people are idle; in literature, mere echoes of the Chinese. As immoral as the Japanese, without their bright intelligence, they walk, and dress like people did in the Ming dynasty; are centuries behind the Chinese in the arts. Is it worth while to open such a country? Poor, *effete* little country, it is beginning to tremble at the unprecedented success of the Russians on the east of the Teu-mon. The Russians might well have shouted "Eureka, Eureka!" when their ships entered the newly ceded Gulf of Passiet. Whilst other harbours inhospitably opened themselves about half the year, the fine bay of Novgorod is closed only for some six weeks. Before me lies a recent number of the "Siberian Section of the Imperial Russian Geographical Society," which, amongst other interesting papers concerning Mongolia and Manchuria, contains a luminous sketch of the advantages of this gulf and its bay over all other Russian harbours in this part of the world. As it refers significantly to Corea, I present a short analysis of it to the English reader, commending it especially to the consideration of the Russophobist.†

"Passiet, but 20 versts from the Corean frontier, is the southernmost gulf of the Russian shore of the Sea of Japan. In it are found what are known now under the names of Pallas Roads, Expedition Bay, and Novgorod Harbour." Here follows a detailed account of their size, depth of water, natural advantages, &c. After which the writer goes on to prove the political, naval, and commercial importance of the gulf.

"1. It borders immediately on Corea, which is independent of China, and on Manchuria, which is virtually independent too. Establishing ourselves here with a firm hold we practically assert the consolidated possession by Russia of the entire northern shore of the Sea of Japan up to the mouth of the Amoor, ceded already by treaty. Possessing sufficient force we might influence Corea, a weak but up to this time inacessible country, destined in its turn, like other decrepid countries in the East, to yield to Western ideas" Under the second head the writer goes fully into the advantages of this position from a defensive and agressive point of view.

"Commercially, it is the only one of our naval stations bordering on a populous district. On one side 25 versts from Expedition Bay stands the Chinese town of Hung Ch'un, with a population of about 20,000; then there are the valleys of the River Hung Ch'un and its affluents, which are also thickly peopled with Chinese. On the other side, on the banks of the Tumen (Teu-man), are seen many large Corean villages, whose inhabitants occupy themselves with agricultural pursuits. By making use of the water communication afforded by the Tumen commercial influence will spread further and further in that direction, as far as the important inner Manchurian towns of Ningut and Kirin, about 250 versts from Hung Ch'un. We of course shall not delay in developing the navigation of the Tumen."

At the end of the paper the writer sums up in ten statements the best way of developing and furthering the interests of this new settlement. In No. 8 of which he proposes the "construction of powerful small steamers with a draught of two feet, primarily for the use of vessels whilst loading and discharging in Expedition Bay, and in case of necessity for the navigation of the Tumen."

The news reached China last steamer that 70 Corean families had gone over to the Russian territory. I was told in Corea that two merchants of a northern province had been beheaded for transacting a little business with the Russian

(*To be continued.*)

THE JAPAN STEAMSHIP NOT A FAILURE.—LETTER FROM CAPTAIN COMSTOCK.

(From the *New York Herald.*)

The official report of the reception of the gunboat *Fusiyama* at Japan states that the greatest satisfaction was manifested by the Government officers who were deputed to receive her, and in a letter from the United States Minister to Captain Hallett, who carried the vessel out, he says:—"I am requested by the Governor of Foreign Affairs and the Chief of the Navy Department to assure you, in their behalf, that the Japanese Government is very much pleased with the *Fusiyama* and the excellent condition in which you deliver her." The French naval officers and engineers, who tested the ship in behalf of the Japanese Government, expressed the greatest satisfaction at the completeness and perfection of the ship, her engines, armament, and general fitness for the service intended.

The report in the Loudon *Times* of the suicide of the engineer who ordered or purchased her cannot be true, as no such person was known in the transaction. The captain remained in Japan until the moment of the latest dates from there, and heard of no such event by any person, or in fact of any dissatisfaction in regard to the vessel. Thousands of our countrymen visited the *Fusiyama* during her construction and after completion at the port of New York, and she was considered by all who saw her a superior vessel in every respect.

The Navy Department ordered a trial to be made of her speed and the ship to be reported upon as to her fitness for our service, which was so favourable that they offered to take her at her cost; but it was subsequently deemed advisable to send her to Japan in compliance with instructions from that Power.

It is due to the constructors of this vessel, her engines, &c., as well as myself and all concerned, to state the facts above, and I am surprised that, without some official data to go upon, your journal should so disparage the mechanics of our country and defame those who have faithfully discharged a trust of so great importance to us as a people who are competing with the mechanics of England and France for the patronage of those Governments who cannot construct their own ships-of-war.

I gave much personal attention to the building and equipping of the *Fusiyama*, and also called to my aid the best assistance and advice to be obtained, and know that no better vessel of her class was ever constructed in this or any other country, or at less cost for the same character of vessel.

Under this belief I trust you will excuse me from committing hari-kari.—Yours truly, JOSEPH J. COMSTOCK.

† Zapiiski Sibirskavo Otdyela Imperatorskavo Ruskavo Geographicheskavo Obschestva. Knijka VIII. Irkutsk 1865. II. Smyess "Novgorodskaya Gavan b-zalubé Posieta A. Romanova—c. 122.

Continental Intelligence.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, May 24.

Notwithstanding the amendment to the Culture Bill of Mr. van Nierop (Thorbecke) was rejected by 62 to 9 votes, it was clear that a rupture had arisen between the members of the Liberal party. Some of them had joined the ex-Premier, and were ready to support Mr. Thorbecke in his endeavours to force Mr. Fransen van de Putte to resign. One of the ministerialists, Mr. Poortman, however, made an effort to reconcile the malcontents, and proposed an amendment on Clause I. of the Bill, by which it was stipulated that the natives should not as yet become proprietors of the ground, but that the individual and hereditary use of the land should be secured to them. As soon as Mr. Poortman had defended and explained his amendment the leaders of the Conservatives declared at once that they agreed with its tenor, because this stipulation was just what they wished. I need not say that these declarations caused a good deal of confusion, and after the *pro* and *contra* had been debated by several members, the Minister rose and declared that Government could not agree with its tenor, and consequently he wished Mr. Poortman would withdraw the amendment, which, when approved by a majority, would compel the Minister to withdraw the Bill. Mr. Poortman, however, insisted—for what motive is not known—that a d vision should take place, and in consequence thereof 28 Liberals declared themselves against the amendment, while it was approved by 18 malcontents and 25 Conservatives. The vote of the 28 ministerialists was decisive, and could not be explained in any other way than that they considered with the Minister that this amendment was opposed to the economical principles of the Bill. A ministerialist also got Mr. Fransen van de Putte into the worst scrape. The friend had been here the greatest danger, and the Minister could say with the poet—

"But of all ills that gracious Heaven can send,
Save me! oh, save me! from the stupid friend."

Mr. Fransen van de Putte was placed now casually—I may say—in a *guet apens*, a dilemma from which he could not escape safe. The *friendly papers* immediately did what they could to demonstrate that the Minister could agree with the amendment—but he declined; he at once declared that he should stand or fall with this Bill, which must settle the question. But now that he had the conviction that this aim could not be reached in that way, and, ergo, all was done for nothing, he—after an extra Cabinet council was held—declared that he withdrew the Bill by order of the King.

The consternation which prevailed amongst the members of Parliament after this declaration was given is rather inexpressible, because it was clear that the Minister at the same time had tendered his resignation. And so he did, with all the other members of the Cabinet—as he stated in the sitting of to-day, upon an interpellation of Mr. van Foreest. We suddenly are thrown now again into a ministerial crisis, and we are more uncertain than ever about the future. It is not probable that his Majesty will grant the dismission before the result of the new elections—which are to take place on the 13th June—is known. But what then? The Conservatives would willingly take the ministerial seats, but their government is impossible with a minority in the Chamber. Mr. Thorbecke's is also impossible, because the 28 Liberals who voted against the Poortman Amendment detest the ex-Premier now that he has done all that he could to oblige Mr. Fransen van de Putte to withdraw the Culture Bill which he himself approved when he sat in the same Cabinet with Mr. van de Putte.

In one of the last sittings of the Second Chamber it was confirmed by the Minister of War that he ordered our Consul-General in Japan tha when a delay was asked for by the Tycoon for the last instalment for the indemnification of the expedition to Simoneseki, he should grant this demand in agreement with the other Powers, but with the warrant that some relaxations would be accorded to trade by the opening of more harbours.

The Second Chamber has also approved unanimously the Bill by which the Government is authorised to permit shipbuilders who build ships on account of foreign Powers, to send such vessels under the Dutch colours to their place of destination. This measure was taken on behalf of the *Kai-Yoo*, a man-of-war, which was built on account of the Japanese Government, and, as the Minister said, this measure should have led to a revision of our navigation laws had not this Cabinet tendered its resignation.

Some days ago the Prince of Orange made a trip to Paris, but his stay in the French capital was abruptly terminated by a sudden recall. The story afloat there was that an illustrious personage received a telegram from the Hague by which he was requested to despatch the said Prince by the earliest train, as the cheques drawn on the Home Exchequer to the

Digitized by Google

credit of a certain fair and well-known person were rapidly accumulating to a fabulous amount. It is perhaps possible that our Prince wanted money; this is no news—but it is a pure invention, inasmuch as the story tells of his sudden recall. This is proved by his stay in Brussels, upon his *retour* from Paris. In the Belgian capital his arrival was considered as a very important and rejoicing fact, because he was the first member of our Royal House who visited Brussels since 1830. The *Gazette Belge* and other papers did not content themselves with rejoicing exclamations, but also made the conjecture that this visit regarded the political position of both the countries in view of the troubles of Europe, and they came to the conclusion that Belgium henceforth should not stay alone. I need not say these suppositions are very ridiculous, because our Prince has no influence upon our politics. He is no *amateur d'affaires*, and likes more to enjoy himself. Perhaps he would have stayed longer in Brussels, had the presumptive heir of the Danish Crown paid a visit of some days to the Hague and Amsterdam. It is, however, considered probable that King Leopold II. will return in the course of the summer the visit paid to the Belgian Court by the Prince of Orange.

The panic which prevailed in London influenced very seriously the monetary condition of our trade, which is believed to be unsound; several failures took place, and some export houses stopped payment. The crisis was very much increased when it became known that the European Bank (Limited) had suspended payment; but the bad impression was transitory, because advices from London told us that affairs would be arranged in a satisfactory manner. This, however, is certain, that the future of the branch of this bank is lost here. It is the character of the Dutchmen that they only once give their confidence.

His Majesty has dismissed, on his demand, the Secretary-General of the Department of Foreign Affairs, Mr. Uijttenhooven, and appointed temporarily in his place Mr. J. W. van Lansberge, Member of the French Legation at Paris.

The income of the Treasury during the month of April amounted to f.5,625,923.85½c., against f.5,453,284.96c. in 1865.

COMMERCIAL.

COFFEE.—The fear of war and the raising of the discount influenced this article very disadvantageously. Of the quantity of 83,640 b. offered at auction by the Trading Company only 16,368 b. were sold, at about 1¼ under the broker's valuation, so that good ordinary Java was bought at 40c. The rest can be bought up till the June auction in quantities of 1,000 b., but not under auction prices, while in the auction of June no larger quantity will be offered than the usual 80,000 to 90,000 b. The brokers highly approve these measures of the Trading Company, but traders are of opinion that the condition of the article is now very unsound, and that the actual artificial price is much above the real value. So much is certain that when war breaks out the prices must fall; but when exporters are able within a month or two to send their orders to Germany then it will result that the Trading Company was in the right by doing as it did. Of course the market is now dull, and only a very moderate business is done for home consumption.

SUGAR (RAW).—No sales have occurred since our last report; the market is very dubious in waiting for the result of the auction of the Trading Company, in which 64,728 mats are to be offered, and which will be held to-morrow. It is probable that the Trading Company will take the same measures as with the coffee auction, and still decline to sell the whole quantity much under the broker's valuation. Refined without transaction, in consequence of the political circumstances.

TEA.—The market remains firm, but with only moderate demand.

RICE.—Dull, the market is very inactive.

SPICES.—The transactions in mace and other articles are of a very limited amount, but prices remained steady.

TOBACCO (JAVA LEAVES).—A general *mal-aise* prevails in the market by want of confidence as to the solvability of the trade. Many houses are involved in monetary difficulties, and some of them were obliged to stop payment. On the 6th and 8th of June 15,598 b. Java, being nearly the whole stock in the first hand, will be offered in private auctions.

JAVA INDIGO.—The market is very firm, but inactive. No transactions occurred in the first hand.

BANCA TIN.—The advance in discount has tended to unsettle the market and depress prices. The quantities sold were the following:—1,500 slabs at f. 45½, 1,850 slabs at f. 45, 2,000 slabs at f. 44½; perhaps large quantities could now be bought at f. 44.

HIDES.—By inscription were sold this week, 595 ps. Samarang buffalo, ex Philips van Marnig; 577 ps. do., ex Bristolian. Prices did not transpire.

MONEY.—The market is still under the influence of the unsatisfactory state of politics. Money is very dear and scarce, while the greatest instability prevails in our stock market. The market closed, however, somewhat firmer, in view of the success of the Congress. Dutch 2½ per Cents., 57¼; 3 per Cents., 67; 4 per Cents., 87⅞. Netherlands Bank 240 (ex dividend of 18½ per cent.). Trading Company, 136½. Austrian 5 per Cents., 43¼; 2½ per Cents., 22⅝; Nation. do., 46.

'CHANGE.—London, 3 mo., f.11.55; 2 mo., f.11.63; short, f.11.80. Paris, 3 mo., 46f.; 2 mo., f.46.30; short f.47.10. Hambro', 3 mo., f.34.50; 2 mo., f.34.75; short, f.35.37½.

SHIPPING.—DEPARTURES.—May 15, from Brouwershaven for Batavia, Krimpen aan den Lek, Brouwershaven, Madura, Dageraad; 17, from Texel for Batavia, Dyonysia Catharina, Mentor; May 18, from Brouwershaven for Singapore (via Sunderland), Emilie; May 21, from do. for Batavia, Joan.

ARRIVALS.—May 16, at Texel from Banjoewangie, Nederland and Oranje; from Sourabaya, Alvine; May 18, at Brouwershaven from Banjoewangie, Mary and Hillegonde, Triton.

PASSENGERS INWARD.

From JAVA.—Per Gysbert, Karel graaf van Hoogendorp: Messrs. Brunsfeld van Hulten, Gysbers; per Triton: Messrs. C. van Heel and family, Schutze van Houten, Forbes and family, Scharp, Visser, Silz, Mrs. Zimmer and family; Miss Gompert, and Mr. G. von Jaroschka Pohl; per Mary and Hillegonde: Messrs. C. Sinzate, and Broekhuizen, Mrs. Wolfson and family, Marin Gouwe and family.

PASSENGERS OUTWARD.

For JAVA.—Per Nederland: Messrs. Blume, van der Stadt, Zeehandelaar, Misses Bakker, Brullemen, Sibliz, and van Bruggen, Mr. Fauney and family; per Jean: Messrs. J. C. Schuilenburg, Polderman and family; M. Henstedt, and J. Heringa, Mrs. Polderman, Misses Schuilenburg, Miss C. Brandon.

RUSSIA, GERMANY, &c.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, May 23.

Captain Bendixen, of the Hamburg barque *Amoor*, writes to his owners, Messrs. Warnecke and Berg, of this city, that when 210 miles distant from Hong Kong he succeeded, though with great difficulty, in rescuing the captain and crew of the British barque *Palmerston*, Thompson, from Rangoon to Hong Kong, in a sinking state, and carried them safely to Hong Kong.

Among the most recent arrivals in this city from the Far East are the following gentlemen:—Mr. Albert Droege, from Shanghai; Mr. Arthur Booth, Mr. Franz Schutze, and Mr. Johannes Meyer, from Hong Kong; Mr. L. Frohlich, from Singapore; Mr. Chas. J. Pasedag, from Amoy; and Mr. Emil Oppert and Mr. G. Bade, from Shanghai.

The Hamburg barque *Antilope*, Captain Lund, arrived here in 114 days from Iloilo.

COMMERCIAL.

COFFEE.—Owing to more pacific intelligence, and the chances of the settlement of the political disputes by a European Congress, a slight improvement has taken place in coffee, and 4,000 bags changed hands at firm prices.

SUGAR.—A further decline of 8 sch. bco. has to be recorded for all descriptions of raw, whilst the business done was extremely trifling. Refined has also given way, and is offered at a cheaper rate, but without attracting buyers.

RICE.—Nothing to report; prices nominal.

SPICES.—Cassia Lignea firm. A demand has sprung up for white Pepper, which caused a trifling advance.

SPELTER.—This metal continues its downward tendency, and will probably go much lower still, as no confidence is felt, and buyers decline to operate at any price for the present. The quotations are nominally 13 marks 12 sch. bco., but a bid much lower would probably not be refused.

DISCOUNT lower, and money more plentiful. First-rate paper 8 per cent.

SHIPPING.—ARRIVED.—May 15, Antilope, from Iloilo.

SAILED.—May 16, Alice, to Macassar and Hong Kong; 19, Feiga, to Hong Kong direct; 23, Agathe Johanna, to Singapore.

CHARTERED MERCANTILE BANK OF INDIA, LONDON, AND CHINA.

The eighth annual general meeting was held on the 15th inst. at the offices, in Threadneedle-street; G. G. NICOL Esq., in the chair. The report of the directors has been already published in our columns.

The CHAIRMAN, in moving the customary confirmatory resolution, expressed regret that, according to the deed of settlement, the directors had been unable to meet the shareholders until that day, inasmuch as they would have been glad to have given them, at an earlier period, the assurance that there was no ground whatever for the present depreciated price of their shares, and he was very sorry if any shareholders had been induced to part with their property at a price so much below its real value. There was no reason whatever for alarm, and he trusted that the proprietors would not sell their shares at the depreciated value at which they now stood. (Hear, hear.) The figures in the accounts did not require much explanation. The current and fixed deposits were almost the same as they were in the previous year, which was a favourable feature. The accounts of last year excluded the deposits at the Mauritius branch, which was now closed. Those deposits had been considerable, but they were always comparatively unproductive; but the other branches showed an increase. They had had also to contend with the competition of the various local banks at Bombay, which allowed a higher rate of interest than this bank could afford, consequently there was a falling off in the deposits there. But the result of the whole was, that taking into account these unfavourable circumstances, the deposits were about the same as in the previous year. The coin and bullion and cash at bankers' showed a decrease, while in bills payable there was an increase, and the cause of this was, that last year they were suffering from the effects of the cotton panic, and the losses incurred upon cotton and tea, which occasioned great distress in trade, so that they could not use their resources with advantage. Consequently the cash and bullion showed a larger, and the bills payable a lesser amount. But in October and November a considerable reaction took place in the exchanges, which set in motion all the resources of the bank, the result of which was that the cash and bullion showed a decrease. That which would be most interesting to the shareholders would be the profit and loss account; and as to this he was sorry to have to report so small a net profit as £380,000. There were three causes for this; first, the extracrdinary dulness of all business last year, consequent, as he had said, upon the heavy losses on cotton, tea, and silk, which occasioned such a depression that for nine months they found it almost impossible to make profit, and their resources during that time, therefore, remained almost unproductive, while the expenses unavoidably continued heavy. Next there was the heavy loss at Bombay, into the circumstances of which it was scarcely necessary to enter. It would be remembered that the manager sent out to Bombay by the board was a man who had been very long in the service of the company, who was well acquainted with the trade of India, and whose opinions expressed here were always sound. He had disappointed the expectations formed of him, and by neglecting the strict and peremptory orders he received to decline all local business, had incurred very severe loss at that branch, which he believed he might say with confidence would never occur again. The third cause was the great competition in banking in India and the number of banks in excess of the requirement. That evil was, however, disappearing, the competition was already much lessened, and he had no doubt that the result would be to confine the trade of India and China to a few banks, amongst which theirs would be certain to hold a high position.

Digitized by Google

The future of the bank, he believed, would be improved by the events of the past year—none stood higher in public confidence, and no doubt they would henceforward be able to select and pick their business. The business of the present year promised exceedingly well. The exchanges in India took a favourable turn towards the end of last year—too late to benefit the operations of that year, but was contributing powerfully to assist the operations of the present year. The profits since the 1st of January had been exceedingly large, and in every respect the business of the bank was progressing satisfactorily. During the last year there had been but little movement in the exchanges in China. They had since improved, and taking India and China together the prospect of the exchanges was most favourable. Then he was happy to be able to assure them that there was no prospect up to the present time of any losses. (Hear, hear.) They held a few bills of Overend, Gurney's, and of Barned's, but those of Overend, Gurney, and Co. were fully provided for, and those of Barned were covered by good names, so that no loss was likely to result. Looking to the state of affairs in India he did not anticipate any danger, except, perhaps, at Bombay, where a monetary crisis was probable. But there they had now a manager of great ability and prudence, who was carrying out the orders of the board with great caution and judgment. The local business they had at Bombay was now a mere trifle, and the advances made by that branch were almost exclusively on Government securities, so that any risk incurred there was fully provided for. A telegram received from Bombay, dated the 9th of the month, was, "Several native firms in difficulty; we are clear"—(hear, hear)—and no doubt they would continue to receive unsatisfactory accounts from that place, but he repeated that they "stood to lose nothing" at Bombay. The several branches were now organised in a thoroughly efficient manner. The directors had laid down very strict rules, and had prohibited their managers and officers from trading or speculating in any way. They had now a body of officers of which any bank might be proud, and he was quite sure that such scandalous events as he alluded to last year would never occur again. (Hear, hear.) The returns and estates they received from the several branches now were most complete and satisfactory. They were made up and forwarded every fortnight, and in such detail that there was no transaction, however small the amount, of which was not reported to the head office. (Hear, hear.) It was impossible for any bank to be more thoroughly supervised or its affairs to be more thoroughly audited than theirs. (Hear, hear.) The telegraphic communication with India was working most satisfactorily for this bank, in lessening to a material extent the dangers to which it might otherwise be exposed; and nothing could contribute more to rendering banking in India altogether free from danger than a thoroughly free system of communication by telegraph with India and China. If such a system was organised banking in India and China would be as safe as banking in London. A committee of the House of Commons was now considering the subject, and any influence the proprietors could bring to bear in promoting the object in view would redound to the enhancement of the value of their own property. After explaining the system of audit he observed that the custom had been always to keep six months' dividend in hand, in order that the shareholders might depend upon receiving their dividends regularly, on the 1st July and the 1st January. That had worked well, and although after paying the dividend at the rate of 13½ per cent. for the last year they were unable to carry forward a sufficient amount now, they were very desirous of continuing the practice. (Hear, hear.) He was happy to say that the profits were now looking so well that the directors intended to pay a dividend on the 1st of July, as usual. He hoped that, until they had accumulated a sum sufficient the shareholders would sanction their being as moderate as possible, but he had no doubt that they would be able to pay a dividend in July and January that would be entirely satisfactory to the proprietors. Next year he hoped to meet them in their new premises.

Mr. BINGLEY inquired what was the amount of loss incurred last year from the manager at Bombay having departed from his instructions.

The CHAIRMAN was in the hands of the shareholders; but as the meeting was open to the public, and as those details only concerned the proprietors, the board thought it better to withhold them. At the same time if any proprietor would call upon him or the manager the fullest information would be afforded, (Hear, hear.)

Mr. COWAN considered that the losses should have been stated in the profit and loss account. (No, no.)—A SHAREHOLDER thought it was quite sufficient to know that the losses had all been provided for. (Hear.)

The resolution adopting the report was seconded by Mr. D. LARNACH, and unanimously carried.—Messrs. D. Larnach and Mr. G. May, the directors retiring by rotation, were re-elected; the auditors were also re-elected, and a vote of thanks to the chairman and directors concluded the meeting.

BANK OF HINDUSTAN, CHINA, AND JAPAN (LIMITED).

The annual general meeting of the proprietors of this bank was held on the 24th at the London Tavern; J. N. DANIELL, Esq., in the chair.

The report, which was taken as read, appears in another column.

The CHAIRMAN, in moving the adoption of the report, said that it would have been very agreeable to the directors to have had the power in their report to form a strong contrast with those which had been presented by most of the Indian banks of late. He was, however, sorry to say that they were in the same dilemma, but he hoped to be able to give the meeting a satisfactory explanation of their position. It was true they had lost a considerable sum of money; but they were still in a safe position, and able to continue the business to the advantage of the shareholders. When the managers in the East were appointed they had every instruction from the directors as to the business in which they were to embark; but whether or not they were carried away by that spirit of speculation which was rife he could not say, but there certainly had been the greatest recklessness carried on in China and Bengal which was adverse to the interests of the bank, and which they had no power to counteract, inasmuch as it did not come to their knowledge until it was too late. They stood at the close of the year 1865 with a loss actually ascertained to the amount of £87,000. That was a very serious loss, and one which they most deeply regretted. In addition to this there was a further loss of £70,000, which it was considered would have been covered by securities which were then in process of realisation. But since that time they had found out that further loss, which would raise the total loss to nearly £150,000. That would cover the extreme of everything, for they had taken everything in its worst possible light, and there were many items which had been set down as positive losses which might not turn out so. With regard to the state of the shares in the market, he might call their attention to that unhappy crisis which had affected almost every bank and other commercial concerns, as being the chief cause. They had very good credit in India, and were doing a safe business. It was true that they might have been doing more business, but for some time in China they had been holding back from business which was now being satisfactorily carried forward. The branch at Calcutta had for some time had a considerable portion of their capital locked up. Their manager had been called home to give explanations, with which the board was not satisfied, inasmuch as they saw that it was certain advances which he had made which was locking capital up. They again sent him out with instructions to realise, but they found that he took no steps whatever to do so. That manager had been discharged, and another appointed in his stead who had a thorough knowledge of the affairs of the East. He had been successful in realising a good deal of what the board considered if not lost, certainly so far in the distance as to render it invaluable for banking purposes. Again he had to repeat that the bank was in a sound and safe condition. (Hear, hear). They had capital with which to carry on their business, and there was a better field opening up to them every day. If they held their own, as they ought to do, he hesitated not to say that they would shortly be a most thriving bank. They must all feel that they were the victims of the commercial panic which had prevailed in India, and that if there had been any fault on the part of the board it was in appointing inexperienced managers.—Mr. SPOONER seconded the motion.

Mr. KINTREA referred to transactions which had taken place with the Credit Mobilier, and said that there were four directors connected with the Credit Mobilier on the board, and that large Credit Mobilier element was sufficient to give rise to certain statements which he had heard out of doors.

Mr. MACKRILL SMITH, a director, said that the bank had only had one transaction with the Credit Mobilier. They lent that company £10,000 upon the security of Bank bills to the amount of £15,000. It was only borrowed for one day, and the bank charged three days' interest.

Mr. VANDERBYL, a director, said that when he was elected a short time ago he had looked into the accounts, and he felt sufficiently satisfied to become a director. He knew that the National Bank (of which he was a director) had the greatest confidence in this bank.

Captain INGLEDUE said that he had consulted several shareholders out of doors, and they thought the best course to adopt was to strengthen the board. With that view he had called upon the chairman and directors, and asked for details of the accounts. They had received every information at the hands of the directors consistent with that secrecy which it was necessary to observe. The directors had pledged their word that the statement which they had set forth was perfectly correct, and that the bank was perfectly solvent. Under these circumstances it was not for the proprietors to damage their property by gossipping about its affairs out of doors.

The CHAIRMAN said that in the first instance they had to consider whether or not the report should be adopted. The question of electing directors would follow as a substantive motion. Mr. Hoyes had objected to his continuing to hold the position of chairman on the ground that he had not banking experience. He had since he was eighteen years of age been connected with commercial affairs in the East. He did not, however, wish to hold the position of chairman unless it was the wish of the proprietors that he should do so.

Mr. HOYES moved,—"That the directors be requested to carry into effect such a reconstruction of the board as will be calculated to insure confidence on the part of the public and shareholders, and that they also be requested to have a more effectual system of audit."—Capt. INGLEDUE seconded the motion.

In reply to further questions, the CHAIRMAN said that they had suffered no loss from the London and Mediterranean Bank.—The report was then adopted.

The CHAIRMAN said the board had but one feeling, and that was to promote the interests of the bank. Mr. Wortley, Col. French, and Mr. Cotterell had signified their intention of resigning. (Hear, hear.) If, then, it was the wish of the meeting he should be most happy to retire from the chair. (Hear, hear.)—After some discussion, Mr. P. S. Fletcher and Mr. Sassoon, the retiring directors, were re-elected, Mr. Vanderbyl's appointment was confirmed, and Mr. Alderman Allen was elected to one of the vacancies.—On the motion of the Chairman, it was resolved that the solicitors should not be changed.—Upon the question of the re-election of auditors being brought forward,

Mr. MAYNARD said that he held for himself, or in trust, perhaps as many shares as any other proprietor, and that he thought would be looked upon as a fair guarantee that his conduct was impartial. He could fully endorse all that had been said by the chairman, and he did not see anything to create alarm as to the permanent stability of the bank. At the Bombay branch a large part of the £87,000 loss had been incurred, and it had been written off to that branch. The total losses would amount to about £250,000, against which they had a reserve of £105,600, and profits to the amount of £23,400, making together about £130,000; therefore the capital of the bank might be looked upon as having suffered to the extent of £100,000, but they had now the bank fully established.—Mr. KINTREA moved that Mr. Maynard be re-appointed auditor.—Mr. Maynard was then re-elected.

Mr. BROWN moved that Mr. Spooner be re-elected, but upon the resolution being put to a show of hands it was lost.

In reply to a Proprietor, the CHAIRMAN said that there were thirteen directors at the board, and they received £5,000 a year as their remuneration.

After some discussion, Mr. M'Nair consented to act as inspector of securities, &c.

The meeting was then made extraordinary, and a resolution was passed so altering the articles of association as to enable the company to hold its meetings half-yearly in future instead of annually. The proceedings were then brought to a close with a vote of thanks to the chairman.

Digitized by Google

NOTICES TO CORRESPONDENTS.

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be authenticated by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

A REGISTER is kept of the addresses of all persons connected with the FAR EAST, and reference can be made to the same by personal application at the office or by letter.

The London & China Telegraph.

LONDON, MONDAY, MAY 28, 1866.

THE CHINESE COMMISSION.

IN addition to the presence of a number of the members of the CHINESE COMMISSION, at the China dinner, noticed in another column, we have also to record an interview granted by Lord CLARENDON, on the 23rd inst., to his Excellency PIN-TA-JIN, the Chinese Commissioner, KWANG-YING, FUNGH-YIH, TIH-MING, YEN-HWUY, who were accompanied on the occasion by Major BRINE, R.E., Mr. HART, Secretary BOWRA, and the Interpreter, M. De CHAMPS. The official character of this reception must not be taken to imply, as the daily journals have assumed, that the Commission bears the character of an Embassy, or that his Excellency PIN-TA-JIN comes accredited from the Chinese Government to our own on a diplomatic mission. The Paris journals have fallen into error both in respect to the object and character of the mission. Up to this time the Chinese Government has abstained from sending formal embassies to other than Asiatic Courts. The project of a visit to this country of a Mandarin of high rank may be considered as having originated with Mr. HART, the Inspector General of Customs, who rightly conceived that an occular survey into our attainments of civilization and science by a Mandarin of education and intelligence, having the ear of the Chinese Government, could not fail to act favourably on its foreign policy, rendering it less timorous as to the issues of that more intimate coincidence with mercantile interests which it has been the object of our Ambassadors at the Court of Peking to bring about.

Without exaggerating the effects of this visit, we may regard the assent of the Chinese Government as evidencing the enlightenment of Prince KUNG, and to some extent the success of the representations made by Sir RUTHERFORD ALCOCK. Although little transpired in the above interview beyond the formal exchange of courtesies on the part of the Minister of State and the Chinese Commissioner, the door is now opened and good will result without doubt. The interview will be reported in all its minutiæ to the Chinese Government; and the reception of Commissioner PIN-TA-JIN will be recorded a signal event in the annals of the Empire. A reception was subsequently accorded them by the Under-Secretary of the Foreign-office, Mr. E. HAMMOND, and at a later period of the day the Royal Academy was visited. The Commissioner appeared highly gratified with the inspection, but owing to the backwardness of the art of painting in China, and more especially its defectiveness in perspective, it may be doubted whether the result was more than that calm surprise which for any result it works in the Oriental mind may be set down as a mere negation. The evening was devoted to a visit to Cremorne-gardens.

On the 24th inst. His Excellency and suite visited Messrs. BARCLAY and PERKINS's Brewery. The Thames Tunnel was then surveyed—an enterprise of which the visitors, looking to the entrance and the exit, might well inquire—*cui bono?* a question eventually to be answered by an under-river railroad. Accompanied by Major BRINE and Secretary BOWRA, the International Horticultural Show was next visited, the party being received by the President, Sir WENTWORTH DILKE, Bart., M.P., the architect, Mr. GIBSON, the Secretary, Dr. HOGG, and Mr. FORTUNE. This closed the visits of the day, the party returning to their apartments at the New United Hotel, Charles-street, Haymarket. The Tower of London was the first object visited on the 25th. Here the crown jewels appeared to excite far more admiration than the armoury. The Royal Mint, St. Katherine's Docks, and the Custom House were subsequently inspected. The 26th, being the celebration of the Queen's birthday, was devoted to the review of the troops at Aldershot, which takes place in its honour. We should add that whilst awaiting an appointment for the interview with Lord CLARENDON, the Commissioner and his suite went to the Crystal Palace, the Royal Polytechnic Institution, St. Paul's Cathedral, the South Kensington Museum, a medical studio, Richmond, and other suburban points. The stay of his Excellency in London will be prolonged to the 5th proximo, after which Birmingham, Leeds, Manchester, Liverpool, together with other important towns, will be visited. On the completion of this tour, his Excellency and suite will proceed to Denmark. We are glad to see that Major BRINE, Royal Engineers, has been appointed by Lord CLARENDON to attend on the Commissioner while in England. This gentleman was also appointed to the Japanese Commissioners.

THE CHINA DINNER.

THE second annual China Dinner took place at Willis's Rooms on the 18th inst., and was honoured by a larger attendance than on the previous occasion. The two meetings so far held have been due to the personal efforts of Major BRINE; but it is felt taht it is due to the gallant officer to relieve him to some extent from the labour necessarily involved in his self-appointed task; a committee is therefore proposed to be appointed who, for the purposes of the festival, will put themselves in communication with those gentlemen in England in the month of May who may be eligible for admission. What is especially required is the preservation of their individuality; let their distinctive features be once lost sight of or undervalued, and not only will the immediate results be seriously marred, but impediments thrown in the way of any more important objects than interchange of sentiment and expression of ideas, to which these meetings may ultimately lead. As on the former occasion, the dinner was of the most *recherche* description. The guests evidently enjoyed themselves, a result largely contributed to by the chairman, Sir JOHN DAVIS, who discharged his office with considerable tact and urbanity. The secret of this was chiefly that he thoroughly enjoyed the thing himself, indeed so much so that for a veteran, as he is, he was nervous in the discharge of the toasts assigned to him. We have heard from many persons two complaints in reference to the arrangements, one of these being the lateness of the appointed hour, 8 o'clock, and that the price should be beyond the customary charge of One guinea. The following gentlemen handed in their names with the intention of being present, but several were unavoidably prevented:—

Chairman: Sir John Davis, Bart., K.C.B., F.R.S., late British Plenipotentiary in China and Governor of Hong Kong—Honorary Secretary: Major Frederic Brine, R.E., late Lieutenant-Colonel Commandant Hong Kong Volunteers—Admiral Sir Michael Seymour, G.C.B., late Naval Commander-in-Chief in China—Admiral Sir Francis Scott, K.C.B.—Lord Richard Grosvenor, M.P.—Sir John Bowring, LL.D., F.R.S., late British Superintendent of Trade in China and Governor of Hong Kong—Sir Madconald Stephenson—Lieutenant-General Sir Hope Grant, G.C.B.—Sir James Matheson, Bart., M.P.—Major Hon. A. Anson, M.P., V.C., late A.D.C. to Lieutenant-General Sir Hope Grant, G.C.B.—Vice-Admiral Keppel—Rear-Admiral W. H. Hall, C.B., Director of the P. and O. Company—Mr. Montgomery Martin, late Colonial Treasurer, Hong Kong—Rev. J. Irwrin, D.D., Colonial Chaplain of Hong Kong—Mr. Smale, Chief Justice of Hong Kong—Colonel Caine, late Lieutenant-Governor—Colonel Browne, C.B., 44th Regiment—Captain Roderick Dew, R.N., C.B., H.M.S. *Lord Clyde*—Colonel Sargent, C.B.—Messrs. A. R. Johnston—P. Robertson, M.P.—James White, M.P.—Crum-Ewing, M.P.—Edward Pereira—E. Webb—John Silverlock—John Holliday—C. T. Braine—C. J. F. Stuart and P Campbell (Oriental Bank)—W. Ormiston (Mercantile Bank)—W. Blenkin—R. C. Antrobus—W. Roupell, Q.C.—F. J. Angier—C. Thorne—W. Schmidt—S. B. Rawling—W. Broughall—Arthur Smith—J. Hudson—M. Pestonjee—H. Severs—J. Dunell—H. Willgoss—D. K. Mason Edward How—W. How—Donald Mackenzie—J. Hooper—E. Waller E. Duncanson—A. Potter—E. Potter—S. Mossman—C. Morgan—C. M. Kerr—H. D. Brown—H. Beveridge—T. Dick—G. Anderson—Adam Scott—C. Ryder—Captain Brown (P. and O. Company)—Major Langley, R.E., Brown, 14th Hussars—Lieutenant Colonel Greaves, late commanding Canton Volunteers—Assistant Commissary-General Eichbaum—Reverends P. J. Brine—John Scarth—H. Huleatt—C. J. Armistead, R.N.—Dr. MacSweeney, R.N.—Dr. Snell, 99th Regiment—Captain the Hon. W. J. Ward, R.N.—Mr. Robert Hart, Chief Inspector Chinese Customs—Monsieur de Champs, Interpreter to the Chinese Commission—and Feugh-yih—Teh-Ming—Yen-Hwei, attachés to the Mission, who occupied seats at the table opposite the Chairman. The Commissioner Pin-ta-jin and his son were prevented from attending owing to indisposition.

After the usual loyal toasts of "The Queen," "The Prince and Princess of Wales," "The Emperor of China and the Chinese Visitors," "The Church," &c., the Rev. Dr. IRWIN, Colonial Chaplain of Hong Kong, responded to the latter. He gave very pleasing testimony to the kindness with which the community of Hong Kong had treated him, and, in alluding to the domestic trials which it had pleased GOD to inflict him with, he felt that if there were any cause for regret it was that he had not been able to show more vigour in his ministry. The next toast, viz., "The Army, Navy, and Volunteers," with the names of Admiral Sir MICHAEL SEYMOUR, Colonel BROWN, and Colonel SARGENT, was responded to by the gallant Admiral, who

Digitized by Google

said that of all the commands which he had the honour of holding, China would always stand out with the most pleasing and he might say proud recollections. As was very justly observed by the Chairman, he had been placed in extreme difficulty by the sudden hostilities of the Chinese in setting fire to the foreign factories at Canton, and it was a considerable satisfaction to find that his conduct on that occasion met with the approval of the mercantile community as well as Her MAJESTY'S Government. The substantial testimonial made to him on his departure from China would always be preserved by him with great respect. Colonels BROWNE and SARGENT also spoke very warmly of the hospitality they had found in China.

The next toast was that of the Civil Service and Sir JOHN BOWRING, in proposing which the CHAIRMAN highly eulogised the services of Sir R. ALCOCK and Sir HARRY PARKES. This toast was responded to with Sir JOHN'S usual power of speech. He too could look on China as the most eventful part of his life, and it was gratifying to find that England's servants abroad were sure of protection at home if their conduct could be proved to be indeed *pro bono publico*, and hence his policy in what has been termed the "*Arrow*" war was approved, although the government of Lord PALMERSTON were driven to an appeal to the country.

The next toast was "British trade in China," and Mr. ROBERTSON, M.P., who, in responding, admitted his ignorance of the China of the present day, and intimated it would have been better to have accepted a name of more recent connection, in which we quite agree. The next toast was that of "The Visitors" and Lord RICHARD GROSVENOR, M.P. Lord GROSVENOR in responding said he had never had a more enjoyable trip, and but for the prevalent fevers, &c., one would be apt to like China more than England. "The House of Commons" and Major Hon. A. ANSON, M.P., was responded to by that gentleman. The other toasts on the programme, including "Our Colonies," coupled with the names of Mr. MONTGOMERY MARTIN, Sir MACDONALD STEPHENSON—"The China Volunteers," Major BRINE, Mr. WEBB and Mr. ANTROBUS, late Commandants —"The Press," Mr. ANGIER, of the *London and China Express* and *London and China Telegraph*, were omitted for want of time. We may here suggest to the future Chairman that less time should be expended in proposing the various toasts. We must do Sir JOHN the justice, however, to say that he did not vacate the chair until fairly deserted. We may in conclusion mention a remark generally made, and that is the costume in which our Celestial friends appeared which would have disgraced an ordinary servant in China, we trust that Major BRINE, who has been appointed by Lord CLARENDON to attend on these gentlemen, will see that they do not again appear in such a style. We believe that Mr. HART can be excused of the apparent neglect, owing to an absence which prevented him from seeing them previously. Indeed it was remarked as somewhat strange that he did not sit near them or appear to take any interest in them during the entertainment.

Sir JOHN DAVIS alluded to the desirability of promoting a China Club, which was heartily responded to by all. We trust therefore to see some action taken in the matter of forming a China and Japan Club, which we believe would find ample support.

THE BRINDISI ROUTE TO THE FAR EAST.

A MORE striking illustration of the effects of the exchange of an intolerably bad Government, for a tolerably good one, has scarcely ever been so well shown as in the transfer of the Neapolitan States from the rule of the Bourbons, to the consolidated Government of Italy under VICTOR EMMANUEL. The country so lately priest-ridden and beset with brigands has now become by the energy of the present Government, the high-road for communication to Egypt, India, and China. The statesman who said that the railway and telegraph, would do more to rid society of such relics of a barbarous age as brigandage than any amount of legislation or military rigour, deserved indeed well of the people. That the Italian peninsula presents the shortest practicable route to Egypt, has been a long standing fact, and but for the occupation of the chief port of the territory by the Neapolitans this route would long since have been an accomplished fact. The delay has however not been unproductive, for it has opened the way to public opinion. Even five years ago it was said that the Messageries Imperiales would have no chance against the P. and O. Company, in the conveyance of passengers at least, but such has been the increase of the traffic of late years, that not only are these boats crammed, but another company has found it pay to run a line between Suez and Bombay, quite independent of any subsidy or other special influences. Indeed what the Indian passengers would have done without the Messageries line it is difficult to say, for the P. and O. could not have increased their boats: as it is, they have had a hard time to maintain their contract lines, owing to the number of accidents to their steamers combined with the faulty construction of some of their new boats—or rather the engines. Hence we say that the past few years have very forcibly demonstrated the necessity of increased facilities between England and the Far East. This is apart altogether from the want experienced by those who have been several times over the old line, of a change, "a new route" which would give a zest and rather lighten the tedium of the voyage. The India and China of our day is very different to that of twenty years since. Now a days people run out as it is termed, and indeed are back again before they are hardly missed. The conclusion is therefore that the new line by Brindisi, as well as the old lines by Trieste, Marseilles and Southampton, will all find sufficient support. For this new connecting link with Egypt we are indebted to the Messrs. PALMER BROS. AND CO., of Newcastle, not that the Italian Government were in any way backward in giving the necessary support to a line of steamers, but unfortunately in Italy as in Spain and other countries possessed of a soft and delicious climate, there is more disposition to talk than work—to say nothing of numerous jealousies. The shoulder to the wheel does not follow so speedily as with the Anglo-Saxon race. After many delays and much perseverance the terms of a contract were concluded with the above firm, who formed the SOCIETA ITALIANA ADRIATICO ORIENTALE and the line opened with four screw steamers of about 1,000 tons built by Messrs. PALMER to run weekly in connection with the India and China Mails. The minimum speed was fixed at 10 miles per hour and so regularly has the service been performed that we believe they have never missed either the outward or homeward mail at Alexandria. The interest attaching to this route, which has not been properly described, at least in its details, induced us to undertake its examination and we now proceed to give a description, from which our readers will gather that we can most heartily recommend a trial of the route.

Starting from London, the route by Boulogne or Calais to Paris may be adopted. It is unnecessary to refer to the attractions which the French capital at all times presents. A traveller, however, is never unmindful of the character of the hotel at which he sojourns, and as the very multiplicity of hostelries in Paris creates some embarrassment with visitors new to the city, we may refer to the Grand Hotel as presenting every inducement either for a temporary or protracted sojourn, guests being there altogether free from that indefinable but nevertheless annoying surveillance so frequent elsewhere, and left unrestrictedly to choose their own mode of living whether within or without the house. Freedom in personal movements is a condition of enjoyment in all places in which one sojourns in a foreign country; and it is always felt as a grievance when charges are made for which no equivalent has been received. From Paris the Marseilles route is adopted as far as Macon. The most notable town passed through is Dijon. It is sufficient for our purpose to say that it continues to maintain its long-established and well-earned reputation for excellent breakfasts. At Macon, on the river Soane, a few hours may be pleasantly beguiled should travellers so desire. Our readers must understand that it is entirely a matter of choice whether they proceed by easy stages on the Brindisi route or push right through as the tickets are available for a week. The Hotel de l'Europe is the best at Macon.

From Macon the line runs to Culoz where passengers change for the Victor Emmanuel Railway which conveys hem to the little town of St. Michel at the foot of the Alps. This railway spans in its course the river Rhone which divides the provinces of Ain and Savoy. The scenery throughout is pretty and mountainous, and very charming in the neighbourhood of the Lake du Bourget, on the shores of which is a celebrated mausoleum to a former Duke of Savoy. Of Savoy itself much interesting matter might be written, but we may briefly state that this is the province which so raised the ire of Sir ROBERT PEEL in the House of Commons when its transfer was effected to the French. Sir ROBERT is intimate with the neighbourhood, having resided amongst the people a good deal, and by his testimony it seems the people were against the change. It is in this province also that Chambery lies, so

Digitized by Google

well known to English tourists and more especially those who have passed through that delightful period known as the "honeymoon," Chambery being in high repute as a *sanctum sanctorum*. Churches, steeples, convents and palaces, betokening its former wealth and importance, cluster together. The royal retreat of VICTOR AMADEUS, an ambitious king, a great soldier, and a great politician who figures conspicuously in the annals of Europe, its mingled splendour and melancholy could not alleviate the struggles of a restless mind. The charming and fertile country awakens admiration at each successive stage of the journey, groves of fir, chestnut, and larch alternating with vales and plateaus luxuriant with verdure, whilst glimpses are caught of vast waterfalls, taking their source in the Alps.

Arrived at the terminus of San Michel, we take the Diligence to cross those mighty barriers that so long have interposed a check in the exchange of national industry, and so materially shaped the political and commercial fortunes of the southern European States. In former times it might unquestionably be affirmed that

"——Mountains intervened
Make enemies of nations,"

but now that engineering science is tunnelling these gigantic barriers, and has provided means by which in surface travelling the steepest gradients may be overcome, these Alps will find their chief account simply in marking boundaries, and feeding the streams of the southern plains. The importance of the completion of the railway over Mont Cenis now being actively carried on, and which may possibly be *un fait accompli* in the comparatively short space of fifteen months, cannot be overrated in its relation to Eastern trade and communication *via* the Brindisi route. The delay of ten hours at present incurred in passing over Mont Cenis, though of comparatively little account in the aggregate of time occupied in connecting the Far East with Western Europe, is only tolerable as long as it is unavoidable. The transit across Mont Cenis is now effected by means of the Diligence each with its team of fourteen horses, and guided with unerring skill, an accident being almost unknown. The shouts of the drivers, the efforts of the horses in the ascents, the dexterity displayed in rounding the curves of the steep and precipitous heights, in which success is frequently dependent on the nicest calculations, affords that excitement which is at all times welcome to the traveller as breaking in on the monotony of his journeyings. The average time occupied in crossing Mont Cenis is ten hours in Summer, whilst in Winter and when the journey is effected partly by sledges, it is uncertain, being determined by the amount of snow that has fallen and the general condition of the roads. But as the telegraph is at work on the whole line of road any kind of stoppage is easily known. The plain on the summit is about five miles across. In the middle of it is a large lake, from which the river Dora, which runs to Turin, takes its source.

The feasibility of working a railway across Mont Cenis was first tested on a piece of line laid down on a portion of the route near Lanslebourg situate on the French side of the mountain, and where the railway fence thrown up affords a permanent and most serviceable protection to the Diligence. Our readers will understand by this that the proposed line is being constructed on the common road from St. Michel over Mont Cenis to Susa, affording at the same time ample space for the country traffic. The peculiarity in its construction is a middle rail, the projecting parts of which are bitten or pressed by the horizontal driving wheels of engines constructed for this very purpose. Guide wheels, attached to the trailing end of the engines, also act on the intermediate rail. In addition, the different vehicles to be drawn are furnished with guiding wheels. In the construction of the engines the object has been to develop a maximum of power with a minimum of weight; to unite with firm adhesion to the rails the utmost possible tractive force. The horizontal wheels being worked by the engine in conjunction with the driving wheels the force of the adhesion may be regulated according to the gradient. The engine constructed by Mr. FELL, as a model of those proposed to be applied, was first tried on 800 yards of rail, with gradients at 1 in 12, (laid down experimentally), in the presence of commissioners appointed by the chief European Governments and was pronounced satisfactory. The engines are so constructed as to work snow ploughs when necessary to clear the line of any accumulations, but the covered ways will extend no less than 7½ to 9½ English miles, and will consist of various erections, one extension being to keep off light falling snow, another to avert heavy snow drifts, whilst the various runs of the avalanches are guarded by strong masonry arches. Some contrivance of this sort is of course necessary to keep the road clear.

The works are being actively pushed forward, and though only designed to be used pending the completion of the grand tunnel, appear to admit of greater permanency. The total length of road is 48 miles. The period of the completion of that tunnel is somewhat problematical and may be placed at six or seven years. The tunnel works have latterly been impeded as is well known by several obstacles; but we have reason to believe that the excavation, which is being carried on simultaneously from Modane on the Italian side and Bardonnéche on the French side is proceeding satisfactorily, and that the reports current in the past few months of an adverse character have proceeded for the most part from mere conjecture, or have been originated for sinister purposes. Very great and certainly unnecessary jealousy is displayed in excluding visitors. The estimated cost of the tunnel is £5,376,000, of which the French Government are to pay two-thirds and the Italian Government one-third.

The descent of Mont Cenis on the Italian side is an event to be remembered both for the gorgeous scenery brought to view and the associations that crowd upon the mind. The home of DANTE, MICHAEL ANGELO, and TASSO, the land of paintings, sculpture, sentiment, song, and passion, reclining as it were on a glorious past and yearning for a yet more glorious future—Italy has a charm which enraps the sympathies, and loses none of its power now we have entered by a mountain pass. The railway rapidly conveys us from Susa to Turin which lies most picturesquely at the foot of the Alps. At Turin a day or two can be very pleasantly passed; although dull since the capital was transferred to Florence, it is one of the best constructed cities in Italy, and the Hotel de l'Europe is the best establishment, with moderate charges. The streets all running at right angles are large and clean. The Royal Palace, the galleries, the armoury, and above all the church of the Superga standing on a hill of about 2,400 feet in height are well worth seeing. From this church the view includes the Alpine range from Mont Cenis to the Simplon and Monte Rosa, and also the plains of Marengo, Lombardy, and the rivers Po and Dora. The church itself contains the tombs of most of the Royal houses of Sardinia, including CARLO ALBERTO, the father of the present King VICTOR EMMANUEL the wife of the latter and several of his children. From Turin the rail proceeds by Alessandra (the strongly fortified place which played an important part in the war with Austria in 1859) to Piacenza, thence to Parma, Modena, and Bologna, places all fraught with interest, but the latter is considered a convenient halting place between Turin and Brindisi and the hotels are very fair. From Bologna also the train can be taken to Florence about five hours journey. The route lies through the Apennines and the cuttings and viaducts are most extraordinary. Travellers will do well to allow themselves time to accomplish this; it is of course just so much out of the direct route as Bologna has to be again reached to proceed onwards. In addition to the historical connections of Florence and the magnificent collections of paintings, sculpture, &c., there is now the Court of Italy where the form of Government through its Chambers of Senators and Deputies can be seen. Considering the importance of the place the hotels are very indifferent at Florence, but the Hotel de New York, Hotel de la Paix, Hotel de l'Italie, are perhaps the best. From Bologna the rail runs through a pretty country to Rimini.

At Rimini the line proceeds right along the Adriatic. The route thence to Ancona and Brindisi is truly most charming. Indeed nothing can compare to it for purely railway travelling; and what adds to the enjoyment is the easy manner in which the trains run. The vibration is really nil, the carriages run so smoothly that a day and a night's travel do not cause so much fatigue as a journey from London to Liverpool. The rail on the whole route is very fairly and safely constructed, and when some new bridges &c. now buildings are completed, the speed will be increased from 25 to 35 miles. An undulating country to the right covered with the richest vegetation, vindicates its title as the garden of Italy, backed by the purple range of the Appennines, their heights covered with perpetual snow, whilst to the left is the blue Adriatic sometimes tempestuous but ordinarily lying calm and tranquil as a lake. Many of the stations passed on the way to Ancona, though of no present importance, are famous in Roman history. Of these is Pesaro, mentioned by CICERO, and still surrounded by walls and forts. Its fame was revived in the sixteenth cen-

Digitized by Google

tury, but in another form, having then become celebrated as the residence of literary men, poets and painters, prominent among whom were TASSO and BERNARDO. It was further the birthplace of ROSSINI. It possesses too a certain interest from the fact that Queen CAROLINE when Princess of Wales, took up her residence in the vicinity.

The traveller having time to spare, will stop at another place of importance—Fano, an old walled town, and which as approached by rail exhibits a curious not to say fantastic appearance. In 1514 the first Italian printing press was established here by JULIUS II. Pope CLEMENT VII. was a native of the place. Sinigaglia, by the sea, the birthplace of the present Pope Pius IX., is next reached. It is well worthy of a visit, if only as one of the cities of Pentopolis, connected in its fortunes with many of the great battles of the world, and itself the scene of many bloody conflicts. The traveller will be entertained should he arrive at the period of the annual fair, which is attended by people from all adjacent countries, and is held by virtue of an ancient charter dated in 1200. Continuing on through a flat, even country, planted with olive trees, fig trees, and vines, the city and port of Ancona is presently reached. Placed on a natural promontory jutting into the sea, its appearance in the distance is highly picturesque; but any favourable impression thus excited is unfortunately dispelled on closer contact; the streets are excessively dirty, indeed the only way to describe it is to say at once that the streets are public water-closets. The hotels are wretched. Ancona, as is well known, is the most important point of call for steamers on the Adriatic; the Austrian LLOYD'S Steamers connect it with Trieste, Constantinople, Greece and the Archipelago; BIBBY and MCIVER'S with Liverpool; an Italian line besides connecting it with other points on the Adriatic circuits, the Peninsula and provides regular and direct communication with Naples, Leghorn and Genoa; finally, the line known as PALMER'S, though styled the Italian Adriatic and Oriental, carrying the Italian flag, connects Ancona with Brindisi and Alexandria. Ancona was remarkable in the last Italian war as having been successively occupied by the Austrian and the Papal troops under LAMORICIERE, who in his turn was defeated by VICTOR EMMANUEL'S troops under CIALDINI. Its new masters have added greatly to its fortifications.

Leaving Ancona we next come to Loreto, fifteen miles distant, which has for nearly six hundred years drawn pilgrims from all quarters to its shrines, through the repute attaching to the *Santa Casa* or Holy House of the Virgin—a brick room 30 feet by 13—according to the legend, blown over from Nazareth in 1291. Time does not appear to lessen the potency of the story, and railway facilities have materially augmented the worshippers already so numerous that from £20,000 to £25,000 are here realised annually by the sale of rosaries and votive offerings. Historic attractions are not wanting, the vicinity abounding in memorable sites. Thus at Tolentino, NAPOLEON outraged the dignity of the Papal See in the person of Pope PIUS VI. which terminated in a treaty in 1797. Here too the hastily summoned forces of the brilliant MURAT, King of Naples, were signally defeated. Castel Fidardo, placed on a mountainous eminence and defended by huge natural bastions, is noted for the defeat of the Papal troops under LAMORICIERE, by GARIBALDI in 1860. In fact, the present and the past continually blend in the associations summoned up by buildings and sites in the vicinity. Italy would seem to trust tradition for her inspiration. Continuing to advance through a delightful country in which labour and industry are sufficiently apparent, but in which people seem wanting, a vast number doubtless being asleep in convents, or if awake counting beads, we arrive at Pescara, an important point on the line owing to the postal roads that diverge from it. Ortona will not fail to strike the attention, if only for its romantic appearance in the distance, with dwellings festooned in vines, &c. Termoli, once an important strategic position, and on the hill of which contending armies have met and fought from the time of ALARIC next comes into view, with its ruined castle and massive remains, the walls no longer echoing the sentinel's cry or the clash of arms. From the gigantic mound on which it stands, may be discerned far out to sea, the Tremetti islands, ocean gems set as in silver by the foam that edges them,—the Insulæ Diomedæ, or scene of the metamorphosis of DIOMEDE'S companions into birds, and famous in Italian story as the place of banishment to which JULIA, wife of LEPIDUS and granddaughter of AUGUSTUS was consigned. The route then proceeds to San Severo where the Emperor FREDERICK II. died in the arms of his natural son MANFRED. This southern country is truly the land where may be enjoyed in full perfection the *dolce far niente* of the Italian. Nature in her gayest and most delightful mood seeking to win the beholder into utter forgetfulness of everything but her charms. The line on to Foggia avoids the spur of the Italian boot and takes us for a short time out of sight of the Adriatic, but in its place, together with accustomed features of scenery, glimpses are obtained of mantled towers and ruined aqueducts, whilst afar in the bright light of an Italian sun the Apennines break from time to time upon the gaze "in vastness almost tangible." Manfredonia, it will be remembered, is the scene of BYRON'S famous tragedy of "Manfred," and shares in the glories of GARIBALDI'S last Italian campaign, as one division landed here. Leaving Foggia, the next station reached is Corignola celebrated as the scene of French defeat in 1503 by GONZALO —a defeat which placed Naples and its dependencies under the sovereignty of Spain. The site is clearly definable of that yet mightier contest in which HANNIBAL, confronting the Roman legions, 80,000 strong, left only a few thousands to tell the tale of disaster, a disaster alike for Rome and for the world as turning back the tide of civilisation. To inspect the site, would alone be worth a journey to Southern Italy. Barletta, the next station, is notable for the murder of Protestants at the instigation during the past month of a few fanatical priests. The line now makes for Trani, where the sea is again struck. Everywhere are traces of the restoration effected by the Emperor TRAJAN, and it is easy to discern the importance formerly attaching to its position. Brindisi is reached from Trani by a direct line. Bari, a station on the way, has a fair amount of shipping, which will doubtless be increased through the extending coast trade. The streets are wide and good, and it abounds with historic associations; its past importance may be judged by the fact that the Kings of Naples were formerly crowned here. The enlightening effect of commercial or rather trading intercourse on the spirit and enterprise of the people may be plainly witnessed. Thus, we found Englishmen were engaged in laying down gasworks, a municipal improvement by no means universal in Italy. Bari rejoices in a most excellent hotel called the Risorgimento. The remainder of the route to Brindisi is equally interesting. The locomotive with its long train startles, as it were, the echoes of the old world, and historical propriety seems sadly violated. But everything must bow before the exigencies of commerce or of trade, and the Brindisi route—the highway to the Far East —saving three days of sea passage as compared with the Marseilles route, and shortening our connection with the East by two days, is of far more consequence than all the ancient remains over which it is constructed or the associations it sets aside.

BRINDISI.

On nearing Brindisi which lies in the Straits of Otranto passengers must be prepared to find it in a state of decay and ruin, but the traffic now produced by the opening of the railway has given an activity not known for centuries. Brindisi, or the Brundusium of HORACE was a place of considerable importance. VIRGIL died here on his way from Greece. The Greeks settled here solely on account of the fine natural double harbour and the Romans made it their chief naval station. The outer harbour is protected by the mainland and by an island on which a large fort was erected now converted into a Lazaretto. Except with the wind blowing right in, the water is always smooth; it can be entered at all times of night or day, being provided with two excellent lighthouses and a centre one on the old fort, as a guide for entering the harbour. Both this and the inner harbour are the finest natural basins possible. The entrance into the inner harbour was unfortunately choked up by JULIUS CÆSAR, but in the last century considerable efforts were made to clear the entrance and all the piles were removed, but the sand which had silted up could not be so easily disposed of. This was left to the more modern appliances of steam-dredging machines. Three of these machines are now at work in deepening the channel and have so far succeeded that vessels of even 17 feet draught can now enter by hauling in very carefully with warps, &c. When once safely in there is plenty of room, the harbour runs up two or three miles with a depth of 15 to 30 feet and the shore presents all the most desirable features for docks, wharves and warehouses. There are quays now running along one side of the harbour where vessels discharge, and indeed a new town might surround the harbour bordering on the sea on the one side, should the port be

Digitized by Google

adopted as our packet station for the India and China mail service. The natural advantages of the harbour could not be excelled, and nothing but energy is required to give it all the advantages necessary for an important mail station. Six millions of francs have been voted by the Government for this purpose, but voting money without appointing competent and energetic people to look after its expenditure is of little service, and there is room for improvement in this way, at least according to an Englishman's notion on the subject. The contract for dredging and clearing the entrance is in the hands of a French contractor who appears not to be bound to time in any shape. If the Italian Government could induce a powerful English company to adopt the port and carry out the necessary requirements of a mail packet station, we might find everything done in a year; but as it is, it is quite indefinite. In its present condition it certainly could not be adopted as a mail station. That a saving of two days could be easily effected in the transit of our mails there is no doubt, but until the harbour is rendered fit and the railway over Mont Cenis found to work satisfactorily, we must be content with the longer route by Marseilles as a mail station. We must explain that the present Italian mail steamers have hitherto fallen back on Trieste for docking and general repairs, &c., but now that war is again imminent they will not reach up further than Brindisi, and this may give an impetus to the improvements at that port. The telegraph wires run all the way, and we have found them work well, delivering messages in about three to five hours between London and Brindisi. The telegraph is being extended with the rail to a point further down the peninsula to the little port of Otranto, and a submarine line from this to Alexandria, a distance under 800 miles, could be most advantageously laid, and thus put an end to the present uncertain cables by Malta, Benghazi, &c., which are constantly out of order.

The steamers from Brindisi to Alexandria are well up to the work and kept in good order for the comfort of passengers. We conclude this general description by appending a summary of the route and fares, and with the recommendation that travellers should provide themselves with a Guide book, which will add much to their comfort. MURRAY'S are of course the best, but are divided over three books, while BRADSHAW gives an account in one book.:—

ROUTE.	Miles.	Hours.
London to Paris	250	10½
Stop	—	2
Paris to Macon	275	13
Macon to Culoz	60	
Culoz to St. Michel	50	4
Stop	—	1
St. Michel over Mont Cenis to Susa	50	10
Stop at Susa	—	2
Susa to Turin	33	1½
	718	44
Turin to Ancona *via* Alexandra, Modena, and Boligna	350	14
Ancona to Brindisi	350	16
	1418	74
Brindisi—stop	—	3
Brindisi to Alexandria by steamer	—	80
Or a saving of about 24 to 30 hours.	Total	157

Time could be saved between Paris and Culoz, and also to St. Michel say about four hours, and between Turin and Brindisi about eight hours, which would effect a saving in all of about 48 hours when everything was properly organised. One consideration—and a great one it is in these days—that the trains throughout keep exact time.

The fares stand thus:—

	1st Class.
From Paris to Brindisi, per Railway	fr.225
Brindisi to Alexandria, per steamer	275
	fr.500

We are glad to observe that a Consul has been appointed to represent British interests at Brindisi. When a place becomes of importance to English traffic it is a great assistance to it to have a representative of our Government. The gentleman who now enters on the office is Mr. Henry Grant.

P.S.—Advices from Brindisi announce the arrival of the Italian Company's steamer *Cairo*, from Alexandria on the 22nd inst., in correspondence with the present India and China mail. She steamed into the inner harbour and berthed at the quay. Her letters were in London on Saturday night the 26th. Capt. Tyler, who has been despatched by our Government to report on the line of railway and harbour, is at Brindisi, and, it is said, is satisfied with the capabilities of both.

THE SILK MARKET IN FRANCE.

THE condition of the silk trade at the present moment is most unsatisfactory, and there seems little hope if any of immediate improvement. The quantity of raw silk which is being taken into manufacture at Lyons at present is scarcely equal to half the amount of last year; last week it was 34,450 kilogrammes against 69,949 in 1865, and the week before it was 54,097 against 88,440. The breeding season is not yet far enough advanced for any opinion to be formed respecting the coming crop, and the fears or pretended fears respecting the Japanese eggs or other seed are not sufficient to account for the stagnation which weighs on the whole trade, wholesale and retail, in raw or manufactured material. The condition of affairs is the same at Marseilles as at Lyons; the stagnation is reported to be complete, fine silk being rather scarce but cocoons tolerably abundant. The holders at present exhibit no inclination towards concession. The condition of the trade is attributed by some people entirely to the news received from America. Not long since it was said that large sales were taking place in consequence of the increased temperature of the weather, but that the abundance of silks on the market rendered it difficult to obtain remunerative prices. The last advices tell us that the market of New York is so encumbered with goods that it is scarcely possible to find vent for them except with the aid of the auctioneer, and every one knows what that means with respect to quotations; of course under such circumstances the French merchants are neither easy respecting outstanding accounts nor hopeful as regards the coming season. To add to the uneasiness, letters from the United States talk of the approach of cholera and the probable closing of the port of New York; predictions of this kind are always suspicious; those who have anything but an interested purpose to serve are more cautious about the terms which they use with respect to such a fearful visitation as that of the cholera. There is no doubt that the condition of the American market has a considerable effect on those for raw as well as manufactured silks in France, and the state of the money market in England increases the uneasiness and the difficulties; but the grand cause of the stagnation in this as well as in other industries is the dread of war, and the want of confidence and insight into the intentions and objects of certain rulers. So long as the dread of war hangs over us, trade and commerce must remain in the unsatisfactory state in which they now are, and the silk trade from its very nature is the first and severest sufferer. There is no probability of a large demand for raw silk at present, but considering what has happened respecting Japanese seed here, and taking into account all we know of the condition of the French worms, there is no good reason to suppose that the import of silk from the East will cease; everything goes to prove that the French trade can never again depend on its own raw produce alone.

A NEWLY issued Parliamentary return shows that during the command of Vice-Admiral King in the Chinese seas—between the 24th June, 1865, and 18th February 1866—seventy-one piratical vessels were captured. Thirty of these were burned, and twenty-four given up to the mandarins. No award of prize money has yet been made for any of these captures.

THE TELEGRAPH IN CHINA.—A New York company, says the *New York Times*, has undertaken the work of introducing the electric telegraph into China, and Dr. Macgowan has been appointed to proceed forthwith, as its commissioner and engineer, to connect Pekin with Canton. He will be accompanied by a staff of telegraphers, and will employ a system which he long ago devised by which messages can be transmitted in hieroglyphic characters. A more capable man than Dr. Macgowan for the work to be accomplished could not be found. He has resided many years in China, has published several works in the Chinese language, is familiar with the character of the people, and with the climate and country. The company are fortunate in securing his services.

HOUSE OF COMMONS.

THE MYLOONGEE CASE.

(May 18th.) Colonel SYKES asked the Under Secretary of State for Foreign Affairs whether the Foreign-office had yet received any despatch from Mr. Consul Knox at Bangkok, in reference to a claim of Mr. Burn, and known as the Myloongee case, and for the production of which notice was given on the 12th of April.—Mr. LAYARD said that the papers relating to the case had only been received within the last few days, and they were now under the consideration of the law officers of the Crown.

Digitized by Google

THE FASTEST STEAMER IN THE WORLD.—The Egyptian paddle-wheel steam yacht *Mahroussa*, Captain Fredrigo Bey, built under the superintendence of the Peninsular and Oriental Company, by Messrs. Samuda Brothers, of London, for the Viceroy of Egypt, arrived at Malta on Saturday, 12th instant, at 6.30 P.M., having performed the voyage from Southampton in the unprecedented short time of 157 hours. When under full steam she consumes seven tons of coal an hour, and is, without exception, the fastest vessel afloat. At the measured mile in Stokes Bay, her average speed was upwards of 18 4-10 knots an hour, which is equal to about 20¼ statute miles. After replenishing fuel she proceeded on the 16th instant for Constantinople, to meet the Viceroy, who, it is reported, intends paying a visit to England in her this summer. This splendid vessel is of 1,800 tons, and is fitted with machinery of 800 horse power. Her interior fittings are of extraordinary magnificence. Her cost is said to have been £166,000.

THE Hildebrandt Exhibition of Chinese and Japanese views, noticed a few months since, is again opened at 48, Pall Mall. We are happy to report that it is well worthy of an inspection.

Monetary and Commercial.

In consequence of the arrangement made with the Bank of London, the Consolidated Bank (Kennard's and Hankey's) has been compelled to suspend payment. This bank had some transactions with the Far East, but did not act specifically for any of our India and China banks.

The report of the Asiatic Bank Corporation, to be presented on the 28th inst., states the estimated losses of the year at £142,000, against £61,494 realised profits, out of which profits a dividend of 5 per cent. was paid for the half-year ended June last. It is, therefore, proposed to write off half of the reserve fund of £175,000 to profit and loss, leaving that fund at £87,500. The losses have been mainly incurred at the Bombay agency, and the most disastrous of them were initiated during the temporary absence of the agent on sick leave. Apart from the losses now written off there is a claim in dispute, against which the bank hold collateral securities, but which the directors are assured cannot result unfavourably, and which, even in the worst case, will be amply provided for by the reserve fund.

At a meeting of the shareholders of the Bank of Hindustan, China, and Japan, the directors' report, published in another column, was adopted after a long discussion with reference to the losses of the bank in India and China. It will be seen by the report that the condition of this institution is not what might be supposed from the price of the shares on the Stock Exchange, owing to the system of running down or "bearing." We have heard that the shareholders themselves have joined in these operations, and thus have given support to the adverse reports and false telegrams from Bombay. How can it be expected that directors can stand such scandalous proceedings. We firmly believe that this bank has suffered more from the acts of its own shareholders than anything else. It was not expected that the report would have been adopted; the example of the Commercial Bank of India was before their eyes, however, and this saved the meeting from an adjournment. With such an institution as the National Bank at their back, in the present crisis, we believe the Hindustan will now go forward with great success. After the reports current during the past few months, the rational part of the shareholders were highly pleased at the report, which certainly compares favourably with all other reports yet issued of similar affairs.

We much regret that, owing to the *suicidal course adopted by the shareholders* in the Commercial Bank of India in refusing to pass the report of the directors, their agents, the London Joint-Stock Bank, deemed it prudent to withdraw their credit, and refused the drafts which were presented by the last mail. The bank was therefore compelled to stop. At the meeting held on the 23rd it was decided to wind up under the Companies' Act of 1862; and Mr. Harding, of the firm of Harding, Pullein, and Co., was appointed official liquidator. The following is an extract of the proceedings of the meeting:—

The CHAIRMAN (J. J. Lowndes, Esq.) stated that since the meeting of the 23rd of April he regretted to say that circumstances had arisen which had compelled them to suspend the operations of the bank. Shortly after the meeting was held they received a communication from the London Joint-Stock Bank, to the effect that, owing to the manner in which the shareholders had received the report of the directors, they felt compelled to withdraw the credit for £200,000 which they had with that bank, and which was a yearly credit expiring on the 20th of June. The directors had several interviews with those of that corporation, and they were for some time in hopes that they would induce them to alter their determination; but shortly afterwards they received telegraphic advices that considerable drafts were coming before them from their foreign agents, which would have exhausted the credit granted by the London Joint-Stock Bank to a considerable extent. Those telegrams were accompanied by advices to the effect that cover would be sent by subsequent mails for the over draft, but, unfortunately, the application which they had in consequence to make to the London Joint-Stock Bank was made at a time when the first squeeze of the very severe credit panic was experienced, and the London Joint Stock Bank felt that unless tangible security was offered it could not render them assistance. The China mail arrived on the 14th instant, and if the London Joint-Stock Bank had accepted the drafts brought by it their credit with that bank would have amounted to £243,000, whereas, the actual indebtedness of this bank to them, they not accepting such drafts, was £140,000. At the time they went to the London Joint-Stock Bank for assistance they had telegraphic advices that drafts would be sent by the Bombay mail for nine lacs, or £90·000, and they were, of course, compelled to acquaint the London Joint-Stock Bank of the fact that between the arrival of the China mail on the 14th, and the expected arrival of the Bombay mail, which arrived last evening (the 22nd) they would not be in a condition in any way to cover their drafts, and under those circumstances the London Joint-Stock Bank felt that they could not prudently accede to their application, consequently they were obliged to suspend operations. The shareholders were aware that the Bombay agency got itself into considerable difficulties last year, which difficulties were fully placed before them in the month of June, and Mr. Cartwright one of their directors, who had gone to Bombay to look into his own affairs, told them that to his great surprise Mr. De Quadros, their agent, had been lending large sums upon securities of very doubtful value, and that he very much questioned whether it would ever be got back. The whole amount he found outstanding was 75 lacs, or £750,000. In consequence of that letter, and communications from the agent himself, showing the difficulties in which he was placed, it was resolved to send out Mr. Angus, the chief manager, who had not long before been at Bombay, to make a thorough investigation, and to realise with all convenient speed, without regard even to the popularity of the bank. The directions framed for Mr. Angus's instruction were extremely stringent, and authorised him to take severe measures in the interest of the bank where such were necessary, and he was to realise at any sacrifice which was not an absolute sacrifice of the assets of the agency. Mr. Angus accordingly proceeded to Bombay, and from time to time informed the directors of the steps he was taking to secure the assets. His communication also contained a report of the state of affairs, for the purpose of the results being stated in the balance-sheet to be submitted to the shareholders at the April meeting, and a careful examination of the accounts showed that the total sum outstanding amounted to £796,000, and of that amount Mr. Angus estimated that £89,000 would be lost. Mr. Angus returned on the 9th of April, after the report was prepared, and before it was submitted to the shareholders, and he informed the board that such was the state of affairs in Bombay that it was impossible to realise anything at present, and that almost the whole of the sum he had mentioned was now outstanding. The sum, therefore, which was locked up in the Bombay agency must be taken at the whole amount of £796,000. It appeared from a report from the Shanghai agency that on the death of Mr. Wiggins, their late manager there, the amount of £681,000 was outstanding, the greater part of it being on good securities, it being advanced to large merchants, and in some cases on land. The amount outstanding on other agencies was in all £1,696,108. The bank having suspended, the question for the shareholders was, what was the best course to pursue under the circumstances, and provided they could get the consent of the creditors.

Mr. ANGUS read a balance-sheet, drawn out by him after investigating all the security, which showed a total estimated loss of £502,769, leaving a capital of £824,649.

Mr. HARRISON stated that it now appeared that £796,000 of the capital had been lent on shares, which was strictly prohibited by the deed of settlement and the charter.

The CHAIRMAN said it was quite true that he had sold down to his qualification on account of the high premium to which the shares went and everybody was at liberty to do what he thought proper with his own property. He saw nothing to justify the shares being at such a high premium, but the public were of a different opinion, and he sold. (Derisive cheers and laughter.) He retorted upon Mr. Wilson that he had himself gone to get information from Mr. Allardice with respect to the position of the shares, and having bought in consequence he had no right, now his expectations were disappointed, to charge that gentleman with taking advantage of the market to sell his shares.

A general meeting of the British India Steam Navigation Company (Limited) will be held on the 30th inst., when a dividend will be declared.

We regret that the arrangements noticed in our last as likely to be effected by Hallett, Ommanney, and Co. with the Joint, Stock Bank were not carried out. The affair will now be wound up under inspection. The liabilities are £238,000, against assets valued at £222,000, but of course of doubtful value in the present times.

The directors of the Messageries Imperiales Company intend to propose in the approaching meeting of shareholders that the dividend for 1865 shall be 50f.

The following circular has been issued by Messrs. Gellatly, Hankey, and Sewell, a firm ostablished to carry on the shipping business of the late Duncan Dunbar:—

"27, Leadenhall-street, May 22, 1866.

"We regret to inform you that in consequence of disappointments in the receipt of moneys upon which we had relied we have found it necessary, in the interest of all parties, to suspend payment. Our books have been placed in the hands of Messrs. Kemp, Cannan, Ford, and Co., the accountants, to prepare a statement of our affairs, and we have no doubt that the report of those gentlemen will confirm our expectation of a considerable surplus. In the meantime arrangements have been made to pre-

Digitized by Google

vent any interruption to our shipping business, in which we hope to meet with continued support.—We remain, your obedient servants,

"GELLATLY, HANKEY, AND SEWELL."

The shipping business of Messrs. Gellatly and Co. will be carried out under the firm of Messrs. Gellatly, Hankey, Sewell, and Co.

The failure has been announced of Messrs. Kynaston, Suhertland, and Co., of Mincing-lane. It is stated that the liabilities are about £90,000 to £100,000, and that the prospects of realisation are favourable.

The amount of bullion by the P. and O. Company's steamer *China*, from Southampton on the 20th inst., was—in gold to Madras, £2,300. In silver, to Shanghai, £9,280. Total—in gold, £2,300; in silver, £9,280.

BANK AND MISCELLANEOUS SHARES.

Shares.	Joint-Stock Banks.	Paid.	Closing Prices.*	Prices May 17.
£20	Asiatic Bank Corporation, new shares	£10	2 to 4	4 to 7
50	Agra and Masterman's	25	21 to 24	23 to 26
80	Chartered Bank of India, Australia, and China	All	14 to 16	18 to 20
25	Chartered Merc. of India and China	All	34 to 36	34 to 36
20	Eastern Exchange	5	4 to 2 dis.	2⅛ to 1⅛ dis
50	London Joint Stock	15	44 to 46	45 to 47
100	London and Westminster	20	89 to 91	93 to 96
25	Oriental Bank Corporation	All	40 to 43	45 to 50
50	Union of London	15	45 to 47	50 to 52
100	Hindustan, China, and Japan	25	5 to 7	7 to 8
100	Do. Issued at 2 pm.	25	5 to 7	7 to 8
100	Do. New	25	5 to 7	7 to 8
25	Bank of Egypt	All	25 to 30	30 to 32
20	Bank of London	10	10 to 5 dis.	13 to 16
20	Land Mortgage Bank of India	4	1⅛ to 1 dis.	1 to ⅛ dis.
	MISCELLANEOUS.			
10	Mediterranean Extension Telegraph	All	3 to 4	3 to 4
50	P. and O. Steam Company	All	70 to 72	72 to 75
50	Do. New	35	11 to 14 pm.	14 to 16 pm.
20	China Steamship & Labuan Coal Co	9	9 to 8 dis.	8⅛ to 7⅛ dis.
5	Bombay Gas	All	4⅛ to 5	4⅛ to 5
10	Hong Kong Gas	All	2 dis. to par	2 dis to par
5	Singapore Gas	5	—	—
20	E. I. Irrigation and Canal	13½	5 to 4 dis.	5 to 4 dis.
20	Madras Irrigation and Canal.	All	19 to 20	17⅛ to 18⅛
5	Oriental Gas	All	4⅛ to 5⅛	4⅛ to 5⅛
10	O. Inland Steam	All	1 to 2	1 to 2
100	West India Steam Company	60	106 to 109	108 to 111
—	Ceylon Deb., Nov. 1868, 6 per cent.	100	100 to 102x.d.	100 to 102xd.
—	Do. Do. 1878	100	104 to 106x.d.	105 to 107xd.
30	Ceylon Company	8⅛	par	2 to 3 pm.
20	Do. A shares	2	⅛dis. to ⅛ pm.	⅛ to ⅛ pm.
10	Ceylon Coffee Estates Co.	10	—	—
20	International Finance Society	5	2 to 1⅛ dis.	2⅛ to 1⅛ dis.
20	General Credit & Finance Company	4	3 to 2⅛ dis.	3⅛ to 3 dis.
20	Egyptian Com. & Trading Company	6	6 to 5 dis.	6 to 5 dis.
20	Société Financiére d'Egypte	10	10 to 8 dis.	5 to 4 dis.
10	Upper Assam Tea	5⅛	3 to 2 dis.	3 to 2 dis.
10	Do.	All	7 to 9	7 to 9
50	Overend, Gurney, and Co.	15	18 to 16 dis.	19 to 17 dis.
20	Credit Foncier & Mobilier of England	5	2⅛ to 2⅛ dis.	4⅛ to 4

* Closing prices Saturday, 26th May.

MANCHESTER MARKETS.

The sellers show more disposition to accept lower rates, but there is a very small business. Grey Shirtings 7 lbs., 11s. to 11s. 3d.; 8¼ lb., 13s. 6d. Cotton Yarn, No. 16-24, 1s. 6d. to 1s. 7d.; Maddapollams, 4s. 9d.; Long Cloths, 12s.; T-Cloths, 7s. 6d.; White Spot Shirtings, 15s.; White Brocade ditto, 15s. 3d.; White Damaks, 29s. nominal.

ARTICLES OF IMPORT.

TEA.—There has been scarcely anything doing in our market. Tea has, however, been better supported than most other articles of produce, the exceptionally favourable position of the supplies giving importers confidence in the future course of the market, when the money pressure shall have subsided. Thus, they have generally refrained from offering their Teas, and the amount of sales has been so small as to leave no room for remark, as usual, under the different heads, but the few sales made have generally been rather in favour of buyers. The small public sale of the 15th instant, comprising 1191 packages, nearly all sold at about ¼d. to ½d. per lb. lower prices. The series which commenced yesterday comprised 23,757 packages, of which 15,798 packages were printed without reserve, and 4098 packages being advertised as unpaid prompts. Of these at the two days' sale 11,943 packages have passed auction, and 7835 packages have been sold, 7191 packages being without reserve. These sales have gone as well as could have been anticipated, the decline in Congous being only trifling, but fancy Teas have sold in many cases at very low prices. The ships afloat are now reduced to 8, with about 4,775,684 lbs. Tea.

SILK.—Business may be reported as *nil*. The accounts of the European crop seem to agree that both France and Italy will again be very short, and the quality even worse than in former years. The large imports of Japan seed have not had the desired effect. The deliveries have been for this month to 24th—China, 1,400, Japan, 198. Quotations nominal at 30s. 6d. to 31s., for No. 1 Tsatlee; 27s. to 27s. 6d. for No. 1 Taysam; and 33s. to 35s. for No. 1 Maibash. Another account says the market is quite inactive, the conflicting events of the moment putting a stop to all business. The accounts of the European crops are hardly so good again, and it is doubtful if the crops will be much better than last season; it is the general opinion that were the continental difficulties to disperse and peace be ensured, the silk market would immediately recover and trade resume. Deliveries are small. No change in quotations, which, however, in the absence of business, are, to a certain extent, nominal.

COTTON.—Since our last the market has been very languid, but holders have been firm, and the decline for the week on current qualities does not exceed ¼d. to ½d. per lb. Business for arrival has been done at about former rates. In the London market this week we note sales of 580 bales Tinnivelly at 8½d. to 9½d. for fully fair to good fair; and to arrive, 50 bales at 7¾d., guaranteed good fair January sailing. At Liverpool, middling Orleans is quoted at 12½d., and fair Dhollerah at 9d. per lb. The present condition of the market for every kind of imported produce, owing to the financial crisis, is such that it is impossible, and would be a mere delusion, to give our usual Price Current. The state of the Market is accurately described as follows in the circular of one of our most extensive colonial brokers:—"In the present exceptional condition of all the markets, we refrain from issuing our usual detailed Market report for the outgoing India and China mails. Commercial transactions have, since our last, been reduced to such an absolute minimum, as to leave scarcely any operations whatever to describe. The almost unprecedented financial embarrassments; the extraordinary dearness and scarcity of money; the dread of Continental wars; and the reduced demand for produce from America, whilst they have not induced holders of goods as a rule to force off and sacrifice them, have caused buyers of all kinds to act with the utmost caution, and only to the extent of the most pressing daily wants; and an almost total suspension of trade for the moment is the result."

SUGAR.—At the public sales yesterday, the 25th, buyers continued very cautious, and at an average decline of 1s. to 1s. 6d. on the value current last week, took only a portion of the quantity offered. By private contract nothing has been done beyond 2,700 bags superior brown clayed Manila at 27s. 3d.

COFFEE.—A general indisposition to purchase is still shown, and the transactions in colonial sorts have been difficult at materially reduced prices. At public sale, 165 casks, 110 barrels and bags plantation Ceylon, were sold on the average at 2s. to 4s. under last transactions, low middling to good middling 73s. to 81s. 6d. 1,700 bags native, meeting only much lower offers, were bought in; but by private treaty 2,500 bags good and fine ordinary have been placed (early in the week) at 63s. 6d. to 65s.

RICE.—Quietness continues to prevail in the market for this article, and holders showing some amount of firmness, little has been done beyond 5,000 bags Nakrenzie at 10s. 1½d. cash. At auction, 680 bags white Bengal, of the new crop, were withdrawn at 16s. 6d. to 17s., as also 287 bags from Zanzibar at 14s. to 16s.

Of other kinds of imports the following goods only have been brought to auction under existing circumstances:—

GALLS.—85 packages China, one-fourth sold at 62s. per cwt. for good. Privately, a little business has been done at 57s. 6d. per cwt., being cheaper.

MOTHER O'PEARL SHELLS.—143 cases Bombay sold at 52s. 6d. to 55s. per cwt. for middling medium and large, and 32s. to 32s. 6d. small, being fomer value.

HEMP.—83 bales Manila and 157 bales Sunn all retired. Market for Manila as heavy as possible, and present quotations quite nominal.

BLACKLEAD.—149 barrels sold at 13s. 6d. to 17s. 6d. per cwt. for middling to good lump, and 9s. 3d. to 10s. dust, being rather lower.

CLOVES.—6 cases Penang retired. 411 bags Zanzibar sold at 3d. to 3¼d. per lb. for ordinary to fair, being about ¼d. lower.

COCOA-NUT-OIL.—4 casks Cochin, 205 casks Ceylon, and 156 casks Sydney all retired. Private operations have been very restricted, at a general decline of £1 per ton.

GAMBOGE.—4 cases retired.

MACE.—2 cases Penang sold at 2s. 11d. to 3s. per lb. for fine reddish, being firm.

NUTMEGS.—14 cases Penang sold at 1s. 3d. to 1s. 11d. per lb. for fair small to fair medium, being 2d. per lb. cheaper.

OIL CINNAMON.—7 cases half sold at 3s. 3d. to 3s. 4d. per oz. for good sweet. Steady.

PEPPER, BLACK.—791 bags Aleppy sold at 4d. to 4¼d. per lb. for half heavy, being cheap. 1819 bags Singapore, a few sold at 3⅞d. to 3½d. per lb. for ordinary, being cheap. 1804 bags Penang retired. Sales to a small extent have been effected privately at rather lower rates, 3½d. for Singapore, and 3d. to 3¼d. Penang. White: 80 bags Singapore and 412 bags Penang half sold at 7½d. to 7¾d. per lb. for middling, being ¼d. dearer, but the recent advance not obtainable at the moment.

RATTANS.—5996 bundles Singapore and 7756 bundles Penang half so at 2s. 3d. to 4s. 9d. per 100 canes, for inferior to middling, and 8s. 6d. to 11s. 3d. for a few lots of superior.

RHUBARB.—60 cases sold at 8s. to 8s. 4d. per lb. for fair flat and round, being considerably dearer.

SAGO.—1,741 packages mostly sold at 18s. 6d. to 19s. per cwt. for fair to good small, and 17s. 6d. to 18s. 6d. for middling to fair large, being 6d. lower. Flour: 830 bags, a few sold at 16s. per cwt., being rather dearer.

TAPIOCA.—287 bags Penang withdrawn, middling and good middling white 3d. to 3¼d.

SAPAN WOOD.—98 tons Siam, a few sold at £16 10s. to £16 15s. per ton, being 30s. lower; 20 tons Ceylon and 16 tons Manilla retired.

STICKLAC.—396 cases all retired.

CUTCH.—2,279 bags all retired. Retail business done privately at 31s. per cwt. for fine Pegue.

GAMBIER.—771 bales, one-fourth sold at 28s. to 28s. 6d. per cwt. for good cubes.

TORTOISESHELL.—12 cases Singapore, two-thirds sold at 11s. 6d. to 14s. 6d. per lb. for inferior to good in sorts.

CAMPHOR has receded to £6 per cwt. for China, and £6 2s. 6d. to £6 5s. for Japan, and is perfectly inactive.

OIL ANNISEED is offering at the reduced price of 9s. per lb., without effect.

OIL CASSIA has sold at 7s. 3d. to 7s. 4d. per lb., being 4d. lower.

TIN has further fallen in value, Straits have been done during the fortnight as low as £72 to £73 per ton for fine quality, short prompt. The nearest value to-day is £75 to £76, short prompt, with a quiet market.

ARTICLES OF EXPORT.

IRON.—The quotations in London are for Welsh bars, £6 15s. to £7; nail rod, £8 10s. to £8 15s.; hoops, £9 12s. 6d. to £10; sheets, *single*, £10 10s. to £10 15s.; Staffordshire bars, £8 10s. to £8 15s.; rails, £6 10s. to £7.

Digitized by Google

STEEL.—Swedish keg, £15 5s. to £15 15s.

COPPER.—Sheet and Sheathing, £91 per ton; yellow metal, 7¾d. to 8¾d. per lb.

TIN.—£85 for block; £86 for common bars. Tin plates, best charcoal, I. C., 33s. to 34s.

LEAD, &c.—English pig, W.B., £22 10s. to £22 15s.; shot, patent, £23 15s. to £24; sheet, £21 15s.; spelter, £20 15s. to £21 5s.; zinc, English sheet, £29; quicksilver, £7.

The following is from the Circular of Messrs. French and Smith:—The great disturbance in the Money Market has nearly put a stop to all business in this market. Copper received a slight stimulus by the news of the bombardment of Valparaiso, but we can quote no actual improvement in prices. Tin is without change of importance. Tin Plates are easier. Lead maintains the last quotations.

EXPORT OF BULLION TO CHINA, &c.

The following return shows the shipments of bullion from Southampton from the 1st January by the P. and O. Company's mail steamers.

	Gold.	Silver.
Shanghai	—	£75,388
Foo-chow-Foo	—	4,446
Amoy	—	—
Hong Kong	—	132,179
Singapore	£5,650	46,710
Penang	—	—
Yokohama	—	900

FROM MARSEILLES.

(BY THE P. AND O. COMPANY'S STEAMERS.)

	Gold.	Silver.
Singapore	£144	—
Penang	—	—
Hong Kong	—	—
Foo-chow-Foo	—	—
Shanghai	—	£51,606
Yokohama	—	—

PER FRENCH MAIL STEAMERS.

	Gold.	Silver.
To Singapore	£516	£93,800
To Saigon	—	66,820
To Batavia	4,298	2,201
To Hong Kong	—	266,955
To Shanghai	—	69,032
To Yokhama	—	1,900

GOLD AND SILVER.

Bar Gold (per ounce)	£3 17 9
Spanish Doubloon	3 16 0 to 3 17
United States Gold Coin	3 16 4
Silver in Bars	0 5 1¾
Mexican Dollars	0 5 0¾

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
May 11	Landbouw	Kleynenberg	Batavia	Texel.
Apr. 24	Italia	Oates	Macao	Havana.
May 10	Jane Woodburn		Yloilo	London.
— 16	Adelina	Dennett	Foo-chow-Foo	Do.
— 16	Dilkhoosh	Bissett	China	Deal.
— 16	America	Maulden	Moulmain	Clyde.
—	Hermanos		Manila	Queenstown.
— 14	Nederland and Oranje	Haasnoot	Banjoewangie	Texel.
— 16	Triton	Schey	Batavia	Off Dover.
— 14	Falcon	Luxton	Colombo	Off the Lizard.
— 16	Alwine	Hertzer	Sourabaya	Texel.
— 12	Professor v.d.B. Mesch	Zanten	Banjoewangie	Zierikzee.
— 18	Felix		Manila	Liverpool.
— 21	Panama	Johnson	Java	Queenstown.
— 18	Mary and Hillegonda	Walters	Banjoewangie	Brouwershaven.
— 16	Andrew Jackson	McCallum	Samarang	Off Scilly.
— 22	Kali Mas	Bendixen	Sourabaya	Cuxhaven.

DEPARTURES.

Date.	Ship.	Captain.	For	From
May 12	Mille Tonnes	Deniel	Galle	Cardiff.
— 13	Xulla	Ward	Do.	Do.
— 9	Charlotte	Fearon	Shanghai	Liverpool.
— 15	Patna	Jones	Hong Kong	Do.
— 14	Odin		Do.	Shields.
— 15	Les Frots	Chauvelon	Galle	London.
—	George Heinrich	Schmidt	Hong Kong	Hamburg.
—	Pudel		Do.	Do.
— 17	Star of Devon	Cornish	Colombo	London.
—	Petronella	Cuizer	Java	Rotterdam.
—	Krimpen aan de Lek.	Rotgans	Singapore	Do.
—	Madura	v.d. Kerkhoff	Sourabaya	Do.
— 15	Severn	Nayland	Shanghai	Newport.
— 17	Bessie Stanton	Cole	Hong Kong.	Do.
— 16	Charmian	Saunders	Shanghai	Sunderland.
—	Shedrecht		Java	Amsterdam.
— 16	Maca (s)	Eagleson	Shanghai	Cardiff.
— 17	H. Vicentius	van Paulo	Singapore	Swansea.
— 18	Martin	Schan	Do.	Do.
— 15	Merse	Gribble	Yokohama	London.
— 18	Isabella	Maner	Singapore	Cardiff.
— 19	Notos	Struphen	Do.	Swansea.
— 19	Zodiac	Dimelow	Shanghai	Sunderland.
—	Alice	Schuck	Macassar	Hamburg.
— 17	Tanjore	Lovon (?)	Galle	Cardiff.
— 19	Cecrops	Wildfang	Singapore	Liverpool.
— 19	White Squall	Thirkell	Do.	Do.
— 22	Lord Macaulay	Care	Hg. Kong & Canton	London.
— 20	Sirius	Wencke	Singapore	Liverpool.
—	Joan	Laseur	Batavia	Rotterdam.
— 23	Skimmer of the Wave	Hammond	Shanghai	Sunderland.

(*See Commercial Postscript.*)

LOADING.

At LONDON.—For Yokohama: Heroes of Alma. For Shanghai: Tyburnia, Lammermuir, Assyrian, Albuera, Dilkhoosh. For Hong Kong and Canton: Tavistock, Sea Belle, Lobelia, James Russell. For Singapore: Caldbeck. For Penang: Algernon. For Colombo: Celestial Queen, Jane Maria, Gladiator.

At LIVERPOOL.—For Yokohama: Carioca. For Shanghai: Kate Carnie. For Singapore: Silvercraig. For Manila: San Fernando, Feliz. For Batavia and Singapore: Geffrard. For Batavia and Sourabaya: Astrea, Catharina. For Galle: Bonnie Dundee. For Ceylon: Sultan.

At GLASGOW.—For Manila, Iloilo and Zebu: Jesus. For Singapore and Penang: Douglas Castle. For Hong Kong: Clifton. For Batavia, Samarang, and Sourabaya: County of Bute.

SPOKEN.

ISIS, Cardiff to Singapore, May 9, 49 N., 8 W.
MARY ANN, Shields to Galle, April 2, 1 N., 24 W.
RUBY, from Java, March 23, 31 S., 12 E.
MARIA Y VINCENTA, March 24, 29 S., 9 E.
MOUNT VERNON, from Sourabaya, March 23, 7 S., 16 W.
ARABIA, Carlshaun to Shanghai, April 14, 2 N., 27 W.
TRITON, Java to Rotterdam, April 27, 25 N., 46 W.
FREDERIKA, London to Singapore, April 6, on the line 22 W.
ELISA AND MARGARETH, Batavia to London, April 13, 16 N., 37 W.
No. 098 3rd d.p., Colombo to London, March 22, 35 S., 20 E.
WATERGENS, Texel to Batavia, March 20, 29 S., 28 W.
IWAUS, Shanghai to New York, March 26.
ADRIANA PETRONELLA, Batavia to Rotterdam, April 16.
VENUS, China to Falmouth, May 5.
RIFLEMAN, Sourabaya to Falmouth, May 6.
ZES GEZUSTER, Java to Amsterdam, May 6.
SNARESBROOK, Colombo to London, May 9.
GOETHE, Manila to Boston, March 31, 33 S., 16 E.
JOHN R. WORCESTER, London to Shanghai, March 16, 17 S., 29 W.
JACOBA HELENA, Batavia to Amsterdam, May 9, 32 N., 36 W.
GENERAL WINDHAM, Sourabaya to Cowes, May 13, 44 N., 23 W.
VICTORIA, Macao to London, March 27, 34 S., 34 E.
DAN, Hong Kong to New York, March 28, 34 S., 29 E.
HUGO OTTO, Hong Kong to New York, March 29, 35 S., 26 E.
ANDREW JACKSON, Samarang to Liverpool, April 15, 7 S., 15 W.
EXPRESS, Colombo to New York, Feb. 27, 33 S., 32 E.
SIR JOHN MOORE, Sourabaya to Amsterdam, April 6, 11 S., 11 W.
EMYO (?), Colombo to London, April 29, 29 N., 43 W.
MARY EN HILLEGONDA, Batavia to Rotterdam, May 2, 33 N., 39 W.
BURGER V MIDDELBURG, New York to Singapore, March 20, 16 S., 27 W.
O. GEZUSTERS, Tjilatjap to Amsterdam. May 3, 45 N., 13 W.
CARL, Macao to Callao, Feb. 12, 106 E.
TJIELMGSIE, Sourabaya to Amsterdam, April 8, 7 S., 16 W.
BRAUNSTONE, Ceylon to London, May 17, 50 N., 8 W.
EVANGELINA, Cardiff to Hong Kong, May 16, 48 N., 12 W.
AURORA AUSTRALIS, London to Shanghai, April 24, 2 N., 24 W.
MAHELY, Singapore to Bordeaux, May 1, 23 N., 38 W.
JANES, Sourabaya to Amsterdam, May 7, 31 N., 37 W.
HESKY, Amoy to New York, Feb. 25, 27 S., 51 E.
FAVOURITE, Sourabaya to Rotterdam, March 27, 35 S., 23 E.
ADVANCE, Batavia to London, April 8, 24 S., 4 E.
TAGAL, Amsterdam to Batavia, March —, 30 N., 31 W.

FREIGHTS AND CHARTERS.

The unsettled state of affairs on the Continent and the present financial crisis have so completely upset all commercial circles that our quotations below can only be considered as nominal. Up to the present time, however, we have heard of no great change in outward freights.

Current Rates of Freight for Vessels on the Berth:—To Yokohama: 50s. weight, 40s. to 50s. meast. To Nagasaki: The same. To Shanghai: 40s. weight, 30s. to 35s. meast. To Hong Kong: 40s. weight, 30s. meast. To Singapore: 30s. weight or measurement. To Penang: 40s. weight or measurement. To Ceylon: 40s. weight, 20s. measurement.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel. For Hong Kong: £44 to £45. For Galle: £37. For Singapore: £36. For Shanghai: £51 to £52. From Newport, Cardiff or Swansea, per ton. For Hong Kong: £2. 5s. For Manila: £2. to £2 5s. For Galle: £1. 17s. For Singapore, £1 13s. For Shanghai: £2 12s. 6d. For Batavia: £1 12s. 6d.

The Admiralty have invited tenders for the conveyance of 31 tons naval stores, &c., from the River Thames to Hong Kong.

CASUALTIES.

The Ferozepore, Woolterton, from Manilla, which arrived at St. Helena April 11, was making a quantity of water, but by shifting cargo stopped the principal part from the inside and proceeded on the 14th.

MISCELLANEOUS.

Off ASCENCION.—April 8, from Shanghai for London, Majesty; 11, from Galle, Adela; 14, from Batavia for Rotterdam, Admiral de Ruyter.

THE STEAMER "VALETTA."—The P. and O. Company's paddle-wheel steamer Valetta, 613 tons, Capt. Laing, bound for Zanzibar and Suez, put into Port Elizabeth on the 20th March, for medical assistance. It appears that while at sea, and before reaching the Cape, the medical officer in charge, Dr. Wynne, hurt the forefinger of his right hand. When in Capetown it seemed to be getting better, but after leaving Table Bay it got worse, and the sufferer being apprehensive of tetanus, Capt. Laing kindly put in here for medical advice. Dr. Dunsterville immediately visited the ship, and Dr. Wynne returned with him and spent the evening ashore. The steamer left again on the 21st about noon, Dr. Wynne accompanying her, though by no means in a very satisfactory state.

Digitized by Google

THE BANK OF HINDUSTAN, CHINA, & JAPAN, LIMITED.

1, BANK BUILDINGS, LOTHBURY, LONDON.

FOURTH ANNUAL REPORT of the DIRECTORS, presented to the SHAREHOLDERS at the GENERAL MEETING, held at the London Tavern, on THURSDAY, the 24th May, 1866 :—

The Directors submit to the Shareholders a General Statement of the affairs of the Bank for the year ending 30th December, 1865, showing the following results :—

The net profits of the year, including £1,147. 7s. 11d. from last account, after defraying current expenses amount to £23,485. 8s. 2d., out of which the Directors would have been pleased to recommend a dividend in the usual course; but under the existing circumstances of the Bank, they consider it more prudent to carry forward the amount.

The Shareholders will not be surprised to learn that, owing to the numerous failures of firms of high standing and repute, and to the prolonged and great depreciation of all descriptions of Indian produce, it has been found necessary to transfer the sum of £87,794. 1s. 2d. from the Reserve Fund of the Bank to meet losses incurred on transactions entered upon by the Branches during the latter part of 1864 and the early part of 1865.

In addition to this sum, the Bank will have to sustain eventually a further loss from the estates of some failed firms, the realisation of whose assets cannot at present be estimated with greater accuracy, but which, in their opinion, will not exceed £70,000.

It is a source of gratification to the Directors that, since the period above specified, the affairs of the Bank have progressed satisfactorily and profitably. With regard to the transactions of the Head Office, they have been of a profitable nature throughout.

Acting in accordance with the powers conferred upon them by the Articles of Association, the Directors have elected Mr. Philip Vanderbyl, of the firm of Messrs. Redfern, Alexander and Co., and a Director of the National Bank, to a seat at the Board, which selection they have no doubt will meet with the approval of the Shareholders.

The Directors have the pleasure to inform the Shareholders that, notwithstanding the monetary pressure which has existed for some months both in London and India, the deposits of the Bank have steadily increased.

In compliance with the wish expressed by the Shareholders at the last General Meeting, the Directors, in the early part of the session, made an application to Parliament for power to reduce the nominal amount of each share from £100 to £20, since which an intimation has been received from the Board of Trade that a public measure will be introduced for the purpose, thus rendering any further prosecution of the bill unnecessary.

In the belief that it will be more satisfactory to the Shareholders, the Directors propose in future to hold half-yearly meetings in the months of May and November.

The Directors who retire by rotation are Philip Shore Fletcher, Esq., Thomas Cotterell, Esq., and Sassoon David Sassoon, Esq., who, being eligible, offer themselves for re-election; and the Auditors who retire, viz., Frederick William Spooner, Esq., and Frederick Maynard, Esq., also being eligible, offer themselves for re-election.

J. N. DANIELL, Chairman.

BALANCE SHEET, 30th DECEMBER, 1865.

Dr.				Cr.		
To capital account, viz. :—				By cash in hand, at bankers, and bullion	£370,560	9 1
Authorised 40,000 shares, £100 each	£4,000,000	0 0		By Government securities	273,727	2 0
To subscribed 36,961	3,696,100	0 0		By calls outstanding per contra	39,550	0 0
To paid up	884,475	0 0		By bills receivable, bills discounted, and other debts due to the bank	4,277,134	3 9
To calls in arrear per contra ...	39,550	0 0		By Bank premises in London per last account	£29,337 14 5	
			£924,025 0 0	Less amount written off	15,537 14 5	
To reserve fund	105,600	0 0	105,600 0 0			27,800 0 0
To premiums outstanding, in course of payment	8,135	0 0		By miscellaneous, including furniture at head office and branches, stamps, insurance, &c.		14,170 2 11
	113,735	0 0		By preliminary expenses per last account	7,000 0 0	
To current and deposit accounts, and notes in circulation			700,804 7 2	By less amount written off	500 0 0	
To bills payable, circular notes, and other sums due to the public			3,255,525 2 5			6,500 0 0
To acceptances by London office against securities	23,039 10 0			By securities against acceptances per contra	23,039 10 0	
To balance of profit and loss account			23,487 8 2			
			£5,009,441 17 9			£5,009,441 17 9

PROFIT AND LOSS ACCOUNT.

Dr.		Cr.	
To balance carried to profit and loss new account ...	£23,487 8 2	By balance on 31st December, 1864	£1,147 7 11
		By net profit for the year 1865, after payment of current expenses, directors' remuneration, interest on deposits, &c.	22,340 0 8
	£23,487 8 2		£23,487 8 2

RESERVE FUND.

Dr.		Cr.	
To amount written off against bad and doubtful debts	£87,794 1 2	By Balance on 31st December, 1864	£39,982 0 0
To balance	17,805 18 10	By amount since received for premiums on shares of 3rd issue	58,333 0 0
		By amounts received on shares forfeited	7,285 0 0
			£105,600 0 0
	£105,600 0 0	By balance brought down	*£17,805 18 10

*This amount will be increased by £8,135, being premiums on shares in course of payment.

We have duly examined the Books and Accounts at the Head Office, and the returns transmitted from the branches, and we certify to the correctness of the accompanying statements compiled therefrom, subject to provision being made for losses by bad debts. The Securities at the Head Office have all been examined and found in order.

F. W. SPOONER,
FREDK. MAYNARD, Auditors.

May 10, 1866.

The Advertisement convening the Meeting was taken as read, and the seal of the Company affixed to the Register of Transfers. The Report was taken as read.

It was proposed by Mr. Daniell, seconded by Mr. Spooner, and resolved unanimously—"That the Report and Statement of Accounts of the Directors be received and adopted."

It was resolved unanimously—"That Philip Shore Fletcher, Esq., and Sassoon David Sassoon, Esq., be re-elected Directors; and that the election by the Board of Philip Vanderbyl, Esq., as a Director of the Company be confirmed."

It was proposed by the Chairman, seconded by Mr. Hoyes, and resolved unanimously—"That Mr. Alderman Allen be elected to a seat at the Board."

It was resolved that Frederick Maynard, Esq., be re-elected an Auditor. And that the Board be requested to appoint George Macnair, Esq., and Arthur Cooper, Esq., Auditors of the Company.

It was proposed by Mr. Hoyes, seconded by Captain Engledue, and carried unanimously :—"That the Directors be requested to carry into effect such a reconstruction of the Board as will be calculated to insure confidence on the part of the public and of the Shareholders; and that they be also requested to have a more effectual system of audit."

On the motion of Mr. A. Kintrea, the remuneration of the Auditors was increased from £50 to £100 per annum each.

The meeting was then made special, when it was proposed by Mr. Daniell, seconded by Mr. Spooner, and resolved unanimously—"That Clause 46 of the Articles of Association be repealed, and that in lieu thereof the following be inserted, viz.,—'Subsequent Ordinary Meetings shall be held once every Six Months at such time and place as the Directors may from time to time determine.'"

It was proposed by Mr. Kintrea, and resolved unanimously—"That a vote of thanks be given to the Chairman for his able conduct in the chair."

Signed J. N. DANIELL, Chairman.

Extracted from the Minutes, R. SWIRE TOMLIN, Secretary.

1, Bank Buildings, London, May 24, 1866.

Digitized by Google

CHARTERED
MERCANTILE BANK OF INDIA, LONDON & CHINA

(INCORPORATED BY ROYAL CHARTER).

CAPITAL PAID UP, £750,000. RESERVE FUND, £250,000.

EIGHTH ANNUAL REPORT OF THE COURT OF DIRECTORS TO THE SHAREHOLDERS.

The Directors have the pleasure to present to the Shareholders the Audited Balance Sheet, and Profit and Loss Account of the Bank, for the year ended 31st December last.

After providing for all bad and doubtful debts, and defraying cost of management at all points, the net profit amounts to £38,203. 6s. 11d., to which has to be added a sum of £65,760. 7s. 3d., undivided profit brought forward from the preceding year, making a total of £103,963. 14s. 2d.

Out of this sum £101,250 has been paid in two half-yearly dividends, namely, £63,750, or 8½ per cent. on the 1st July, and £37,500, or 5 per cent. on the 1st January last, making together 13½ per cent. for the year. The unappropriated balance of £2,713. 14s. 2d. is carried forward to the Profit and Loss Account of the current year.

The Shareholders will be prepared to learn that the Bank suffered severely during the past year, owing to the commercial crisis which occurred in the East, as well as from exceptional losses at Bombay. For a time also trade was so paralyzed as to render banking and exchange operations impracticable with safety or profit. From this combination of adverse circumstances the result contrasts unfavourably with that of previous years, but the directors are glad to state that the operations of the current year are thus far very satisfactory and encouraging.

As intimated in the last Report, the Mauritius Agency was closed on the 31st December last.

The Directors retiring on this occasion are Mr. D. Larnach and Mr. G. May, who, being eligible, offer themselves for re-election, and the Court recommend them accordingly.

The Shareholders will have to appoint Auditors for the current year.

52, Threadneedle-street, 30th April, 1866. GEO. G. NICOL, Chairman.

CHARTERED MERCANTILE BANK OF INDIA, LONDON, & CHINA.

GENERAL BALANCE FOR THE YEAR ENDED 30th DECEMBER, 1865.

Dr. LIABILITIES.			Cr. ASSETS.		
Capital paid up	£750,000 0 0		Coin and Bullion	£1,768,508 17 2	
Current and Fixed Deposits	3,306,693 7 3		Cash with Bankers and Money at Call	821,967 0 4	
Bills payable, Notes in circulation, and other sums due to the public	6,200,879 15 6		Government Securities	84,262 7 5	
Reserve Fund	250,000 0 0		Reserve Fund Investment Account (Government Securities)	101,541 13 10	
Profit and Loss Account.			Landed and House Property at Head Office and Branches	173,805 15 1	
Balance for year ended 30th December, 1865, after deduction of charges, income-tax, for year to date, and bad and doubtful debts £103,963 14 2			Bills Receivable, Loans and other Debts due to the Corporation	7,597,701 8 1	
Less Dividend paid for half-year ended 30th June, 1865 63,750 0 0					
	40,213 14 2				
	£10,547,786 16 11			£10,547,786 16 11	

PROFIT AND LOSS ACCOUNT.

To Dividend for half-year ended 30th June, 1865	£63,750 0 0	By Balance of Undivided Profit from 31st Dec., 1864	£65,760 7 3
To Dividend for half-year ended 30th December, 1865	37,500 0 0	By Net Profit for the year ended 30th Dec., 1865	38,203 6 11
To Balance carried forward	2,713 14 2		£103,963 14 2
	£103,963 14 2	1866, January 1. By Balance brought forward	£2,713 14 2

RESERVE FUND.

To Balance	£250,000 0 0	By Balance on 31st December, 1864	£250,000 0 0
			£250,000 0 0
	£250,000 0 0	1866, January 1. By Balance brought forward	£250,000 0 0

D. T. ROBERTSON, Chief Manager.
WM. LOTHIAN, pro Chief Accountant.

GEO. G. NICOL, Chairman.
D. LARNACH, } Directors.
GEORGE MAY, }

London, 30th April, 1866.—We have examined the several Statements transmitted from the Managers of the several Branches, and also the Books in London, upon which the above Accounts have been framed, and hereby certify to their correctness, according to such Books and Statements, to 30th December, 1865. The Profit and Loss Account includes the bonus on the transfer of lease.

(Signed) COLEMAN, TURQUAND, YOUNGS, and CO.,
Public Accountants, 16, Tokenhouse-yard, E.C.

London, 30th April, 1866.—I have examined the Bills of Exchange, Local Bills discounted, and other Securities held by the Bank against Loans, &c., and I am satisfied that they are available, and that sufficient deductions have been made from the Profits of the year ended 30th December, 1865, for all bad and doubtful debts, according to the Statements received from the several Branches in India and China.

(Signed) J. SMITH, Auditor.

(Mr. Mackenzie, the co-auditor, temporarily absent from Europe.)

Digitized by Google

SOLID MAHOGANY FURNITURE FOR INDIA, CHINA AND THE COLONIES.

HEAL and SON are Manufacturing, ESPECIALLY FOR use in EXTREME CLIMATES BEDROOM FURNITURE, which is entirely Free from Veneer. A general Assortment always in Stock.

IRON AND BRASS BEDSTEADS

Suitable for all Parts of the World. Their Stock consists of 2,500 Bedsteads.

HEAL AND SON'S PATENT HORSEHAIR MATTRESS.

HEAL and SON have Patented an Improvement in the Manufacture of Mattresses, which prevents the material from felting into a mass, as is the case with all Mattresses made in the ordinary way. The Patent Mattresses are made of the very best Horsehair, are rather thicker than usual, and the prices are but a trifle higher than those of other good Mattresses.

HEAL AND SON'S ILLUSTRATED CATALOGUE

For INDIA, CHINA, and the COLONIES, of Bedsteads, Bedding, and Bedroom Furniture, SENT FREE TO EVERY PART OF THE WORLD to which there is Book Post.

HEAL and SON, Bedstead, Bedding, and Bedroom Furniture Manufacturers 196, 197, 198, Tottenham-court-road, London, W.

GELLÉ FRERES' PERFUMERY.

CHIEF ESTABLISHMENT, 35, RUE DES VIEUX AUGUSTINS, à PARIS.

THE house of GELLÉ FRERES, celebrated for the superiority of its Perfumery, addresses itself to the fashionable world as much for its essentially hygeianic, refreshing, and tonic preparations as for its delicate and distingué perfumes.

STEAM WORKS AT NEUILLY SUR SEINE

1st Class Paris Exhibition. Medal

DEPOT: BLUMBERG & CO., 55, CANNON-STREET WEST, LONDRES.

DEPOT: M. BRULÉ, 23, RUE DE L'HOPITAL, BRUXELLES.

1st Class London Exhibition. Medal

Commission. Articles specially Recommended. Exportation

REGENERATEUR GELLE FRERES, a superior pomade for preserving, beautifying, and reproducing hair.
EAU D'ALBION for the toilet, an exquisite production from the juice of flowers and aromatic plants.
CARBOQUINA ROSE superior toothpowder, composed of carbon quinine and Province roses.
UCUMBER SOAP for softening the skin, the best of all toilet soaps.
LAIT PROPHYLATIC to remove freckles and improve the appearance of the skin.
COMPOSITION ZOUAVE, for the instantaneous dyeing of the whiskers and moustache.
COLD CREAM, AU LOTUS LE LYBIE, to soften and refresh the skin.
NIGRITINE VEGETALE, an incomparable dye for the hair and beard, not staining the skin.
VIOLET ESSENCE and VIOLET WATER for the handkerchief.
CONCENTRATED EAU DE COLOGNE for the toilet.

SPECIAL PERFUMERY WITH A BASIS OF GLYCERINE,

SOAP, TOOTH-PASTE, POMMADE, CREAM FOR THE COMPLEXION, EAU DE TOILETTE.

To be obtained of all the principal Perfumers and Hairdressers in Europe and other parts of the world.

LE SAVON ROYAL DE THRIDACE DE VIOLET.

PERFUMER-CHEMIST, Purveyor by Appointment to Her Majesty the Empress of the French, the Courts of England, Spain, and Russia; the only soap of the kind recommended by the Faculty for health and the beauty of the skin. To avoid deception see the *Trade Mark*, with the inscription A LA REINE DES ABEILLES. To be had of all Chemists and Perfumers.

PARIS, 317, RUE ST. DENIS. LONDON, 11, GREAT CASTLE-STREET, REGENT-STREET.

PRIZE MEDAL INTERNATIONAL EXHIBITION, 1862.

BENBOW AND SON'S
PURE GLYCERINE SOAP.

ELDERFLOWER, HONEY, ALMOND, BROWN WINDSOR, &c.; also their celebrated ESS BOUQUET, JOCKEY-CLUB BOUQUET, EXTRACT of VIOLET, and other perfumes for the Handkerchief. Manufacturers of HAIR, TOOTH, and NAIL BRUSHES.

PERFUMERY and POMATUMS of every description made expressly for Foreign Climates.

12, LITTLE BRITAIN, LONDON, E.C.

NOTHING IS MORE REFRESHING THAN

RIMMEL'S

EXTRACT OF LIME JUICE AND GLYCERINE,
Which cleanses and cools the head, and gives the hair a beautiful gloss without greasing it. Price 1s. 6d., 2s. 6d., 5s.

RIMMEL'S TOILET VINEGAR
Will also be found a perfect luxury as an adjunct to the Toilet and Bath and a reviving Perfume. Price 1s., 2s. 6d., 5s.

RIMMEL'S NEW PERFUMES,
The Titiens, Indian, and Chinese Bouquet, all of delightful fragran from 2s. 6d.

RIMMEL'S RAFRAICHISSEUR,
For producing an Ambrosial dew. Reduced to 6d.

RIMMEL'S PERFUME FOUNTAIN,
An elegant ornament for the Drawing-Room, Ball-Room, Dining Table, &c. Price from £1. 10s.

EUGENE RIMMEL, Perfumer by Appointment to H.R.H. the Princess of Wales
96, STRAND, 128, REGENT-STREET, and 24, CORNHILL, LONDON.

RADLEY'S HOTEL,
SOUTHAMPTON,

IMMEDIATELY OPPOSITE THE RAILWAY TERMINUS AND DOCKS

THIS FIRST-CLASS HOTEL, so well-known to most Travellers from the East and West Indies, China, the United States, Brazils, &c., is admirably situated for their convenience, Mr. RADLEY having, by careful organisation, made those arrangements that have tended so much to establish its reputation.

Mr. R. employs no touters or paid agents, but his Porters are always in attendance to meet passengers on arrival, with carriages, &c., as usual. Rooms may be engaged by letter from Malta.

R. L. SOUTHERN AND Co.
MERCHANTS AND AGENTS,
6, MINCING-LANE, LONDON, E.C.

TUPPER AND COMPANY.

MANUFACTURERS OF PATENT GALVANISED IRON, in Sheets, Tiles, Iron Roofs Sheds, Cisterns, Pails, Gutters, Wire for Fencing, &c.
WORKS AT BIRMINGHAM AND LONDON.
OFFICES: 61A, MOORGATE STREET, LONDON.
Merchants' orders executed with despatch.

BRIDGEWATER, JONES, AND CO.
WHOLESALE HABERDASHERS, HOSIERS and GLOVERS,
WAREHOUSEMEN and MANUFACTURERS,
39, 40, and 41, WOOD-STREET, LONDON, E.C.
Lists of Prices forwarded to Merchants and Traders on application. Remittances to be payable in London.

COWASJEE DINSHAW,
Close to the Landing Place. Depot of
EUROPEAN, CHINA, AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality. Bombay-made Soda Water and Lemonade. Perfumery, Confectionery, Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.
STEAMER POINT, ADEN.
Drawing and Reading-room free to Passengers.
THE "LONDON AND CHINA EXPRESS" ON SALE

CAUTION.

THE GROSS FRAUDS which continue to be practised by obscure manufacturers, more particularly in Germany, by imitating the Labels attached to JOHN GOSNELL and Co.'s PERFUMERY, render it imperative upon the Proprietors to Caution the public against such nefarious proceedings, and to request their friends and patrons to purchase only of respectable dealers, who import direct from JOHN GOSNELL and Co., and invite special attention to the address, 19, THREE KING-COURT, LOMBARD-STREET, LONDON, E.C.

JOHN GOSNELL and Co.'s SELECT PERFUMES.—Ess Bouquet, Royal Yacht Club Bouquet, Jockey Club Perfume, Essence of Wood Violet, Victoria Bouquet, Garibaldi Bouquet, Frangipanni, Military Bouquet, The Bride's Bouquet, Tea Rose, Russian Leather Perfume.

JOHN GOSNELL and Co.'s Toilet Vinegar, Inexhaustible Salts, Aromatic Vinegar, Aromatic Eau de Cologne.

JOHN GOSNELL and Co.'s Prince of Wales Perfumes

JOHN GOSNELL and Co.'s Princess Alexandra Perfume.

JOHN GOSNELL and Co.'s La Noblesse Perfume.

JOHN GOSNELL and Co.'s La Noblesse Pomade.

JOHN GOSNELL and Co.'s La Noblesse Soap.

JOHN GOSNELL and Co.'s Real Old Brown Windsor Soap.

JOHN GOSNELL and Co.'s Golden Oil—Moelline—Macassar Oil, Bear's Grease, &c., for the Hair.

JOHN GOSNELL and Co.'s Extra Highly Scented Toilet and Nursery Powder.

JOHN GOSNELL and Co.'s Stereodesmic or Dentists Tooth Brushes and Trichosaron Hair Brushes, warranted to purchasers.

JOHN GOSNELL and Co.'s Instantaneous Hair Dye.

JOHN GOSNELL and Co.'s Cherry Tooth Paste is greatly superior to any tooth powder, gives the teeth a pearl-like whiteness, protects the enamel from decay, and imparts a pleasing fragrance to the breath.

NOTHING IMPOSSIBLE.—The Greatest and most Useful Invention of the day, AGUA AMARELLA.—Messrs. JOHN GOSNELL and CO., 19, Three King-court, Lombard-street, London, Perfumers to Her Majesty, respectfully offer to the public this truly marvellous fluid, which gradually restores the human hair to its pristine hue—no matter at what age. The Agua Amarella has none of the properties of dyes; it on the contrary, is beneficial to the system, and when the hair is once restored one application per month will keep it in perfect colour. Price One Guinea per bottle; half bottles, 10s. 6d.

JOHN GOSNELL and Co., Perfumers to Her Majesty and by Special Appointment to H.R.H. the Princess of Wales, London.

Keating's Cough Lozenges.

JUDGED BY THE IMMENSE DEMAND this Universal Remedy now stands the first in public favour and confidence: this result has been acquired by the test of fifty years' experience. These Lozenges may be found on sale in every British colony, and throughout India and China. They have been esteemed wherever introduced. For COUGHS, ASTHMA, and all affections of the Throat and Chest, they are the most agreeable and efficacious remedy.

Prepared and sold in boxes and tins of various sizes, by THOMAS KEATING, Chemist, &c., 79, St. Paul's Churchyard, London. Sold retail by all druggists and patent medicine vendors in the world.

N.B.—To prevent spurious imitations, please to observe that the words "KEATING'S COUGH LOZENGES," are engraven on the Government Stamp of each Box without which none are genuine.

HOLLOWAY'S OINTMENT AND PILLS.

—Scald Heads, Sore Breasts, Inflamed Nipples.—There is no medical preparation in the world which may be so thoroughly depended on in the treatment of the above ailments as Holloway's invaluable Ointment, and scarcely a day passes in which authentic testimonials to its extraordinary efficacy are not received from all parts of the globe. Nothing can be simpler or more safe than the manner in which they are applied, or its action on the body both locally and constitutionally. The Ointment rubbed on the part affected enters the pores just as salt enters meat, and not only gets rid of the local evil, but penetrates to the source of it, and drives it from the system.

Digitized by Google

THE CAPE, INDIA, AND CHINA AGENCY.

ORDERS for GOODS of all descriptions executed, and Shipped by the Overland Route or by Clipper Sailing Vessels. Consignment of Produce realised. The Goods are selected by parties who have had personal experience of the requirements of the markets at the

CAPE COLONIES, INDIA, CHINA, AND JAPAN.

TERMS:—One-half the estimated cost to be remitted with the order, and the balance on receipt of Bill of Lading and Invoice.

Commission, 2½ per cent. on Orders over £50, and 5 per cent. on amounts under £50

Orders and remittances should be addressed to the MANAGER.

Office, 12, George-yard, Lombard-street, London, E.C.

OVERLAND ROUTE.

COMMUNICATION by STEAM to INDIA, AUSTRALIA, &c., *via* EGYPT.—The PENINSULAR and ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels at their London Offices for Gibraltar, Malta, Egypt, Aden, Ceylon, Madras, Calcutta, the Straits, and China, by their steamers leaving Southampton on the 4th and 20th of every month. For Gibraltar Malta, Egypt, Aden, and Bombay by those of the 12th and 27th of each month; and for Mauritius, King George's Sound, Melbourne and Sydney, by the steamers leaving Southampton on the 10th of every month.

For further particulars apply at the Company's Offices 122, Leadenhall-street, London, E.C., or Oriental-place Southampton.

OVERLAND ROUTE VIA MARSEILLES.

SERVICES MARITIMES DES MESSAGERIES IMPERIALES.

FRENCH MAIL STEAM PACKETS.

The 19th of every Month, at 2 P.M for—

MESSINA, ALEXANDRIA, ADEN, POINT DE GALLE (Ceylon), PONDICHERRY MADRAS, CALCUTTA, SINGAPORE, BATAVIA, SAIGON HONG KONG, SHANGHAI, and JAPAN.

The 9th of every Month for—

MESSINA, ALEXANDRIA, ADEN, SEYCHELLES REUNION, MAURITIUS.

For passage, freight, and information apply to B. W. and H. HORNE, 4, Moorgate-street, London; G. H. FLETCHER and Co., Liverpool; at the offices of the Services Maritimes des Messageries Imperiales in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

*** Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.

ORIENTAL, AUSTRALIAN, AND GENERAL STEAM AGENCY, AND GLOBE PARCEL EXPRESS.

PARCELS, PACKAGES, and MERCHANDISE forwarded, and PASSAGES engaged to all parts of the world. Baggage collected and shipped, Insurances effected, &c.

CALCUTTA, MADRAS, CEYLON, and ADEN—Overland, 4th and 20th of every month.

BOMBAY and ADEN—Overland, 12th and 27th.

CHINA, JAPAN, SINGAPORE, and EASTERN SEAS—Overland, 4th and 20th.

AUSTRALIA, TASMANIA, and MAURITIUS—Overland, 20th.

NEW ZEALAND and AUSTRALIA via PANAMA, 2nd

INDIA, CHINA, and AUSTRALIA—Via Cape of Good Hope, Clipper Ships, weekly.

Prospectuses, with through rate to a thousand places free on application.

G. W. WHEATLEY and Co. (late Waghorn), 150, Leadenhall-street, E.C.; CHAPLIN'S, Regent-circus, W., and 23, Regent-street, S.W.

"CHINA MAIL" OFFICE.

PUBLISHED at this Office, No. 2, WYND HAM-STREET (back of the Club):—

1.—THE EVENING MAIL,

EVERY DAY.

PRICE,—2 dols. per month.

TERMS OF ADVERTISING.—First insertion, Ten lines and under, 1 dol.; each additional line, 10 cents. Subsequent insertions, per week, 50 cents and 5 cents—"Auction" Notices excepted, for which only One Charge per week is made).

2.—THE CHINA MAIL,

ONCE A WEEK.

(On Thursday Night.)

PRICE—15 dols. per annum; Single Copies, 44 cents.

ADVERTISING.—First insertion, Five lines, 1 dol.; each additional line, 20 cents. Subsequent insertions, 50 cent. and 10 cents.

3.—THE OVERLAND MAIL.

ONCE A FORTNIGHT.

(The Morning of the Mail's despatch.)

PRICE—To Subscribers to the Weekly issue, 8 dols. to Non-subscribers, 12 dols. Single copies, 50 cents.

ADVERTISING.—The same as in the Weekly. All "Notices of Firms" appearing in the Weekly will be inserted in the *Overland*, and charged for, unless otherwise ordered.

A. SHORTREDE & CO.

Hong Kong, Jan. 1, 1864.

PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's Establishments at the above Port afford every facility for REPAIRING and SPARRING VESSELS, and for CLEANING and PAINTING Iron and Steam Ships.

Their large Granite Dock, 286 feet long on the blocks, is in complete working order, and at average spring tides can take vessels drawing 16 to 17 feet water. The Dock is fitted with a Caisson Gate and with a Centrifugal Steam Pump of great power, ensuring despatch in all states of the tide. An ample stock is kept on hand of Timber, Oregon Spars, Sheathing Copper and Yellow Metal, and of every description of material for Dockyard use.

The premises comprise an Engineer's Workshop, Brass Foundry, a large Smithy and Carpenter's Workshops, and the works are superintended by Resident Europeans, viz., a Shipwright, an Engineer and a Blacksmith. Dry Godowns for the reception of vessel stores, &c., when requiring to discharge them.

Amoy, March, 1865.

CHARTERED MERCANTILE BANK of INDIA, LONDON, and CHINA.
Incorporated by Royal Charter.

Paid-up capital, £750,000. Reserve Fund, £250,000.

BRANCHES AND AGENCIES.

Bombay.	Colombo.	Penang.	Hong Kong.	Yokohama
Calcutta.	Kandy.		Shanghai.	
Madras.	Galle.	Singapore.	Hankow.	Mauritius

The Bank negotiates and collects bills and grants draft payable at the places above mentioned, issues letters of credit and circular notes for the use of travellers by the Overland Route, terms for which can be ascertained at the Head Office in London.

The Bank will effect the purchase or sale of Indian securities, undertakes the safe custody of same, and the receipt of interest, dividends, pay, pensions, and other moneys, for remittance through the Bank or otherwise.

The Bank receives money on deposit, on which interest will be allowed according to the length of time deposited. Particulars as to rates can be ascertained at the Head Office, 52, Threadneedle-street, London.

Office hours from 10 a.m. to 3 p.m.; Saturdays, from 10 a.m. to 2 p.m.

No. 52, Threadneedle-street, London, E.C.

THE BANK OF HINDUSTAN, CHINA AND JAPAN (Limited).

1, BANK-BUILDINGS, LOTHBURY, LONDON.

CAPITAL	...	...	... £4,000,000
Subscribed	...	...	... 3,696,100
Paid-up	...	...	... 924,025
Reserve Fund		...	... 113,735

BANKERS.

The Bank of England | The National Bank

The Alliance Bank.

EDINBURGH BRANCH.

DIRECTORS.

William Forbes, Esq., of Medwyn.

Patrick Arkley, Esq., of Duninald.

James Mackintosh, Esq., jun., of La Mancha, and late of Calcutta.

John A. Macrae, Esq., W.S., 39, Frederick street, Agent.

BRANCHES AND AGENCIES.

Henry Turner, Esq., Inspector.

Bombay	Manila	Hankow
Calcutta	Hong Kong	Nagasaki
Point de Galle	Foochow	Yokohama
Colombo	Ningpo	Melbourne
Kandy	Shanghai	Sydney
Singapore	Kiu-kiang	

Deposits received, subject to ten days' notice, on the usual terms, and for fixed periods at rates subject to special agreement.

Drafts issued, and Bills negotiated, payable in India China, &c. Circular Notes and Letters of Credit, payable throughout Europe, are also issued for the convenience of Travellers per Overland Route.

The purchase and sale of Indian and other Securities, and the safe custody of the same, undertaken. Dividends, Pay, Pensions, Interest, or other moneys realised, and the registry of Indian Government Loan Notes effected, so that the interest may be paid in England.

Every other description of Banking and Agency business in connection with India, China, &c., conducted on the most favourable terms.

JOHN OUSELEY, General Manager.

ASIATIC BANKING CORPORATION
Incorporated by Royal Charter.

Authorised Capital, £2,000,000. Paid-up Cap £500,000. Reserve Fund, £175,000. ital,

Head Office, No. 4, Lombard-street.

BOARD OF DIRECTORS.

E. BOYKETT, Esq., Chairman, (Messrs. Timothy iggin and Co).

J. A. RUSSELL, Esq., Deputy Chairman (Messrs. Grey and Coles, and Grey and Co. Bombay).

S. D. BIRCH, Esq. (late Accountant-General, Bombay, and President of the Bank of Bombay).

T. CARDWELL, Esq. (Messrs. Thomas Cardwell and Co., and Cardwell, Parsons and Co., Bombay).

C. A. FEARON, Esq. (Messrs. Fearon and Co., late of Messrs. Augustine Heard and Co., China).

W. MAITLAND, Esq. (Messrs. M'Killop, Stewart and Co., Calcutta).

M. H. SCOTT, Esq. (Messrs. Finlay, Campbell, and Co., London, and Messrs. Ritchie, Steuart, and Co., Bombay).

Agencies and Branches are established at Bombay, Calcutta, Madras, Singapore, Penang, Ceylon, Hong Kong, Shanghai, and Melbourne.

The Corporation grant Drafts, collect and negotiate Bills of Exchange, payable at the above places, issue Letters of Credit and Circular notes, and conduct every description of Banking business connected with the East.

They effect the purchase and sale of Indian Securities, the receipt of Pay, Dividends, &c., and undertake the safe custody of securities.

They also receive Deposits, bearing interest, for fixed periods.

Rates of interest and Exchange may be ascertained at the Head Office.

By order of the Board,

F. W. LAWRENCE,
Acting General Manager.

THE CHINESE COMMERCIAL GUIDE.

CONTAINING Treaties, Tariffs Regulations, Tables, &c., useful in the trade of China and Eastern Asia, with an Appendix of Sailing Directions for those Seas and Coasts, by S. WELLS WILLIAMS, LL.D. Fifth Edition.

Hong Kong, SHORTREDE and Co.; London Agent, F. ALGAR, 11, Clement's-lane, E.C. Price Two Guineas.

THE MONEY MARKET REVIEW
A WEEKLY JOURNAL OF THE HIGHEST CLASS,

EXCLUSIVELY DEVOTED TO THE DISCUSSION OF COMMERCIAL AND FINANCIAL TOPICS.

PUBLISHED EVERY SATURDAY

TERMS OF SUBSCRIPTION.

PAYABLE IN ADVANCE.

Single Paper ... ... 6d. Yearly ... ... £1 6s.

BY POST.

Single Paper ... ... 7d. Yearly £1 10s

*** Post-office orders to be made payable to FRANCIS FISHER, 23, Birchin-lane, Cornhill, London, E.C.

Bottled Ales and Wines, &c.

"NO BUYERS for the BEST BRANDS, unless RE-PACKED," in consequence of repeated BREAKAGE.—Melbourne Journal of Commerce, Nov. 16. Heating and Breakage entirely prevented, and 15 per cent. saved in Freight of Cases by using SEYMER'S BOTTLE PACKINGS AND COOLERS.

Price 7½d. per doz. Bottlers contracting for large quantities effect so great a saving in labour, &c., that they can supply them at one-fourth less in price to Shippers, who will find it most profitable to order their goods to be so packed in future. In use by all the leading London houses.—T. WHITEHEAD, 37, EASTCHEAP, E.C. Sole Manufacturer.

T. & H. SMITH'S

CODEIA LOZENGES.

THESE Lozenges have a remarkable effect in allaying Cough and Irritation of the Throat and Chest.

Prepared only by T. and H. SMITH and Co., 21, DUKE-STREET, EDINBURGH, and 69, COLEMAN-STREET, LONDON. In boxes at 1s. 1½d. and 2s. 9d. each.

T. & H. SMITH'S

ESSENCE OF COFFEE.

GIVES instantaneously a delicious Cup of Coffee with boiling water or milk merely. To be had in bottles at 1s. and 2s. each, of all respectable Grocers, Chemists, and Italian Warehousemen.

69, COLEMAN-STREET, CITY, AND 21, DUKE-STREET, EDINBURGH

Digitized by Google

THE BRINDISI ROUTE TO THE FAR EAST.

THREE DAYS' SEA PASSAGE FROM EUROPE TO EGYPT.

THE SOCIETA ANONIMA ITALIANA DI NAVIGAZIONE ADRIATICO ORIENTALE,

UNDER CONTRACT TO CARRY THE DIRECT MAILS, DESPATCH, AS UNDER, THEIR FIRST-CLASS ENGLISH BUILT STEAMERS

"Cairo," "Brindisi," "Principe di Carignano," or "Principe Tomaso,"

BETWEEN

BRINDISI AND ALEXANDRIA,

ONCE A WEEK.

This Route affords facilities which no other does either in going or returning from Egypt.

In GOING to EGYPT passengers can leave LONDON or PARIS after the Departure of the Indian Mail from either place, and arrive at ALEXANDRIA before its arrival.

In RETURNING from EGYPT, a Special Train is arranged to leave BRINDISI, so that a SAVING of possibly 36 HOURS may be effected. The passage from Brindisi to Alexandria is performed in 72 to 82 hours. The time of departure is as follows:—

From BRINDISI for ALEXANDRIA, on the 7th, 14th, 22nd, and 30th of each Month at 8 P.M.

From ALEXANDRIA for BRINDISI, a few hours after the arrival of the Indian mails, usually about the 5th, 12th, 20th, and 28th of each Month.

FARES:—

	1st Class.	2nd Class.	3rd Class.
BRINDISI TO ALEXANDRIA (AND *VICE VERSA*)	**275 fr.,**	**200 fr.,**	**90 fr.**

For further particulars apply to, at FLORENCE, the Chief Office, VIA MONTEBELLO, 42; PARIS, RUE DE L'UNIVERSITE, 108; LONDON, Messrs. PALMER, 44, Eastcheap, City, E.C.

INDIA AND CHINA.

ROBERTSON and CO. will despatch the following first-class VESSELS to their respective destinations:—

Destination.	Ships.	Docks.	To Sail.
Shanghai	Tyburnia ...	E.I.D.	With des.
Shanghai	Dilkhoosh ...	E.I.D.	With des.
Kanagawa and Yokohama	Heroes of Alma ...	W.I.D.	With des.
Penang	Algernon ...	L.D.	With des.
Hong Kong & Whampoa	Red Riding Hood ...	W.I.D.	With des.
Nagasaki and Japan...	Lady Alice...	W.I.D.	With des.

Apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.

INDIA, CHINA, AND AUSTRALIA.

SHAW, LOWTHER, & MAXTON will despatch the following high-classed VESSELS to their respective destinations:—

Ships.	Destination.	Docks.	Date of sailing.
Winchester...	Calcutta	E.I.D.	June 15
Tavistock ...	Hong Kong and Whampoa. ...	W.I.D.	June 2
James Russel.	Ditto	S.K.D.	To follow.
Assyrian ...	Shanghai	E.I.D.	May 30
Result ...	Melbourne	E.I.D.	June 5

For Freight or Passage apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings, E.C.

CHINA.—The following splendid first-class SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	Last Ship. Day.
Shanghai ...	Albuera ...	A1 13 yr.	E.I.D.	June 12.
Hong Kong & Whampoa ...	Lobelia ...	A1 13 yr.	E.I.D.	With des.

For Freight or Passage apply to KILLICK, MARTIN and Co., 28, Nicholas-lane, Lombard-street, E.C.

JOHN C. CAMPBELL will despatch the following splendid first-class VESSELS:—

Destination.	Ships.	Class.	Tons.	Dock.
Hong Kong & Whampoa.	Sea Belle ...	A 1 10 yrs.	650	E.I.D.
Bombay ...	Albert Victor ...	A 1 12 yrs.	1184	E.I.D.
Colombo ...	Celestial Queen.	A 1 13 yrs.	842	S.K.D.
Colombo ...	Gladiator ...	A 1 —	503	L.D.

No. 22, Great St. Helen's, E.C.

FROM LIVERPOOL.

Destination.	Ships.	Tons.	Class.	To Sail.
Shanghai ...	Kate Carnie...	549	A 1 13 yrs.	Imm.
Batavia & Singapore ...	Geffrard ...	334	A 1 12 yrs.	"
Batavia & Sourabaya ...	Astrea ...	312	—	"
Calcutta ...	William Fairbairn ...	1293	—	"
Calcutta ...	Bolton Abbey	—	—	"
Bombay ...	Margaret Pugh ...	692	A 1 12 yrs.	"
Bombay ...	Tiverton ...	1174	A A 1	"
Bombay ...	City of Agra .	1073	A A 1	"

For terms of Freight or Passage apply to MCDIARMID, GREENSHIELDS, and Co., Liverpool.

FOR HONG KONG and WHAMPOA, with quick despatch (to follow the Yaratilda), the well-known iron clipper-ship PORTLAND, A 1 12 years, 872 tons register, JAMES PETERS, Commander; loading in the London Docks. This fine vessel is noted for her rapid passages, and has superior accommodation for chief cabin passengers.

TEMPERLEYS, CARTER, and DARKE, 3, White Lion-court, Cornhill, E.C.

FOR COLOMBO, CEYLON, Direct, will have very quick despatch, having a considerable portion of her cargo engaged, and shipping, the splendid new clipper ship JANE MARIA, A 1 nine years, 342 tons register, JOHN HUGHES, Commander; loading in the West India Docks. This beautiful vessel offers the best opportunity to shippers of fine goods.

For Freight or Passage apply to F. TALLACK (late W. A. Winkley), 23, Birchin-lane, Cornhill, E.C.

Will have very Good Despatch.

DIRECT for COLOMBO, the splendid British-built clipper ship CELESTIAL QUEEN, A 1 thirteen years, 842 tons register, WILLIAM WATT, Commander; lying in the St. Katharine Docks. This magnificent ship, from her size, high class and fast sailing qualities, having made her last passage from Calcutta in 98 days, offers an unusual opportunity to shippers of fine goods.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street; or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

With immediate Despatch.

DIRECT FOR COLOMBO, the magnificent Aberdeen clipper ship GLADIATOR, A 1, 503 tons register, J. MURRAY, Commander; London Docks. This beautiful vessel, built by Messrs. Walter Hood and Co., Aberdeen, offers a first-rate opportunity to shippers.

For Freight or Passage apply to LIVINGSTON, HOLDING and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

With immediate Despatch.

DIRECT for BOMBAY, the magnificent clipper ship ALBERT VICTOR A 1 twelve years, 1,184 tons register, T. J. CLARKE, Commander; lying in the East India Docks. This splendid high-classed ship, built in 1864, is now quite ready for cargo, and being one of the fastest vessels afloat, offers a most desirable opportunity to shippers of fine goods.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

THE LONDON AND CHINA TELEGRAPH.

THE EIGHTH Volume of this JOURNAL commenced on the 4th of January, 1866. The Subscription for the three numbers per month is 30s. per annum, including Postage, and to the Export Supplement 12s. Terms for advertising, 2s. 6d. per five lines; and 6d. for each additional line.

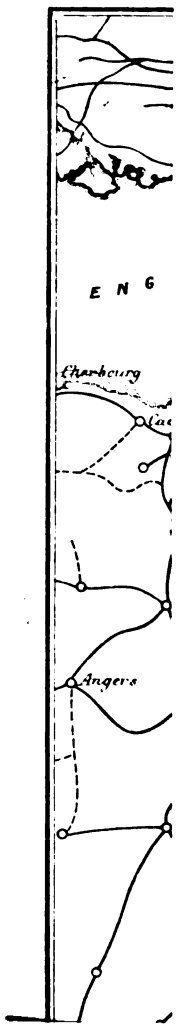
Subscriptions and Advertisements received abroad by the following Agents:—

Paris	G. W. YAPP, Rue de la Michodier No. 13.
Hamburg	Mr. ONCKEN.
Amsterdam	LOMAN AND VERSTER.
Rotterdam.....	HOOG & KRUYT.
New York	WILMER AND ROGERS.
Gibraltar	W. SPEED.
Alexandria.....	F. HAY
Aden	COWASJEE DINSHAW.
Bombay	CHESSON AND WOODHALL
Calcutta.....	SANDERS, CONES, AND CO.
Point de Galle	G. D. ANTHANISZ.
Colombo.....	J. W. VANDORT.
Kandy.....	W. A. ARCHBALD.
Labuan, Sarawak, and Singapore ...	JOHN LITTLE & Co., Singapore.
Penang	SANDILANDS, BUTTERY AND CO.
Batavia	HUNTER, HOUGHTON, AND CO.
Anjer—Straits of Sunda	G. SCHUIT, Anjer Hotel.
Manila	PHILLIPS, MOORE, AND CO.

OFFICE, 12, GEORGE-YARD, LOMBARD-STREET LONDON, E.C.

Printed for the Proprietors by WOODFALL and KINDER Milford-lane, Strand, W.C., and published by JOHN ELLISON, at the Office of the "LONDON AND CHINA TELEGRAPH," 12, George-yard, Lombard-street, E.C. in the parish of St. Edmund the King —Monday, May 28, 1866.

Digitized by Google



The discussion upon the Tariff has been commenced in official quarters, and, we are informed, progresses fairly, that it will

American market, and is estimated at about 600 piculs. Quotations are unaltered.

Digitized by Google

...lbert Victor ...	A 1 12 yrs.	1184	E.I.D.
...lestial Queen..	A 1 13 yrs.	842	S.N.D.
...ladiator ...	A 1 —	503	L.D.

...o. 22, Great St. Helen's, E.C.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street; or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

Milford-lane, Strand, W.C., and published by JOHN ELLISON, at the Office of the "LONDON AND CHINA TELEGRAPH," 12, George-yard, Lombard-street, E.C. in the parish of St. Edmund the King —Monday, May 28, 1866.

Digitized by Google

PER FRENCH MAIL.]

The London and China Telegraph.

新聞紙

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON ARRIVAL OF THE MAILS, about the 4th, 14th, and 28th, in connection with the "LONDON AND CHINA EXPRESS,"
A SUMMARY OF NEWS FOR THE OUTWARD MAILS OF 10th, 17th, and 26th.

VOL. VIII.—No. 211.] LONDON, WEDNESDAY, JUNE 6, 1866. [Price 9d., with Sup., 1s. 3d.—Sub. 30s. per ann.: postage included, Sup. 12s. extra.

Latest Advices.

	From London.	Arrived out.	Homeward. Arrived in London this day.
JAPAN—			
Yokohama	Feb. 17	April 12	April 17
Nagasaki			„ 15
Hakodadi			
CHINA—Peking			„ 10
Tien-tsin			„ 14
Chefoo			
New-chwang			
Hankow			
Kiu-kiang			„ 19
Chin-kiang			„ 20
Shanghai	Feb. 26	April 16	„ 22
Ningpo			
Foo-Chow			
Formosa—Tamsuy			
Amoy			
Swatow			
Hong Kong	March 10	„ 19	„ 26
Canton			
Macao			
PHILIPPINES—			
Manila			„ 24
COCHIN-CHINA—			(via Singapore) May 1
Saigon			April 26
SIAM—Bangkok			
BORNEO—			
Labuan			
Sarawak			
JAVA—			
Batavia			May 1
MALACCA STRAITS—			
Singapore	March 26	„ 30	„ 4
Penang	„ 26	„ 28	

The next inward mail, bringing dates from Hong Kong to the 29th April, is expected to be delivered in London on Monday, the 11th. Messrs. Sillar and Bateman have received a telegram, dated Hong Kong 12th May, announcing the export of tea for the fortnight at 1,000,000 lbs. Exchange, 4s. 7d. Freights, 80s. to 90s.

List of Passengers.

PASSENGERS OUTWARD.

Per P. and O. steamer, from Southampton, May 20.—To Ceylon: Mr. and Mrs. H. S. Oldnall Russell and European servant, Mr. and Mrs. Hampton, two infants, and child and native female servant, Mr. P. W. Stavers, Ensign Konarski, Mr. G. MacGregor, Miss Boake, Mr. and Mrs. F. W. Lemarchand, two infants and child and one 2nd class passenger. To Singapore: Mrs. Swanston and child, and one 2nd class passenger. To Hong Kong: Mr. E. G. Hamilton, Mr. P. M. Roe, Lieut. C. E. Domville, R.N., Mr. F. K. Taylor, R.N., Mr. V. Hartung and three 2nd class passengers.

To Penang: One 2nd class passenger. To Calcutta: Mr. J. Loch, Mr. H. Monckton, Mr. C. Macnaghten, Staff-Assist. Surgeon S. Alden and W. Stewart, Major Sykes, Lieut. E. Steel, Mr. Fisher, Surgeon Moore, Messrs. J. D. F. Harvey, W. H. Babington, and W. J. Morton, Miss Moore, Messrs. F. Brind and J. S. Smith, Mrs. C. Vincent and fourteen 2nd class passengers. To Madras: Major and Mrs. Macdonald, Captain and Mrs. J. B. Reid, Captain and Mrs., and Miss Blair, two infants and native female servant, Miss E. S. Andrews, Miss Kate Moore, Mr. and Mrs. N. Campbell and four 2nd class passengers. To Aden: Seven 2nd class passengers. To Alexandria: Nine 2nd class passengers.

Per P. and O. steamer, from Southampton, June 4.—To Shanghai: Mr. J. Collins. To Ceylon: Lieutenant-Colonel Phillips, R.A. To Hong Kong: Mr. Graham. From Marseilles, June 12.—To Ceylon: M. H. W. Tombs. To Shanghai: Mr. Kemptner. To Singapore: Mr. G. McClellan.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

Dates are down to the morning of the 17th April. The P. and O. mail of 10th Feb. arrived out on the 12th April, and the French mail of 17th on the same day. The following summary of news is from the *Japan Herald* of 16th April:—

The discussion upon the Tariff has been commenced in official quarters, and, we are informed, progresses fairly, that it will not take many days to settle everything, and that it will be very favourable to commerce.

From Osaca we learn that the terms offered to Choshiu by the Tycoon, and approved by the Mikado, are, according to universal report—

1st.—100,000 kokus to be confiscated.

2nd.—Choshiu to go into retirement for a time.

3rd.—His son to go into retirement for life.

Ogosawara Iki-no Kami, a member of the Gorogio, has departed for Firoshemo to notify these conditions to Choshiu. No one can say whether they will be accepted; but if not, war is certain. The secret friends of Choshiu will then declare themselves. It is a matter of public notoriety that Satsuma has sent a contingent of 1,000 or 1,200 men. If war is declared, the return of the Tycoon to Yedo may be indefinitely postponed.

On Friday the 6th the Municipal Council held a meeting at the council rooms—No. 70. It was determined to call a meeting of land-renters to consider the extension of the suffrage and other important matters. The police report to the 31st March was also read, and was of more than ordinary interest from the statistics it contains of the number of Chinese residents, the number and description of the prisoners taken up by the municipal police, and their sentences. With regard to the census of the Chinese, it will be seen that one of the foreign residents declined to give any information, and told the Police Committee, and through them the Municipal Council, to mind its own business, and not to interfere with his servants. This shows the anomalous state of things, and how necessary it is to have legalised "Land Regulations," with recognised power in the hands of the Municipal Council. But such regulations will not be attained unless the suffrage is very widely and liberally extended. We trust, therefore, to see that the land-renters themselves make the most ample propositions to this end at the ensuing meeting.

On Tuesday evening the officers of H.M.'s 2nd 20th gave a ball to the community; and on Friday afternoon the band of the regiment performed on the Bund, in front of the residence of the British Minister, for the first time this season.

On Saturday the 7th the Glee Club of the non-commissioned officers and privates, assisted by the band of H.M.'s 2nd 20th, gave a very interesting concert in the Olympic Theatre. The funds were to be devoted to the widows of two lately deceased soldiers of the regiment, and we learn that a sufficient amount was raised to give them each a very welcome sum on their landing in England.

Two events have occupied attention during the past week, of a more than ordinarily interesting character. The departure of the left wing of the 2nd 20th Regiment, and the detachment of the 11th Regiment, in H.M.S. *Adventure* for Hong Kong; and the decapitation of the man who was the ringleader in the death of the French sailor who was lately killed in Otta matchi.

SILK.—About 300 bales Japan silk have been shipped by this steamer. The quotations have fallen to $720 to $750 for best Ida, and $730 to $770 for medium Maibash.

TEA.—The business transacted in our Tea market since our last report has been very small, owing to the selection being so inferior, and buyers not having much choice are holding off a little in consequence; the amount purchased has been for the American market, and is estimated at about 600 piculs. Quotations are unaltered.

Digitized by Google

CHINA.

PEKING.

Dates are down to the 10th April, but there is no news of any importance.

NEW-CHWANG.

The following letter from this place, dated April 2, details some further disturbances, in which the Americans are principally implicated :—

I see by one of your papers that you are aware of the state of affairs here. I allude to the rebels, or robbers, now infesting this place. We are now in a state of alarm caused (as near as I can make out) by one of Mr. Knight's coolies or boys having created a disturbance in a Chinese house down the town (of Yingtse), which the Chinese resented in the following audacious manner.

On the night of the 31st ult. a number of horsemen entered the premises of the American Consulate, and carried off from there a coolie or boy in the employ of Mr. P. Knight. The coolie not making his appearance the following morning, Mr. Knight, with three other American citizens, proceeded down the town to look after him; and were but a little distance from the place where the coolie was confined, when they were observed by a mounted horseman, who immediately galloped away and caused the coolie's release. The man met the Knight party on their way down town, and upon being questioned by Mr. Knight as to why he had been forced to accompany the horseman the previous evening, he could not, or would not give any information; but at the same time offered to show them where he had been confined during the night. The foreigners with the coolie then proceeded to the lower end of the town, and when among a lot of low mud houses were surprised by hearing loud yells and shouts from every quarter, the houses being literally covered with men having long gingalls, muskets, pistols, &c., &c.

The Knight party, upon seeing affairs take so strange a turn, endeavoured to retreat; upon which the Chinese commenced firing at them, and wounded Mr. Knight with small iron shot about the back; also a Mr. Eldridge seriously in the groin and about the legs, likewise with small shot. The party at length managed to gain the foreign quarter, when Mr. Knight collected all the Americans, Swedens, and Norwegians in the place, in fact any one who would go with him, all armed with rifles, pistols, swords, &c. The party, to the number of fourteen, commanded by Mr. Knight in person, set off to lay his complaint before the district Mandarin, who it appears requested the foreigners to point out the place at which they were fired on. Mr. Knight agreed to this proposal, and, accompanied by the fourteen Europeans and a Chinese runner from the mandarin, proceeded to search for the house where they had been so warmly received. Arrived at the place, the Chinese had collected a number of armed men, about 100 in all, and upon observing the Knight party, immediately engaged them, the foreigners retreating and firing, and the Chinese following them up and likewise firing and wounding some four others, making six in all. At length the party succeeded in gaining the foreign quarter, and reported the case to Mr. Consul Meadows, who caused every British subject in the place to be supplied with a rifle and cartridges, in the momentary expectation of the Chinese attacking the foreign quarter, their avowed intention being to sack and burn the American Consulate, knowing that there were some 50 chests of opium stored there. This was about 7 o'clock on Saturday evening, and a guard of Europeans patrolled the settlement till the following morning, when, about 11 o'clock, the Chinese authorities placed themselves in communication with the American and English Consuls, at the same time offering apologies to the Consuls for the previous evening's work. These apologies were not accepted.

I have not yet been able to find out what satisfaction Mr. Knight got in exchange for the great insult offered to the American Flag, but I suppose it will end in the foreigners being obliged to accept say $150 to be equally divided among the six wounded (as compensation of course). The American Consul called a meeting of foreigners this morning, but I have not yet heard the result. As soon as I do I will let you know.

SHANGHAI.

Dates by the present opportunity are down to the 20th April. The London mail of 26th February arrived out on the 17th April. The following summary of news is from the *Friend of China* :—

Of matters political in the Far East we have not much to tell. From Japan, as we write, we have no later news than that the ambassadors to Europe had arrived back in safety with machinery for a new mint procured in France, and to be worked by French artists until natives of the country learn sufficiently to manage the works without foreign aid.

Mr. Martin Crofton Morrison, of the British Consular Service, who left, or was to have left, Tientsin for Hankow overland nearly two months ago, had not reached his destination at last advices from that port.

Foreign officers in the Imperial Customs service are still actively engaged at several of the Consular ports in drilling the Chinese to the use of foreign arms—a practice which, in time, we may find calculated to be destructive rather than beneficial to the Manchou Dynasty. The foreign Inspectorate of Chinese Customs is a praiseworthy institution in all but this meddling in soldier "pidgin;" and strict orders should be issued to consuls from the head quarters of Powers having treaties with China, to restrain their nationals from entering on such duty. We have had quite enough of the muddle arising from the pettifogging system initiated by foreign adventurers, on an affectation, if not positive assertion, that Home Governments sanction their affording a certain amount of military assistance to the government of the country.

The Nienfio recently around Hankow have departed for "pastures new"—followed, of course, by the usual reports of having been driven away with frightful slaughter. There present whereabouts is not generally known.

When at Ningpo and Chinhai the other day, the Fontai of Chekiang was waited on by deputations from several of the Guilds, and prayed to order a remission of some of the heavy taxes to which they are subjected. At Chinhai, in particular, the fishermen, boatmen and shopkeepers made formal complaint of the officials taxing them; and asserted that much of the money levied was not devoted to the purposes for which it was avowedly taken. His Excellency received the deputations with courtesy, and promised to make enquiry; and since he left, an abatement, spoken of as one per cent., has been notified; one of the effects of this abatement being a reduction of General Cooke's force, in the dismissal, without compensation, of some fifty drilled men.

The Imperial arsenal at Nanking is almost finished, we are told, and the exodus from Soochow of Dr. Macartney and staff will take place shortly, if indeed it has not already begun.

The following piece of classic puffery from the *Friend of China* is an amusing instance of the style of "doing things" in Shanghai. We think that the editorial that followed gave ample evidence of the resuscitation alluded to by the worthy editor :—

Following a practice in the United States—and a very laudable practice it is—Messrs. Todd and Co. when sending us the advertisement of fresh Saddle Islands Oysters to be found on another page, forwarded also a good bag full of the edible molusca as specimens. These bivalves arrived most opportunely. The editorial frame at that particular moment required recruiting, and no time was lost in operating on the testaceous fish, some delicious Alpha Farm fresh butter, with Evan's bread and some Empire Brewery beer (ten Mex. cents per pound loaf, and fifty tael cents per gallon.) All were excellent, but more especially the oysters—oysters such as we read of in Holland's "Plinie," book 22, chapter 6 :—

The *oisters* (quoth he) [Mutianus] of Cyzicum taken about the streightes of Callipolis, be fairest of all other, and bigger than those which are fed or bred in the lake Lucrinus, sweeter than those of Britaine, more pleasant in the mouth than the Edulian, quicker in taste than those of Leptis, fuller than the Lucensian, drier than those of Coryphants, more tender than the Istrian, and last of all whiter than the *oister* of Circey.

Senhor Diaz de Castilla, the Mexican merchant whose arrest in the British settlement last Thursday, under a warrant by British Consul Winchester on a prayer by the Chinese Customs' authorities, was mentioned in our last number (*Friend of China*), was sent to Ningpo on the *Kiang-tse*, and on landing at that port was promptly marched to the gaol of the British Consulate, there to abide an examination of some sort or another. Mr. White's application for Senhor Castilla's examination here before he was transported under coercion from one province of China to another was not heeded; some such ignorance being uttered we are told as that Habeas Corpus is not known of at the British Consulate. To Englishmen such a privilege might be accorded, to a foreigner not. So far as we are advised, the offence charged is as follows :—A certain Signor Don Estarico having failed in inducing the French Consul General here to authorise him in engaging coolies for shipment on labour bonds to Havannah, thought he would be warranted in making such shipments from Ningpo without foreign intervention—one particular embarkation of eighty-eight souls being on a Chinese junk outside the limits of the port. In this act, if guilty of nothing more, Estarico became amenable to the Customs of that port for evading laws of entry, clearance, &c. —and for this evasion Estarico is now in custody without leave to procure bail. But Estarico is not Castilla—the offence of the last named lying in having acted as banker for the Havannah man. If his offence be really no greater than this, it strikes us that Dr. Winchester's purse will have to discharge some of its contents in Castillian damages.

The following announcements of sales by auction are made in the Shanghai papers :—Under instructions from the trustees of the estate of Messrs. Fletcher and Co., a piece of land situated in the American settlement, next to property belonging to Messrs. Gibb, Livingstone, and Co., possessing frontage to the River Whangpoo, being a suitable site for a wharf and godown. Five shares in the Shanghai Gas Company, and one share in the Shanghai Tug and Lighter Company. Trefancha Farm, Soochow Creek; the house recently built of foreign-made bricks,

Digitized by Google

and the farm buildings, consisting of stabling for four horses, coach-house, six pigstyes, stalls for four cows, fowl-house, store-room, farm-servants' offices, &c., situated close to Alpha Farm, the property of J. Markham, Esq. This property comprises 12mow. 5f., and is surrounded with iron and wood fences.

According to the following letter from Mr. Grant his scheme should now be in working order. As we have not heard of the receipt of any messages we presume arrangements have fallen through :—

Minutes of a meeting of the subscribers to Grant's Mongolian Telegraph, held at the office of W. Jackson, Esq., on Saturday, 31st March, W. Jackson, Esq., in the chair.

The Chairman in opening the proceedings laid a letter which he had received from Mr. Grant before the meeting. The following extracts give the main points noticed in it :—

KALGAN, 15th January, 1866.

William Jackson, Esq., Chairman of the Executive Committee of Grant's Transmongolian Telegrams, &c., &c., &c., Shanghai.

Dear Sir,—I had the pleasure to write to you from Tientsin on the 6th ult., per *Corea*. I now beg to enclose you a copy of an agreement I made with a Chinaman at Tientsin. You will perceive that the amount for which I have concluded the contract is very much higher than I expected to pay, as per my prospectus. The Mandarins interfered with the contractor, and after everything was settled for Tls. 2,000, I had to pay another Tls. 500 so as to have no obstacles thrown in the way by the authorities. I think every dependence can be placed in the due performance of the service. The contractor has a very high reputation for integrity, and he is very wealthy; for these reasons I preferred to give him the contract rather than to an irresponsible person upon whom I could not depend.

The Russian Minister takes a great interest in my project. It has been officially notified to him by Sir Rutherford Alcock, with a view to his affording me any aid that lays in his power.

I have been since officially informed that the Russian Legation will use my line for the transmission of Government despatches.

It appears that the Russian line of couriers is not a Government line, although the Government is aiding it in several ways. It will cease the moment the committee authorise me to take general correspondence The Russian Legation has ceased to use it.

Sir Rutherford Alcock has done me an essential service in causing the Peking Government to inform the authorities on the borders and in Mongolia that I, a British subject, am proceeding to Mongolia, and that all the provisions of the treaty are to be complied with in regard to me.

All the ministers and charges d'affaires approve of my line, and they have requested me to address them officially with any propositions I may have to make as to subscriptions, &c. I did not, however, moot the subject of subscription to General Vangali, the Russian Minister.

The first messages between Kalgan and Kiachta will be sent by contract.

My agents here will be prepared to despatch letters which may leave Shanghai on or after the 8th March prox. I trust you will be able to send a good batch.

I have just received a letter from Stamman & Co., which I enclose to you; I shall feel obliged by your returning it to me, with your remarks upon it. I have been applied to by Gibb, Livingston & Co. Tientsin, and M. Sandri, agent for Bui o net & Co., in a similar tenour I have referred them all to you.

Independently of the 5 per cent. loss on exchange of taels at Tientsin there is another loss of 3 per cent. between Tientsin and Kalgan, making a total of 8 per cent., a rather heavy item, upon which I had not calculated. I start for Kiachta day after to-morrow. There is a good deal of snow in Mongolia, and the thermometer marks 30 degrees below Zero (Reaumur), rather cold!—I am, dear Sir, your obedient servant,

C. MITCHELL GRANT.

He then observed that half the amount of the subscriptions had been handed to Mr. Grant, and the chief business of the meeting would be to authorise the remittance of the balance to him. A copy of the articles of agreement for the conveyance of despatches between Tientsin and Kalgan were laid before the meeting. They stipulated that the distance should be performed in 48 hours. After some discussion it was decided that the balance of Tls. 2,500 should be remitted to Tientsin and placed at Mr. Grant's disposal, to enable him to complete the arrangements. It was also agreed that the public should be allowed to transmit messages at a rate to be published so soon as the scheme was completed. Some discussion took place relative to the appointment of a secretary, but it was finally determined in the present undeveloped state of the project to refrain from so doing; Mr. Jackson consenting to act as hon. Secretary for a further term. After the usual compliment to the Chairman the meeting separated.

HONG KONG.

Dates are to the 26th April. The P. and O. mail of 10th March arrived out on the 19th April.

His Excellency Sir Richard and Lady MacDonnell are on a visit to Macao, having left in the *Coromandel* accompanied by Admiral King. We hear that his Excellency was received in a most cordial manner on his landing at Macao. Governor Amaral and staff, accompanied by the British Consular Agent, received his Excellency on the jetty; a body of Portuguese troops drawn up at the top of the jetty on the Praya presented arms, and the band struck up "God save the Queen," while a salute of 17 guns was also fired. His Excellency, accompanied by Lady MacDonnell and his staff, proceeded by invitation of Governor Amaral to Government-house, whence in a short time they repaired to a residence prepared for their reception.

The screw steamer *Far East* and clipper ship *White Adder* have been chartered to take the 11th Regiment to the Cape, the Royal Engineers to Mauritius, and the 67th to England.

It is probable that Sir Richard MacDonnell will return to Hong Kong to-morrow (Tuesday), but Lady MacDonnell will remain at Macao some few days.

The *Evening Mail* announces:—We learn that a mixed court was held at Canton, consisting of H.B.M. Consul and the Chinese and foreign Custom-house authorities, at which the case of the steamer *Prince Albert* was adjudicated. This vessel, it will be remembered, was seized towards the end of last month in the Port of Shuey-tung, between Macao and Hainan, and taken possession of by the Customs on the grounds that she had infringed the 47th Article of the Treaty of Tien-tsin, which prohibits foreign vessels from resorting to any other than the ports declared open to foreign trade. This view appears to have been upheld by the court assembled at Canton, before which the owner of the vessel, Kwok a Cheong, and his witnesses, were examined, as we hear that a decree of confiscation was pronounced. The *Prince Albert* will doubtless be turned into a revenue-cruiser by the Customs.

The *Opossum*, Lieut. St. John, has returned from a cruise down the West Coast; contrary to her usual luck she could find no pirates, but discovered that the town of Paksui has been fortified more strongly than ever; the Mandarins asked assistance to destroy it as it is the head-quarters of the West Coast pirates. The *Opossum* has returned for orders on the subject. Paksui is the place where the *Opossum* lately destroyed seventeen junks and burnt the town, which is now rebuilt.

Under Japan we have noticed the Silk by the present mail. We find the total quantity on board is :—

SILK.—From Yokohama to London	180	bales.
„ Shanghai to London...	117	„
„ Yokohama to Marseilles	136	„
„ Shanghai to Marseilles	55	„
Total..	488	bales.

Per P. and O. steamer *Aden* for next mail :—

SILK.—For Southampton	198	bales.
„ Marseilles	45	„
„ Bombay	10	„
Total...	253	bales.

MANILA.

The British steamer *Mona*, with dates from Manila to the 24th April, reached Singapore on the night of the 2nd May. Her correspondence was therefore brought on by the Messageries Imperiales steamer, and was delivered in London this morning. The *Mona* is one of the service between Manila and Singapore which, as already noticed in our columns, has been undertaken by the China Steamship and Labuan Coal Company, leaving Manila about the 25th of each month, and returning thither from Singapore about the 2nd of the following month. Overland goods imported into Manila by these vessels are subject to the reduced import duty of 10½ per cent.

SARAWAK.

The following notice appears in the *Straits Times* :—

IN RE THE SARAWAK SUGAR COMPANY (LIMITED).

It is hereby notified that the Sarawak Sugar Company (Limited) having been sued in the Court of Sarawak for the debt due to the Government of Sarawak and for the debt due to Angela Burdett Coutts, and found to be insolvent, its plant, machinery, &c., &c., together with the management of all its property, have now reverted to the assignees appointed by the creditors and sanctioned by the Court of Sarawak. Notice is hereby given to creditors who may be living in Singapore or Europe that in three months from this date they will have to appear or appoint agents to appear in their behalf in the Court of Sarawak to prove their claims on the estate of the Sarawak Sugar Company (Limited), now insolvent; such creditors failing to prove their claims within the said three months to be struck out of the schedule of the aforesaid Sarawak Sugar Company (Limited), and lose all benefits accruing from the realisation of the aforesaid plant, machinery, &c., &c. (Signed) W. WATSON, Magistrate, &c., &c.

Sarawak 1st May, 1866.

SIAM.

The *Bangkok Recorder* reports favourably of the prospects of the line of telegraph from Rangoon through Siam to Singapore, and states also that a project for the construction of a rail-

Digitized by Google

way between Bangkok and Moulmein has been laid before the King. Our contemporary says :—

"While all has been wonderfully silent here, we hope that the Siamese Government has been doing something noble in royal council at Petchaburee since W. H. Read, Esq., from Singapore, had an audience with his Majesty in that city in the beginning of the week. We understand that his chief object in visiting Siam at the present time is to further the interests of the British Telegraph Company in carrying through their line from Moulmein to Singapore, with a branch from Tavoy to this city. From a Government document, of which we give a translation in one of the columns of this issue, our readers will rejoice to perceive that Siam is not going to be behind any neighbouring nation in allowing her territory to be traversed by telegraph lines. Nothing has occurred here for a long time that has given us so much hope for Siam as a nation as this noble determination of her Government to allow herself to be put into lightning communication with Western Asia, the isles of South Eastern Asia, Australia and Europe. Mr. Read, being an old acquaintance of his Majesty's, a man of the most respectable and powerful connections, will, we doubt not, accomplish great good by his present mission. The grand work he has in hand has, we trust, already advanced to a point from which it cannot go backward. Within a year or two at the farthest we may boldly predict messages will be flashing between Bangkok and Moulmein and Singapore daily; and as the Great Western line from Europe is already complete to Moulmein we shall in that time be on the most intimate speaking terms with all Europe. We learn also that Mr. Read will at the present time exert his influence in bringing up for discussion before the Siamese Government the project of having a railroad constructed between this and Moulmein."

His Siamese Majesty's despatch gunboat *Impregnable*, carrying four guns, one forty-pounder Armstrong gun forward, one thirty-two pounder on a pivot aft, and two twenty-four pounder broadside guns, anchored in Singapore harbour on the 2nd May. She left Bangkok on the 26th April, and brought as passenger Mr. W. H. Read. The *Impregnable* saluted the British flag at noon the next day, and would return to Bangkok on the 5th. This man-of-war is about 300 tons, was built in Bangkok, under the superintendence of Mr. Maclean, and is fitted with engines by J. Penn and Sons, of Greenwich, of 60-horse power nominal, and working up to 120. Her average speed is eight and a half knots. The vessel is commanded by Captain E. C. Walrond, and with that exception is manned entirely by Siamese. She is built upon a very superior style, and the completeness of her fittings reflects great credit on his late Majesty the Second King of Siam, who personally superintended the construction of the vessel.

The only departure for London from Bangkok since the 14th March is the British brig *Katinka*, Captain Greig, which sailed on the 23rd of that month with the following cargo :—Benjamin, 10 piculs ; sapanwood, 2,900 piculs ; sticklac, 70 piculs ; sugar, 414 piculs ; paddy, 30 piculs ; gamboge, 6 piculs ; tin, 200 piculs ; and 27 teak planks.

NETHERLANDS INDIA.

BATAVIA.

Dates are to the 1st May. The rice crop, as far as it has been gathered, has everywhere been abundant, and recent plentiful rains had opened the same good prospect for that part of the crop, which, for want of rain, was rather stunted in growth. Great hopes are also entertained for the sugar crop of this year, and not less favourable are the results of the indigo fields. Concerning the coffee crop the informations differ, and a decided opinion about it cannot as yet be given. Result of the coffee sale at Padang on the 30th March— :31,800 piculs first quality, average 43.41f. ; 1,800 piculs second quality, 24.59.5f. Government sale of coffee will amount this year to 250,000 piculs.

The rule for obtaining a pass when leaving Java is abolished, and also that announcing one's departure six weeks before in the *Government Gazette*.

The Dutch ship *Sourabaya Packet*, with a full cargo from Holland, arrived at Sourabaya in flames. Water was let in and the ship run ashore. Hopes were entertained of saving the ship and part of the cargo.

Messrs. Haager and Schuurman, a firm of old standing in Batavia, have suspended payment, and declared their firm to be in liquidation.

The Dutch man-of-war steamer *Stavoren*, Captain H. Schokker, has captured six large pirate boats on the west coast of Celebes. The expedition to Ceram is virtually brought to a termination by the submission of all the native chiefs. News from the west coast of Borneo is far from satisfactory ; reinforcements have been sent from Java. No news as yet from the expedition against the Pasumah countries (Palembang, Sumatra). This expedition was organised on account of repeated invasions of our territory. It is expected that the people of Pasumah, being a warlike race, will defend their country with great energy, especially as the approaches to it are splendidly fortified by nature. It is supposed that annexation will be the beginning of the end. It is rumoured that a revolt has broken out in Siak, where, it is said, some military officers were dangerously wounded. Again heavy shocks of earthquake have been felt at Willem I. and Banjoe-Biroe.

On the 15th March, a ship hove-to was seen from Anjer. The mate came on shore to post letters for the captain, and being asked why the ship did not come nearer to the roads, he answered that the captain was afraid that the Chinese coolies, of whom he had 480 on board, would run away, they having already twice revolted. The ship was the *Jeddo*, Smith commander, from Canton to Demerara with coolies. On the evening of the 16th a great disturbance was made again by the coolies, and when the captain, with a doctor and a passenger, all armed with revolvers, went on deck, they saw that the ship was on fire. The first thing to be done was to make for the shore to strand the ship in order to save human lives, and at about 10 o'clock at night the ship was on shore near the third point. The ship was burned to the water's edge ; the captain, 23 of the crew, and 315 coolies have been saved. In the morning nothing more of the ship was to be seen. It is said that the ship was set on fire by the coolies.

On the 27th April the English steamer *Souchays*, Blick, commander, arrived at Batavia, having made the passage from Brisbane in twenty-one days, touching at Timor Koepang. The steamer will return to Brisbane immediately after the arrival of the European mail of 10th April. The steamer *Koning Willem III.*, belonging to the Netherlands Indian Steam Navigation Company, will make, in May, the voyage to Sydney and Brisbane through Torres Strait.

[The letters from Queensland by the *Souchays* reached Singapore in time to come on to Suez by the Messageries Imperiales steamer, and were delivered in London this morning.—Editor *L. and C. Telegraph.*]

STRAITS OF MALACCA.

SINGAPORE.

Dates are to the 4th May. The London mail of the 26th March arrived out on the 30th April.

Her Majesty's steamer *Leopard*, from Hong Kong with dates to the 25th April, *en route* to England, arrived at Singapore on the 3rd May. The Sarawak steamer *Rainbow*, has been purchased by the Straits Government for the sum of $18,000, and was to leave Singapore for Sarawak on the 5th May on her last trip. The Straits steam gunboat *Mohr* has been sold to a European mercantile firm at Singapore for $6,500.

The following is from the *Government Gazette* :—"Residency Assistant Surgeon A. Fergusson, M.D., assumed charge of the Senior Surgeon's office from Surgeon-Major J. Rose on the 22nd April. His Honour the Governor has been pleased to make the following appointment as a temporary measure, with effect from the 1st May :—Mr. C. G. Baumgarten to be Deputy-Sheriff at Singapore, vice Hewetson, resigned."

The Court for Relief of Insolvent Debtors has appointed the 4th June for hearing the petition of Messrs. Joaquim and Jose d'Almeida, praying to be allowed to withdraw their petitions for relief and discharge, for the purpose of carrying out a composition arrangement with their creditors.

The following notices of sales by auction have been given :—

In the matter of J. M. Purvis, an insolvent, the plot of ground called Glassmount, containing an area of about 4½ acres, together with the two commodious and substantially built dwelling houses erected thereon, at present occupied by A. T. Carmichael, Esq. All that portion of lot part No. 1, of Government lease No. 11, for a term of 999 years, quit rent $5 per annum—which is marked B in the plan, and containing an area of 1,545 square feet, together with the whole of the building now standing on lot part No. 1 of the said lease No. 11—and lately occupied by Messrs. Geok Teat and Co. This property is situated in the best part of the square—being bounded on the one side by Commercial-square and on the other side by Battery Road.

Mr. Henry Hewetson assumed charge of the office of Assessor and Secretary to the Municipal Commissioners on the 1st May, vice Mr. C. R. Rigg, who has retired.

Digitized by Google

The Singapore races came off on the 24th, 26th, and 28th April. On the first day the Governor's Cup was won by Zuleika; the Johore Plate by No Name; and the Opium Plate by Caledon—the rider of Mrs. General Grant, who appeared to be winning, coming to grief through his stirrup-leather breaking. On the second day The Laird won the Singapore Cup; the Roadster's Cup went to Pirate; and the Club Cup, value 150 guineas, to Caledon. We have not received the return of the last day's racing.

The Australian Hippodrome, formerly under Mr. Lewis's management, and now under that of Mr. Cousin's, has arrived once more at Singapore, and is much patronised.

PENANG.

Mr. D. Pasley has been appointed by the Municipal Commissioners as Assessor for the Province *pro tem.* His duty will be to revise the land rates in some of the districts. We think this a very necessary step, as it is impossible that the Secretary can be expected to go minutely into the details of assessing and collecting the rates in the province whilst residing in the island, and his time being occupied with other works. The rates are in some places in the province too low and in other places too high, because the small size of the holdings and the poverty of the holders make it expedient that in the former cases rates should be raised, and in the latter that the assessment be remitted altogether.

The *Gazette* is happy to announce that there is a good prospect of the town being lighted with gas. Mr. Wells, the engineer and secretary to the Singapore Gas Company, has had an interview with the commissioners. The scheme, in great measure, depends upon the support the commissioners can give. As there is little doubt that there will soon be a considerable increase in the municipal fund, it is highly probable the commissioners will guarantee the consumption of a certain quantity of gas for lighting the streets. When the town is well lighted and the commissioners have fully developed their water-works, Penang will have made a good stride towards progress.

THE TUMONGONG OF JOHORE.—Dr. Scott is doing his best to show this illustrious stranger the lions of the metropolis. His Excellency has, we understand, so far enjoyed his visit very much. To-morrow a visit is to be paid to Guildhall, to meet Prince Alfred, and to St. Paul's, to witness the assembly of charity children.

Births, Marriages, and Deaths.

(Announcements for Subscribers are made free of charge.)

BIRTHS.

CHRISTY—On the 28th May, the wife of Thomas Christy, jun., Esq., of a son.

FELLOWES—On the 29th May, at 1, Clarendon-crescent, Edinburgh, the wife of Captain Charles Fellowes, H.M.S. Duke of Wellington, of a son.

JACKSON—On the 26th May, at 74, Marquis-road, Canonbury, London, the wife of J. Jackson, Esq., of a son.

MARRIAGES.

KING—SMITH.—On the 21st April, at St. George's Church, Penang, by the Rev. James Mackay, B.D., John Bishop King, Esq., M.D., Assistant Surgeon H.M.'s Indian Army, to Joanna, second daughter of the late Henry Smith, Esq., of Island Hall, Penang.

PHILLIPS—OAK.—On the 7th April, at King Williamstown, British Kaffraria, by the Ven. the Archdeacon Kitton, Geo. Hutchinson Esten Trefussis Phillips, Esq., D.A.C.G., to Emily Georgina, second daughter of W. C. Oak, Esq., formerly of Blandford, Dorsetshire.

DEATHS.

BOWRING—On the 17th April, at Bangalore, Mary Laura, wife of Lewin B. Bowring, Esq. (son of Sir John Bowring), Commissioner of Mysore and Coorg, and third daughter of the late Admiral the Hon. Sir John Talbot, G.C.B.

BROWNE—On the 30th May, at 52, Lower Belgrave-place, Pimlico, Henry Browne, Commander P. and O. S. N. Co.'s Service, aged 39.

JAMES—On the 14th April, at Hongque, Shanghai, Mr. John James, Master of the Lower Light-ship.

NICHOLSON—On the 30th May, at Aberdeen, after a short illness, John Nicholson, Esq. late Superintending Engineer of the Peninsular and Oriental Company at Sydney and formerly of Bombay, aged 54.

VERNON—On the 31st May, at Sudbury Hall, Derbyshire, George John Warren, Lord Vernon, aged 62.

EXCHANGES ON LONDON.

[For dates, see first page.]

		Bank.	Private.
At Yokohama	6 months sight.	4s. 8d.	4s. 8¼d. to 4s. 9d.
At Shanghai (per Tael.)	6 ditto	6s. 5d.	6s. 5¼d. to 6s. 6¼d.
At Canton, At Hong Kong, At Macao	6 ditto	4s. 7¾d. to 4s. 8d.	4s. 8d. to 4s. 9d.
At Singapore	6 ditto		
At Manila	6 ditto		

At Shanghai, Bills on India, Rs. 302 to 304 per 100 taels. At Hong Kong, Rs. 218 to 220 per $100. Bar Silver at Shanghai, 111.25 taels; at Hong Kong, 9½ to 10 per cent. prem. Mexican dollars at Shanghai, taels 73.25 per 100; and Exchange on Hong Kong, 27½ discount. Hong Kong and Shanghai Bank Shares, 4 to 5 per cent. prem.; Gas Company, 35 per cent. prem. Hong Kong and Whampoa Dock, 45 per cent. prem.; Steam Shares, 35 per cent. discount; Union Dock Company, 5 per cent. discount.

EXPORT OF TEA AND SILK TO GREAT BRITAIN.

1865-66.

	From Kanagawa.	From Shanghai.	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales.
From June 1, 1865, to March 31, 1866	1112250	49829983	46784080	747284	14250935	112724532	60318
Corresponding period last season	1994623	57192019	45410956	453017	9398850	114449465	36781

SHIPMENTS SINCE.

	Ship.	From.		
April 1 ...	Ottawa (mail str.) ...	Shanghai, &c.	—	493
— 4 ...	Locket	Shanghai	52,824	
— 6 ...	Wishart	Shanghai	885,464	

TO UNITED STATES.

From June 1, 1865, to March 31, 1866	30389550 ...
Corresponding period last season	13085329 ...

TO THE CONTINENT.

From June 1, 1865, to March 31, 1866	3126410	Bales ...
Corresponding period last season	968	...

TO SAN FRANCISCO.

From June 1, 1865, to March 31, 1866	Tea pkgs 43118	Boxes. 504
Corresponding period last season	35118	

SHIPMENTS SINCE.

April 4 ...	Aline	Hong Kong...	1
— 12 ...	Frances Palmer	Do.	177

TO AUSTRALIA.

From June 1, 1865, to March 31, 1866	10,436,897
Corresponding period last year	10,181,654

TO GREAT BRITAIN.

From 1843 to 1844	51,022,600	...
„ 1845 to 1846	57,334,200	18,604
„ 1850 to 1851	63,972,000	22,145
„ 1853 to 1854	77,827,800	61,280
„ 1855 to 1856	92,240,500	50,480
„ 1857 to 1858	76,990,255	68,311
„ 1858 to 1859	65,789,792	88,131
„ 1859 to 1860	85,560,452	64,166
„ 1860 to 1861	90,066,160	70,643
„ 1861 to 1862	109,854,040	79,194
„ 1862 to 1863	121,273,580	72,849
„ 1863 to 1864	117,463,586	46,609
„ 1864 to 1865	121,236,870	32,315

EXPORT OF SUNDRIES TO GREAT BRITAIN.

	Cotton Piculs.	Wool Piculs.	Camphor Piculs.	Cassia Piculs.	Aniseed Oil Boxes.	Japan Wax Piculs.
From June 1, 1865, to March 31, 1866	4844	26	1187	2969	133	...

SAILED SINCE.

			Cotton.
April 3 ...	Locket	Shanghai	4,230 piculs.
— ...	Maiden Queen	Do.	7,800 „

TO THE CONTINENT.

	Cassia Piculs.	Aniseed Oil Boxes.	Camphor Boxes.	Preserves Boxes.	Galangal Piculs.	Crackers Boxes.
From June 1 to March 31, 1866	10920	359	1050	907	3235	5897

TO THE UNITED STATES.

	Crackers Boxes.	Matting Rolls.	Fans Boxes.	Cassia Piculs.	Silk Pongees Pieces.	Wool Piculs.
From June 1 to March 31, 1866	209544	65704	2218	9700	2400	...

TO SAN FRANCISCO.

	Emigrants Number.	Sugar Piculs.	Rice Piculs.	Crackers Boxes.	Matting Rolls.	Opium Prepared Taels.
From June 1 to March 31, 1866	196	14419	212175	3227	6466	297600

SHIPMENTS SINCE.

April 4 ...	Aline (Hg. Kg.)	282	120	...	2675	...	1000	...	... 11000
— 12 ...	Frances Palmer	20	90	...	2000	...		...	... 1000

TO AUSTRALIA.

	Emigrants Number.	Sugar Piculs.	Oil Piculs.	Matting Rolls.	Prepared Opium Taels.	Crackers Boxes.
From June 1 to March 31, 1866	...	...	804	1402	1200	...

The picul is 133⅓ lbs. weight; the tael at Shanghai is equal to 1 dollar and 10 cents, and is divided into decimal parts of ten.

Digitized by Google

SHIPPING INTELLIGENCE.

ARRIVALS.

At YOKOHAMA.—From London: April 4, Eliza Shaw.
At SHANGHAI.—From London: April 19, Guinevere.
At HONG KONG.—None.
At SINGAPORE.—From Sunderland: May 2, Alice Ball. From Newport: Luconia.

DEPARTURES.

From YOKOHAMA.—None.
From SHANGHAI.—For New York: April 18, Finzel.

FREIGHTS AND CHARTERS.

At YOKOHAMA.—To London, £3 to £3 10s.
At SHANGHAI.—To London, £3.
At HONG KONG.—To London, £3 10s. to £4.

COMMERCIAL POSTSCRIPT.

ARRIVALS NOT INCLUDED IN THE TABLES.—June 2, off Dungeness, from Batavia, Rifleman, Adriana Petronella; off the Wight, from Java, Panama; off the Start, from Batavia, Johannes Martinus; 5, at Deal, from Akyab, Frederick; 4, at Falmouth, from Banjoewangie, Superb; from Ranjoon, Hohenstauffen; at New York, from Manila, Brazilian, Endeavour.

DEPARTURES, MAY.—From Amsterdam for Batavia, Baltimore; June 2, from Clyde for Singapore, Douglas Castle; May 19, from Hong Kong for New York, Jeanie, Dunham.

CASUALTIES.—The Mary Edey, Gifford, from Colombo to London, arrived off Falmouth June 3rd, with loss of sails.

SPOKEN.—Agincourt, Southampton to Hong Kong, May 7, 24 N., 21 W. Ceylon, Liverpool to Hong Kong, April 4, 36 S., 28 W. Robin Hood, for Hong Kong, May 20, 48 N., 9 W. Grasmere, Shanghai to New York, April 12, off Cape Agulhas.

AT ST. HELENA.—April 25, from Sourabaya, Robertus Hendrikus, Mulder, and sailed 26 for Amsterdam; 27 from Ceylon, Ludwig, Halsloop, and sailed 27 for New York; from Macao, Antoinette, Chabannes, and sailed 28 for Havana; 29, from Banjoewangie, Cornelia Adolphine, de Roever, and sailed 30 for Amsterdam; from Singapore, Elena, de Celaya, and sailed 1st May for Cadiz; from Batavia, Willemina and Clara, Molemaar; from Macao, Guadeloupe, Gardoqui, and sailed 1st May for Havana.

AT MAURITIUS.—April 29, from Singapore, Ziska, Morris; 20, Malta, London, sailed for Singapore; May 5, Humboldt, Proctor, sailed for Batavia.

AT TABLE BAY.—April 18, from Manila, Royal Saxon, Randell; 19, from Padang, Helena, Dil.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.—The Peninsular and Oriental Steam Navigation Company held its half-yearly meeting on the 5th inst., Mr. H. Anderson in the chair. The report read by the Secretary stated the measures taken to increase the fleet and to keep it in a more efficient condition. The hull of the *Columbian* had been repaired; three new vessels, the *Avoca*, *Malacca*, and *Sunda*, would be completed in two months. A new steam tug had left for the Aden station, the *China* and *Ceylon* were fit for service, and the *Candia* was being refitted. The loss of the *Jeddo* involved a charge of £60,000 on the underwriting account of the year. The directors had furnished the Select Committee of the House of Commons, now investigating the subject of postal and telegraphic communication, with important information calculated to correct current and erroneous information, and bearing on the company's interests. The report of that committee would recommend changes; and the directors were prepared to take into equitable consideration such terms as might be offered with reference to the interests of the community as well as their own shareholders. The chairman adverted also to the Parliamentary inquiry, and then to his visit to Egypt. The Viceroy was well-disposed to afford further facilities. A convenient coal depot had been secured at Alexandria, near to the railway, and convenient premises granted, while the Pasha had ceded a shorter line to Suez, which would reduce the cost of coal transit by one-half, and reclaiming a landing wharf at Suez. Some discussion took place in reference to the loss of the *Jeddo*, as to the instructions given to the commanders. The chairman remarked that the whole of the company's losses on underwriting account for the past half-year amounted only to 25s. per cent., the company being its own underwriters. After some remarks by Admiral Hall on the Australian Postal Service, the Report was unanimously adopted, a dividend of 3½ per cent. being declared for the half-year ending March 31st last, and payable on the 25th inst. The proceedings concluded with a vote of thanks to the chairman and directors.

THE WEST COAST OF COREA.

(Continued from our last.)

The storm which detained us in Wei-Hai harbour had evidently swept along the West Coast of Corea. Our junkmen picked up several large pieces of wood, amongst which was a "koogoo," a kind of manger. Early on the morning of the 15th, passing a mile to the north of Ta-paw-lsz, we sailed slowly along the N.W. side of Pe-Lingh. This part of the island is singularly barren of trees, but the hills are clad with a bright green grass, so pleasant after the bare hills of Shantung. The N. and N.E. part of the island is beautifully picturesque—quite grand in many places. Perpendicular cliffs in storied, well-defined strata, at least three hundred feet high, fringed gracefully along their summits with fir-trees and much underwood. Gradually, as we sail on, high rocks are seen at the north point, standing out of the sea in all kinds of fantastic forms, some resembling monster statues, others recalling to mind the Isle of Wight Needles, some like strong ancient forts—old castles with many creepers clinging to the ruins. Giving the outermost of these rocks a pretty wide berth (a wide berth for a junk means a few feet), the pretty little harbour of *Tung-men-chew* opens out. Sailing within fifty yards of the shore we cast anchor. I was eager to go ashore Yang-ga-begged me not to betray my nationality. The view from the junk was lovely in the extreme—hills from tip to beach or inland plain covered with firs, small oaks with very large leaves, and many shrubs. As yet our arrival apparently had not been observed. It is the usual policy of the Chinese junks to find anchorage as far as possible from villages and towns. On landing we first met an old Corean woodcutter, Paga, and his two sons; they, like all these islanders, for years accustomed to the arrival of Chinese junks, can command sufficient "Pedgin" to be tolerably understood. Paga begged for a knife. I invited him and his two sons on board. The elder son was a most interesting lad, with hazel eyes, and light-brown hair. I gave the boys a brass button each, having fortunately provided myself with a couple of dollars' worth of these cheap but very acceptable gifts. The sons sculled us in their "coro," small boat. The Coreans know nothing of caulking—small boats and large junks alike leak incessantly. Constant baling is of course necessary. To prevent getting wet feet, a flooring of bamboo rods fits the lower width of the boat, and cut to its shape, forms the sitting place of the passengers. Yang-ga was not be seen; he had given strict orders that his name should not be mentioned. All of a sudden Paga's son said to him with a scared look, "Abadi, kaapsida, chori saram hanna, masso." "Father, let's be off, there is somebody come." Somewhat against their wish I accompanied them ashore, and found squatting on the beach (in Japanese fashion) a shabby-looking member of the coast-guard. The following dialogue took place. I quote it, for it occurred in substance on every island or spot on the mainland visited by me:—

Corean. Je! do buotharyo wannonya?
Foreigner. Amun ildu opta.
C. De s'ongi muosinya?
F. Du galda.
C. Oso lorakanonkosi chot'a,
F. Ani kakelta.
C. Uai ani karyanonya.
F. Hukyang haku kakelta.
Anglice. I say! What have you come for?
Nothing at all.
What is your name?
Mr. Tu.
Oblige me by departing.
I wont.
Why?
When I have had a look round I'll go away.

All this talk means nothing. My Corean speech won the heart of the soldier, and we chatted on the beach quite amicably. I requested him to conduct me to the residence of the small mandarin who, he had just informed me, had but recently arrived from the capital. He replied by significantly drawing his hand across his throat. I laughed, and telling him that I was a "Western Oceaner" insisted on his guiding me. Very loth he proceeded by my side till we reached a broad, shallow, salt pool. He carried me over this and we made our way up the side of one of the hills on the south-east side of the little harbour. My attention was attracted by a magnificent wild rose, as fragrant as those in our English hedges. Ferns abounded on every side. Ignorant of botany, my eyes and ears were open only for the character and language of the Corean people. Half way up the hill we came upon a company of woodcutters, each possessing a very sharp axe. I was quite struck with the respectable and intelligent-looking faces of many of them. They were startled by my sudden appearance, and one or two turned pale when my friend, the coastguardsman, informed them who I was. I spoke to them of the "Lord of Heaven;" one of them seemed to have an inkling of what I meant. The grave circle around me, each one with his long uncut hair done up into a knot and the straggling hairs confined by a white cotton bandage tied around the head, the long whiskers carefully combed, and one or two with the beard plaited into a tail—the uniform unvarying white "polda" (a native cotton fabric) clothes—the long pipes so solemnly smoked, with green tobacco heaped up in their capacious bowls, made me feel I was in another country amongst another people.

Digitized by Google

Suddenly, whilst we were pleasantly chatting, their head man burst upon us in a great passion and was going to beat a boy. I took the stick out of his hand and flung it away. Proceeding up the hill with my companion Kimga, he besought me to give up my intention of seeing the mandarin, as it would certainly be at the price of his head. I replied we might walk to the top of the hill to enjoy the view. And a charming panorama lay spread out before us. Nothing worthy of note in the island —all the villages were hidden by intervening hills, but northwards the promontory of Yang (ch'ang) shan, a lofty magnificent *sierra*—reminding me of the Guadarama in Estremadura—only some 10 miles off, to quote the expression of a Chinese traveller in Corea, "laughingly invited me to ascend its summit." Through my glass I could see a great deal of forest covering the sides. Kimga suggested dinner, and down we went to the bay where we found three Chinese junks had just arrived. On nearly all the islands I visited, I found small oxen and very small ponies. The former belonging to the islanders are exclusively used as beasts of burden, for the ponies belong to the Government. I was told that they were formerly given to the Coreans by the Chinese during the wars between Corea and Japan. Towards evening the news of our arrival had spread to the authorities, and a large boat full of soldiers landed on the beach. I went ashore and invited the small officer in charge to come on board. He said he was a native of Wanking, and had visited Peking with the Embassy. During the night the soldiers lit fires on the beach. Yang-ga was too anxious to sleep. "Pray don't speak Corea to them," said he, "they will report your arrival, and I with three degrees of kindred shall surely die."

On the 16th the same officer came on board and said that he had already heard of my religion in Peking, and would come in the middle of the night to speak more particularly about it. He was afraid to remain on board too long in the day time. All the contraband trade between the Coreans and Chinese is carried on at night. The ginseng trader usually remains at anchor about a mile or two off, in fine weather of course. The Chinese conclude a junk to be a trader if she anchors with no ostensible object at that distance from them.

Our skipper told me that last night he had given some shirtings in exchange for the "bicho do mare" or "sea-slug," a highly prized dish amongst the Chinese. Large quantities are found from the south of the Yang-shan promontory up to the Ta Tung River in the north. In the afternoon a fine breeze sprang up, so I gave up the hope of seeing the friendly officer. The harbour was too narrow to tack out, so we sank a small anchor in the sampan to be cast a few dozen yards ahead, then hauled the junk up to it, and this repeated till we were well out. Then off with the tumultuous tide. The tides on this coast rise to twenty feet and upwards, and rush along with inconceivable impetuosity. A small junk with fair wind and tide can do ten knots. Passing the small island of *Moli t'o* (Talom-som) and islet of *Niu P'o lsy* (Tsing mo) across the entrance of what is called *Hai chia p'a* bay, at dark we reached our destination, *Maye taw*, also called *Hoang-hoa-ts'ai-to'-lsy*, a small island lying about half a mile off the mainland. I was sitting talking to Yang-ga when I heard a sailor sing out, "Up with the helm, we are passing over the reef." Getting on deck I found we had six feet of water. Our junk sails in four comfortably. When the tide is out this reef is visible nearly across the strait; and when a strong north wind blows it breaks the force of the waves. The south-east wind brings a sea in. I will not tire the reader's patience with a minute account of my intercourse with the inhabitants of this small island. The same curiosity, mistrust, and fear. The inhabitants, like those in Peking and all the islands on this coast, subsist on rice, turnips and fish. A few Corean women whom I saw looked dirty and ugly; but they are poor and half-starved. I gained the affections of a troop of boys by doling out to them small quantities of sugar, which is not cultivated in Corea. The well-to-do get supplied from Peking through the north, and the others use excellent honey as a substitute. To-day (17th), in accordance with Yang-ga's wish, we hoisted a flag with a red cross, as a signal to his anxiously expected vessel. A touching symbol at any time, but this quiet Sabbath day peculiarly so. This simple flag can summon junks to bear the brave Catholic missionary to the jealously guarded capital of Corea. No pencil can daunt these devoted agents of the "Gesei." They recognise no "terra incognita." From Delhi to Lhasa, from Peking to Nangking, are they to be found. Neither men nor mountains can daunt them. Corea, guarded on the north by Coreans and astute Chinese, on the south by Coreans and the astuter Japanese, has been conquered by them after the blood of more than one martyr has been spilt. Formerly amidst many miserable privations they made their way in a Manchurian winter over the frozen "Green Drake River," whose southern bank is Corea, where they were met by those whose friendship had been secured in Peking, and well content were they with the rough accommodation of a native hut and native fare. Latterly they cross, as I have done, in a Chinese junk, and hoist a flag with a red cross to be recognised by the native junkmen, who at the peril of their lives conduct them inland. Is it not a glorious record of their perseverance that now eleven missionaries are stationed in the capital and neighbouring provinces, and have so many converts that an intelligent native merchant told me the Government did not cruelly persecute as of yore, because the Christians were *too numerous*. The foreign priest adopts the disguise of mourning for father and mother, and most appropriately does the Roman Catholic enter the country in mourning for his father and mother. Slender chance of seeing them again on earth has he. Any one can wear this disguise, so complete is it. An enormous hat made of bamboo slips (P'angnip), a horsehair net or cincture to keep up the hair (P'o mong), a coarse cap underneath the hat (C'on), a lap or veil over the face (P'osen), &c., &c., form such an admirable disguise that discovery from glances by bystanders is rendered next to impossible.

18th.—A fair wind for our progress southwards, but we must first get through the important task of eating. Our fleet of four set off in company, tacking close into the shore of the island, where I observed a very picturesque natural arch formed by a huge rock, quite as striking as that at Biarritz, made so much of by the Bayonne engravers. Our course was along the mainland. We passed a few miserable huts, then a large yamen—the residence of a military mandarin of the fourth rank. The Coreans call the place S'okong. It began to rain and blow; so getting near Ch'onglin Island, our destination, we ran up into shallow water on the north bank. At low water we had five feet, but the bottom was soft mud, and there could be no sea on, should the squall not shift round from the north to the west. It was very dark, and in finding our position the skipper, who couldn't find the compass, asked me now and then how we were going. On the morning of the 19th we went fishing, or rather poaching, in a Corean fish enclosure (Leaiz-lsy); the two poor fishermen in charge with great good nature gave us a few fish, for which we gave in exchange tobacco and sugar. On entering the splendid harbour of Ch'ong-lin, we found ten Chinese junks at anchor—a beating of gongs quite deafening welcomed our arrival. Much to my delight, the pilot of a neighbouring junk came on board to tell us that Yang-ga's vessel had arrived a month ago at this island. He says that it has a crew of two—an old man named Yuga, and a younger man of the name of Kimga. The old man every evening at night-fall used to come to his junk and sit down to weep with anxious waiting. Now I trusted all would be well, and that I should get to the capital. We spied the little junk with one mast, lying high and dry on the shore. At midnight Yang-ga and myself were on deck anxiously waiting her coming. At last we heard the gentle plashing of the scull, and soon a small junk came alongside. Yang-ga could hardly stand from excitement; he was trembling with hope and fear. He cried out in broken Chinese, "Sheinmo Ch'uen?" (what vessel?). When he heard the voices of his friends, he was reassured. With a rapidity that I could scarcely follow, question succeeded question. "All well?" "All at peace," was the comforting answer. Yang-ga feared his journey to China had been discovered, in which case his relatives would have been severely punished.

We all four went down into my cabin, where I prepared some excellent tea for our guests. They told me that a great inundation had taken place near the capital in the mouth of July—more than a thousand lives lost. After examining my hair and feet, they said I could pass for a Corean almost without the mourning suit, but it would be safer first to go to a retired place in the country and wait till my clothes should be ready. As their junk was very small, we agreed that on the morrow they should proceed to the island of Yeng-p'ing and there await us.

(To be continued.)

Digitized by Google

NOTICES TO CORRESPONDENTS.

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be authenticated by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

A REGISTER is kept of the addresses of all persons connected with the FAR EAST, and reference can be made to the same by personal application at the office or by letter.

Any information required by Subscribers, in reference to Commercial or General matters in CHINA, JAPAN, SINGAPORE, *and other parts of the* FAR EAST, *will be supplied on application at the Office, where files may be seen of the Journals published in those countries.*

THE LONDON AND CHINA EXPRESS.

PUBLISHED on the departure of the Mails *via* Marseilles on the 10th, 17th, and 26th, contains a Summary of European, American, and General News; Commercial and Shipping Reports, and Special notices of Trade with the FAR EAST.

Subscription 54s. per annum, including Postage. Export Supplement 12s. extra.

The London & China Telegraph.

LONDON, WEDNESDAY, JUNE 6, 1866.

THE CHINESE VISITORS.

SINCE the publication of our last issue the Chinese Commissioner and suite have been actively engaged in fulfilling the object of their visit to England. It is evident, from the rapidity of their movements, that they were above all things bent on losing no time. On returning from the visit to Aldershot, to witness the review taking place in honour of the QUEEN'S birthday, they complied with the invitation, previously accepted, to attend Mrs. GLADSTONE'S assembly at Carlton-terrace. The occupation of the succeeding days included visits to the General Post Office, the British Museum, Mr. MC'LEAN'S photographic studio in the Haymarket, Mr. NADAL'S fountain manufactory, Pentonville Prison, *The Times* Office, and the Athenæum Club; in addition to which they attended a performance at the Olympic Theatre. Some of the members of the suite visited Greenwich Park. Of distinguished individuals on whom his Excellency and suite have called we may enumerate Earl RUSSELL, Sir JOHN BOWRING, the American, French, Dutch, Danish, Swedish, and Prussian Ministers; also Professor OWEN. On the 31st they visited the House of Commons, opportunely arriving there at the moment when Colonel SYKES was asking the Under Secretary for Foreign Affairs the nature of their visit to this country (reported in our Parliamentary Intelligence). It will be seen that Mr. LAYARD expressed the hope that this visit might prepare the way to the appointment of an Ambassador to the Court of St. James' from the Imperial Court of Peking.

On the 1st June they visited Colonel GORDON and his brother at Woolwich, accompanied by Major BRINE, Mr. DICK, Mr. HUGHES, and Mr. HANNEN. After lunching at the residence of Captain GORDON, Principal Superintendent of Stores, the whole party, with the exception of the Chief Commissioner PIN, proceeded to an inspection of the departments of the Royal Arsenal. Their first visit was to the Royal gun factories, where they were received by Lieutenant-Colonel FREETH, second commandant, and according to War Department instructions they were admitted to a thorough inspection of the manufactory. They witnessed the working of one of the 12-ton steam hammers, and the formation and welding of a huge gun coil, which occupied about three-quarters of an hour.

On their reception at Aldershott a contemporary observes:—

Over and over again illustrious visitors have come down to our show-camp under most depressing conditions, and under circumstances which must have contrasted most unfavourably with the mode of their treatment in less favoured and more courteous lands. There are no people so punctilious and exacting in etiquette as the Chinese. Their good opinion is of more consequence to us than it is to any other nation; and yet their envoys are mostly left to discover our greatness through a thick crust of uncouthness and discourtesy. When the Chinese princes at present in the country went down to Aldershot the other day to visit the camp, there was no intimation of their visit and no measures taken for their reception. An officer of Engineers was in attendance upon them, but there were no vehicles in waiting, and they made their way to see the review in camp on the Queen's birthday as they might, and were indebted to good fortune for a friendly luncheon at the mess of a hospitable corps. Surely a little forethought would give effect to a very small expenditure in such matters, and would tend much to exalt if not to create the national reputation for politeness and courtesy. Whether it be the Foreign, or the Colonial, or the Home Office—whether it be the War-office or the Admiralty which ought to act in the premises, we cannot say. All we know is there are quite departments enough for the discharge of such offices, and for insuring that they are properly performed, and there are certainly clerks enough in each to spare a little time to attend to the extra business. Perhaps it might be made a matter of Court observance in the case of personages of great military eminence. It would not quite crush the gentlemen about St. James's if they were called on to acquaint themselves with the names of such visitors, and take steps for gratifying them in a becoming manner. It is not lack of money or of will which puts the nation to shame.

It is, we understand, the intention of the mission to visit Denmark, Prussia, Holland, and Russia, returning to France and embarking at Marseilles for China in about three months.

PROSPECTS OF TRADE WITH THE COREA.

A GLANCE at the relative position of the Corea and its geographical formation will show how favourably it is situated for oceanic intercourse. The mountain barriers dividing it from Mantchuria, and the configuration of its western coast, near to which may be found not only the capital but the most populous towns, show that although the overland trade with China exceeds in value that carried on by means of junks, whether openly or illicitly, it is by sea and not by land that the resources of the Corea are to be developed. Sufficient is known of these to satisfy us that under reasonable regulations a very considerable direct British trade might spring up. There is no more profitable basis of trade than that provided by silver, gold, and other metals on the one hand, and manufactured goods on the other. Corea, if we may believe native reports, old traditions, and the witness of recent travellers, has abundance of gold, silver, and copper, though apparently as jealously guarded as the Golden Fleece. On our part, wherever we meet with Asiatics we find customers for our cotton and woollen stuffs. The rapidity with which a country possessing the precious metals may be developed needs no illustration; it need not wait long under an enlightened government to possess in abundance the products of Western civilisation.

We have long urged upon the British Government the importance of a politico-commercial mission to the Corea. In an article on the subject in our issue of February 28 of last year, we pointed out that under a formal treaty, in accordance with our requirements, we might very safely encourage mercantile ventures. Those remarks, it would appear, led our correspondent, whose letters appear in the last and present issues, to pay a visit to the country, the particulars of which he very luminously describes. A love of adventure, combined with a desire to add to our knowledge of the present facilities offered in Corea for trade, a quick discernment of character and power to delineate its several shades, combined with presence of mind and ready adaptation to the views with those with whom he is thrown in contact, mark him as well suited for such an enterprise. Our correspondent found confirmation from other Coreans than those at Peking, of the current report that the country is poor; but after all, poverty is only a relative term, and this declaration, which it well suits the policy of the timid and jealous rulers to declare, signifies little. The Corea is not so poor but that it can support millions of population; it is not so poor but that it jealously restricts the Japanese trade, turning the laugh against those rigid exclusionists as they move to and fro within the walled factory in which it has pleased the Coreans they shall abide. If the Corean Peninsula is poor, it is poor in the sense that California was poor before it passed from Mexican to American rule.

The sketches given by our correspondent of the illicit trade carried on upon the coast possess an almost romantic interest. The transactions carried on, and in which by the way, the wily Chinaman with his well-sharpened wits, appears to overreach the simple and easy Corean, appears in the light of an enforced vindication of natural law, which will not permit a nation for ever to shut itself up from the outer world or assign set limits to its own development. The Corean government appear to have very effectively restrained the shore population from trading intercourse with strangers—an intercourse of which the best friends just now are bribery and the darkness of night. The restrictions on Corean trade with China, no less than Japan, originates with the Corean government itself; and sowiththe penal penalty awaiting Coreans who visit China except in the train of the tribute bearers. We are aware that parties at home are waiting for the opportunity to despatch a pioneer venture to the Corea. Our correspondent at Hong Kong also wrote by last mail that two vessels had been despatched to the Corea on Chinese account. We also know that Her MAJESTY'S Government have not neglected this matter, and that Her MAJESTY'S Minister at Peking has instructions on the subject. Mr. MORRISON, H.M.'s Consul at Tangchow, lately paid a visit to the place unofficially.

Digitized by Google

THE MORTALITY OF TROOPS AT HONG KONG.

THE committee in this case is expected to bring its enquiry to a close in one more sitting. At the last meeting Major Edwards, R.E., who came home by last mail, Captain Burland, 9th Regiment, who came home in the *Gresham* (on board of which vessel great mortality occurred), and Colonel Moody, R.E., were examined.

THE CHINA CONSULAR SERVICE.

MR. ROBERT SWINHOE, who has been for some time Consul at Ta-kow (Formosa), has gone to Amoy to relieve Mr. Pedder, who arrived by last mail on leave of absence. Mr. Alabaster, Vice-Consul at Shanghai, is acting Consul at Ta-kow. Mr. Gregory, the Vice-Consul at Tamsui (Formosa), goes to Swatow to relieve Mr. Caine, who comes home on sick leave. Mr. Carroll, Interpreter at Shanghai, proceeds to Foochow as acting Consul, vice Mr. Hewlett, who has leave for England. Mr. Sinclair, the Consul at Foochow, at present in England, proceeds to his post in September. Mr. Wade, Chinese Secretary at Peking, has been granted leave of absence, but it is uncertain when he will avail of it.

THE STRAITS TRANSFER.

WE are glad to announce that the negotiations on this long vexed question have been at last brought to a termination. The difficulties between the Treasury and the War-office have, we understand, been arranged somewhat on the nature of a compromise. The military force to be maintained, is two batteries of Artillery, and six companies of the Ceylon rifles. The proportion of annual cost to be borne by the Straits is £59,300, including cost of transport and a reduction of £58 for every man less than the complement. The Bill for the transfer is now ready to be introduced into the House of Commons.

THE BANK OF HINDUSTAN, CHINA, AND JAPAN.

AGREEABLY with the wish expressed by the shareholders at the meeting held on the 24th ult., the directors have re-formed the board to the satisfaction of a committee appointed to see this measure carried out. Mr. Joseph Mackrill Smith, who has the best knowledge of Eastern trade, has become the chairman; and Mr. Vanderbyl, a director of the National Bank, is the deputy-chairman. Mr. Alderman Allen has also been added to the board.

THE CHINA DINNER.

WE have been reminded that in the toast proposed by Sir John Davis of "British trade in China," Japan was also included, and that Mr. Willgoss, on the part of the merchants of that country, returned thanks.

NEW SEASON'S TEA.

The following letter appeared in the *Times*:—

Sir,—I left Hong Kong on the 27th of March by the French steamer *Camboge*. While sauntering on the quay at Suez, watching the unlading of her cargo, I noticed a large number of half-chests of tea bearing the following mark and inscription:

"Finest New Season's Teas.
"D. O.
"Season, 1866 to 1867."

In other words, this tea purports to have been gathered in the early part of March, when not a leaflet has appeared on any tea plant in China. I drew my own inferences as to the age of the tea, and determined that, with your assistance, the English public should have an opportunity of drawing theirs.—I am, Sir, your obedient servant, W. G. H.

The individual who wrote this was not quite so knowing as he thought. It is quite true that the Canton new make of Tay-shan tea did come by the French mail of 27th March, and if he chose to assume that it was intended to gull the people of England that it was the New Season's Congou, that was simply a piece of ignorance which will act as a caution in future. Messrs. Deacon, of London, are consignees of some of this tea, and wrote an answer pointing out they were *Canton* New Season's. A further supply of 2,000 boxes came by last P. and O. mail.

COLONIAL STATISTICS.

A ponderous Blue Book has just appeared, bearing the title of "Statistical Tables relatingto the Colonial and other Possessions of the United Kingdom," bringing our information down to no more recent period than 1863. The mass is, in fact, a selection and compilation out of the Blue Books sent home from the colonies in company with the annual Reports of the various Governors. The last-named documents formed a Blue Book of themselves, which was issued towards the close of the summer of last year; and they contained the results of the figures now presented to us more at large a year later. It seems almost doubtful whether any useful purpose can be gained by putting the public to the expense of printing a volume that after all, as it only brings our information down to a period now three years past, can be of little benefit to the merchant and man of business. The papers sent home from the colonies, in almost every case already printed, might be stored where a reference could be made to them by those requiring it. As it is, the purchaser desirous of consulting the four pages relating to Hong Kong must buy the entire collection, and lay out *five shillings and sixpence* for the whole 525 pages. The kind of facts tabulated may be judged of when we state that the pages devoted to the colony just named contain four tables in reference to population and schools; an account of the public revenue and its various branches; the number and tonnage of the vessels entered and cleared, with the various nationalities (six tables); number and description of live stock; average price of various articles; and lastly, the average rate of wages. Under this last head the information is brief enough, being for the year 1863, as follows:—"Domestic, per month, 21s. to 63s.; Predial, (per month) 12s. 6d. and food; Trades 7d. to 2s. 6d. per diem." The abstract of the statistics of Hong Kong, Labuan, and Ceylon for the year 1863 is as follows:—

HONG KONG.—Area, 29 square miles; population, 124,850; revenue, £120,078; expenditure, £122,201; public debt nil. Tonnage of shipping entered and cleared, exclusive of the coasting trade:—From and to United Kingdom, 90,631; from and to other countries, 1,716,250; total, 1,806.181: British, 944,074; foreign, 862,807. Imports and Exports.—Not stated.

LABUAN.—Area, 45 square miles; population, 3,346; revenue, £9,123; expenditure, £7,430; public debt, *nil*. Tonnage of shipping entered and cleared (exclusive of the coasting trade):—From and to the United Kingdom, 1,670; from and to other countries, 12,369; total, 14,039: British; 11,879; foreign, 2,160. Imports (including bullion and specie):—From the United Kingdom, £9,299; from other countries, £62.066; total, £71,365. Exports (including bullion and specie):—To the United Kingdom, *nil*: to other countries £22,232. Bullion and specie:—Imported, £9,263; exported, £2,500.

CEYLON.—Area, 24,700 square miles; population, 2,342,098; revenue, £952,790; expenditure, £738,194; public debt, £350,000. Total tonnage of shipping entered and cleared (exclusive of coasting trade):—From and to United Kingdom, 125,672; from and to other countries, 942,642; total, 1,068,314: British, belonging to United Kingdom, 517,158; to the colonies, &c., 403,039; foreign 148,117. Imports, including bullion and specie:—From the United Kingdom, £1,011,915; from other countries, £4,421,822; total, £5,433,807. Exports, including bullion and specie:—To the United Kingdom £2,407,578; to other countries, £1,179,656; total, £3,587,234. Bullion and specie:—Imported, £1,842,974; exported, £408,050. Total value of coffee exported, £2,126,220; of which to the United Kingdom, £2,018,324.

It must be remarked that no statistics whatever are furnished in this collection referring exclusively and independently to Singapore and the Straits Settlements. They have no separate abstract under "India," where we looked to find them. In fact, so completely is the circumstance ignored that Singapore remains still, unfortunately, a dependency of British India that in the table of places to which vessels have departed from "ports in each Presidency or Province of British India," Penang, Singapore and Malacca stand, linked together, under the heading "Foreign Countries."

THE AGRA AND MASTERMAN'S BANK.

A reward of £100 has been offered by this bank for the detection and conviction of parties who to injure its credit have sent to shareholders and customers fictitious and anonymous letters and telegrams, affecting to warn them that the bank would shortly stop payment, and advising them in their own interest promptly to sell their shares and withdraw their accounts. Mr. David Wilson, one of the shareholders, in a very spirited manner has issued a circular, in which, referring to the set made by speculators for a fall against the bank shares, he suggests, with a view to counteract these operations, the following proposition:—

"That all the shareholders who can be got to do it should deposit the certificates of their shares either at their own banker's, or in the hands of some good bank to be agreed upon, and that they should undertake not to sell them for three months. This will lock up a large number of shares, so that the quantity remaining could be ascertained. Of those a large number are known to be held by trustees and other parties, or by persons abroad who are not likely to sell them, and the small number of shares remaining alone will be available for disposal upon the market, and from which alone therefore can the 'bears' possibly be supplied. The number of the shares sold by the 'bears' is known to be very great, and once the supply for them is less than the number they require, the bears must be 'bitten,' and have to compete with one another for the shares they want to complete their bargains with, and give 'higher' prices, instead of lower, than the price they sold at. The second portion of my plan is this—it is proposed by some bankers and others of strong position to combine together and agree to go into the market, and among them purchase a large number of shares in the bank at the present low prices, and lock them up also for three or six months, and thus further to compete with the bears, and drive up the prices they have to give."

Digitized by Google

ASIATIC BANKING CORPORATION.

The second ordinary general meeting of shareholders was held at the offices, 4, Lombard-street, on the 28th ult. The chair was occupied by FRANCIS BOYKETT, Esq.

The CHAIRMAN said he occupied the chair that day as a matter of respect to the shareholders, for his medical man had prohibited him from taking any part in the meeting. The business would, therefore, be conducted by the deputy-chairman.

Mr. RUSSELL (deputy-chairman) said: I regret that, owing to the temporary indisposition of the chairman, the duty of addressing you has not devolved upon some one more competent than myself, but I rely upon your kind support and consideration. Meanwhile, we are very happy to have the opportunity of conferring with you, especially in the present unsettled and disjointed state of things which exists in commercial circles.

Mr. F. W. LAWRENCE (acting general manager) then read the notice convening the meeting.—The report and statement of accounts, which will be found in another page, were taken as read.

The DEPUTY-CHAIRMAN said: Gentlemen, the report places you in possession of a knowledge of the affairs of the bank up to the 30th of December last, so far as the most experienced scrutiny can determine; and, in arriving at that result, we have had the co-operation and impartial opinion of gentlemen entirely unconnected with the board (as is stated in the report), who have had the best opportunity of valuing correctly the securities we hold, and the position of our claims; and deeply as we feel and regret the results stated in the report, yet we have endeavoured to set them before you correctly, so far as we could possibly ascertain them. (Hear). With regard to the interim dividend of 2½ per cent., paid to the 30th of June last, equal to 5 per cent. per annum, at the time that interim dividend was paid, we felt that the course of events and the prospects of business fully justified the board in that measure, setting aside the fact of the reserve fund being applicable, by the deed of settlement, to the equalisation of dividend in the event of unusual losses. As regards a present dividend, the directors think it is better to leave the shareholders to determine whether a dividend shall be paid out of the reserve fund; but I may state that the directors themselves are disposed to recommend the proprietors to refrain from any such distribution under the existing position of commercial affairs generally. So much with regard to the past. I deeply regret that we are not able to declare a dividend out of the profits, but it must be borne in mind that this bank, in common with all banks connected with India, has passed through a period of almost unexampled pressure. I come now to a more agreeable matter, and I have to inform you that, notwithstanding the very heavy failures which have lately been announced, up to the present time no loss of any serious importance has, I am glad to say, been sustained by the bank since the close of the year. (Hear, hear.) The bills on Barned's Banking Company, and on Overend, Gurney and Co., are being satisfactorily met by the parties concerned—in fact, I think a large proportion of them have been already taken up; and there is no reason to doubt, at least we must hope, that the liabilities of the Commercial Bank will eventually be paid in full. There is no doubt that the events of the last three or four years have attracted much attention to Bombay, which is our chief field of operation, and which naturally attracts a great deal of attention on the part of those who are shareholders in this bank; but a severe phase of the crisis there has already been passed, and the bank's agent in Bombay has been enabled, during the past three months, to take precautionary measures so as to strengthen some of our important accounts; and, with respect to these accounts, the bank is in a better position than it was some time back. (Hear, hear.) Looking at the unprecedented support the bank has enjoyed in Bombay, the advantages we possess of a valuable consulting committee, and the large and important constituency we have drawn around us there, it is reasonable to anticipate a material increase will take place in the business of the bank as soon as the trade in the East shall have resumed its normal condition, for the trade is at present quite unhinged, as any one may see by going to Mincing-lane, Lombard-street, or Liverpool. We cannot expect to pass through such periods of unexampled pressure as the present without losses, but we confidently expect for the bank a future of renewed prosperity. It must be borne in mind that there is a very great deal of pressure on the cotton trade at the present time. The Western provinces of India can, I believe, produce cotton at 5½d. per lb. If American energy can raise enough cotton to clothe the market and fill up the vacuum in stocks, then India may suffer, but as she can produce cotton at 5d. or 6d. there is undoubtedly ground for believing that for some years to come Surat cotton will return £3 5s. a bale to India, and, as that represents from three millions and a-half to four millions a-year, it is evident a large and promising field is open for all the banking institutions connected with India. Notwithstanding the present pressure, the board is earnestly alive to the necessity of constant supervision and inspection of the branches. That is a subject which occupies their earnest attention, and they have made arrangements which, they believe, will attain that object in a satisfactory manner. In conclusion, I can only say, gentlemen, that it will afford the board much pleasure to confer with any shareholder desiring information, and still more to place before the shareholders, at the next meeting, a more satisfactory report. I have now only to move the adoption of the report, which I hope, unfavourable as it is, will meet your approbation. (Hear, hear.)

The CHAIRMAN seconded the resolution, which was carried unanimously.

Mr. ROBERT HANNAY moved, "That no dividend be declared for the half-year ending the 30th December last." He said he was a large shareholder in the bank, and he quite agreed with what had fallen from the mouth of the deputy-chairman; and he thought it would be much better to have no dividend paid to the shareholders at the present time. He made this recommendation in the confidence that at some future time, perhaps at the next meeting, they would get a larger dividend, in consequence of not having so much to-day. He had great faith in the directors; he knew that they had devoted much attention to the bank. He also had a very high opinion of the manager at Bombay, for a better or a more able man he did not know; and, indeed, the whole staff was a most excellent one. He had great confidence in the bank, both as a large shareholder and depositor, and he looked forward to the time when he should obtain a good dividend on his investment.—Mr. A. C. SCOTT seconded the resolution, which was carried unanimously.

Major H. T. ARBUTHNOT, R.A., moved, "That Francis Boykett, Esq., and Thos. Cardwell, Esq., be, and they are hereby, severally re-elected directors."—Mr. R. D. PEEBLES seconded the resolution, which was carried unanimously.

A SHAREHOLDER inquired whether there was any reason to anticipate any further loss than that mentioned in the report.

The DEPUTY-CHAIRMAN replied that he had already stated that the agent of the bank in Bombay had been enabled to take precautionary measures in strengthening important accounts. It was impossible for him, or any other man connected with the East, to say what the loss might be exactly; but when cotton had gone from 16d. to 9d. per lb., how could they hope to escape loss altogether? He believed there would be loss in some cases, but that would be counterbalanced by the covering of the accounts in other cases.

Mr. B. H. MOWBRAY moved, "That the present auditors, A. G. Milne, Esq., J. E. Coleman, Esq., and H. E. Bird, Esq., be, and they are hereby, re-elected auditors."—Mr. J. CONNON seconded the resolution, which was carried unanimously.

Mr. MARSDEN, who said that he was not now a shareholder (although he was originally), but represented several shareholders who held shares to the amount of several thousand pounds, asked whether it was open to any shareholder to obtain a list of the loans at Bombay, together with the security held against them.

The DEPUTY-CHAIRMAN replied that, as Mr. Marsden was not a shareholder, he (the deputy-chairman) was not bound, if he adhered strictly to the rules of public meetings, to reply. In times like these, however, it was not the duty of the directors to withhold any proper information required by the shareholders. Therefore if any shareholder, properly qualified, would wait upon the manager or the board, there was every disposition on the part of the directors to give them every information which might be conducive to the interests of the bank. (Cheers.)

Mr. MARSDEN inquired whether the amount of loans in Bombay and the securities held against them would be given.

The DEPUTY-CHAIRMAN: It is mentioned in the report that the accounts and loans have been examined, not only by the board, not only by the agent, not only by the auditors, but also by gentlemen wholly unconnected with the board, to whom we referred them. What more could we do to ascertain their value? (Hear, hear.)

Mr. CONNON: You must not disclose private accounts. (Hear, hear.)

The CHAIRMAN again stated that the board were anxious to give the shareholders every proper information; and, after one or two observations from Mr. MARSDEN, the subject dropped.

On the motion of Mr. A. C. SCOTT, seconded by Mr. RINGER, a vote of thanks was accorded to the directors, the general manager, and the branch managers, for the manner in which they had attended to the affairs of the bank.

A vote of thanks was then given to the chairman, on the motion of Mr. RINGER, and the meeting broke up.

ROYAL GEOGRAPHICAL SOCIETY.

The annual meeting of this society was held on the 28th May, at Burlington House, Piccadilly, Sir Roderick I. Murchison, Bart., president of the society, occupied the chair.

The PRESIDENT presented the awards. The founder's gold medal was presented to Dr. Thomas Thomson, M.D., F.R.S., for his exploration of the Western Himalayas and Thibet; the patron's medal was awarded to Mr. William Chandless, M.A., for his recent unaided exploration of the River Purus, from its mouth on the River Amazon nearly to its sources. The sum of £105 was presented to M. P. B. Du Chaillu, to reimburse him for the loss of his instruments in Western Africa. A gold watch was also awarded to Moola Abdul Medjid for the service he had rendered to geographical science by his adventurous journey from Peshawur to Kokand, along the upper valley of the Oxus and across the Pamir Steppes.

The PRESIDENT then proceeded to deliver the annual address. He said that on this the twelfth address which he had had the privilege of delivering to them, he had still the satisfaction of announcing that the society was advancing in prosperity and flourishing with undiminished vigour. He had also once more to congratulate them on what was a new feature last year—the issue of the annual volume of the Journal long before the anniversary. This result was entirely due to the zeal and devotion of their assistant secretary, Mr. H. H. Yates. The President then went on to give the usual record of the lives of the fellows who died during the past year. Amongst them were Lord Palmerston, Dr. Whewell (late Master of Trinity College, Cambridge), Admiral William Henry Smith (the distinguished astronomer and antiquary), Sir William Jackson Hooker (the eminent botanist), Dr. Henry Barth (the great African traveller), Baron Charles Claus von der Decken (the high-spirited Hanoverian nobleman whose melancholy fate whilst endeavouring to reach the interior of Africa by ascending the river Juba in a steamer has been recently brought before the public), John Geo. Forchhammen, Sir John Richardson (the eminent Arctic discoverer), Captain Duperrey, Admiral Don Eduardo Carrasco, the Earl of Donoughmore, Lord Monteagle, Professor Kupffer, Dr. John Lee (the well-known astronomer), Commodore Cracroft, Dr. Thomas Hodgkin (the well-known philanthropist), Mr. George Rennie (the eminent practical civil engineer), Dr. William F. Daniell, and Mr. B. Oliveira. Passing to the question of Admiralty surveys, Sir Roderick gave a *résumé*, as drawn up by the hydrographer, showing the progress which has been made in the various surveys carried on under the direction of the Admiralty during the year.

After touching upon a variety of other topics connected with operations interesting to the society, including the recent eruption near Santorin (the ancient Thera), late researches of Russian geographers, the progress made in the great trigonometrical survey of India and the topographical survey of Buenos Ayres, the North Pole expedition, and the exertions made by Baron von der Decken, and still making by Dr. Livingstone, M. du Chaillu, and other indomitable travellers to explore the interior of Africa and other places, Sir RODERICK concluded as follows:—With brighter hope I turn to the prospects of the sagacious and energetic Livingstone. Cordially received and supported at Bombay, he proceeded to Zanzibar, where

Digitized by Google

he has the assistance of the Sultan, and from whence his expedition has been directed, as I announced last year, to the Rovuma River. After ascending that stream he will first determine the course of the waters between his own Lake Nyassa and the Tanganyika of Burton and Speke. Next, if he can reach the latter, and, after building a boat on it, is able to proceed to its northern end, he will at once settle the agitated question whether this lake be really, as some suggest, the ultimate southern water-basin of the Nile. If it should prove to be so, it follows that the altitude of Tanganyika, as given by Burton and Speke, was very erroneous, for by their measurement it was more than 800 feet below the level of the Albert Nyanza as fixed by Baker. It is a circumstance of the truest gratification to me to know that Dr. Kirk, the tried and valued associate of Livingstone, should recently have been appointed Government medical officer to our Resident at Zanzibar, so that in the absence of the Consul he will have ample opportunity of succouring his old leader, now the Consul to all the chiefs of inner Africa. He has also received authority from the Foreign Office to take every feasible step to obtain the release of the captives—if such there be—consisting of the crew and passengers of the *St. Abbs*, Indiaman, the account of the shipwreck of which vessel on the Soumali coast was recently brought before the society in a very telling manner by Colonel Rigby, formerly Consul at Zanzibar, and who was the zealous supporter of both the great African expeditions which proceeded from that island. I learn with great satisfaction, through a letter from Dr. Livingstone, of the 24th March, to his daughter, that he had reached the mouth of the Rovuma River in an Arab dhow, with his followers, and six camels, three asses, and three buffaloes. As it was found impracticable to ascend the Rovuma with the vessel, or to disembark the animals on its banks, the party was taken on by Lieut. Garforth, R.N., to Mikeridamy, a fine harbour to the north of the Rovuma, where they were about to land when the letter was despatched. As the people of that tract are under the control of the Sultan of Zanzibar, with whose protection Livingstone is fully provided, and as the route is said to be open to the Lake Nayassa, our self-reliant and energetic envoy writes in the full pursuasion that, with time and prudence, he will not only reach the water-shed between Nayassa and Tanganyika, but be able to settle the question as to the elevation and drainage of the latter.

THE DINNER.

The anniversary dinner took place in the evening at Willis's Rooms. The company numbered some 200 gentlemen, including Sir Roderick Murchison, Bart., who presided, Lord Stratford de Redcliffe, Earl of Enniskillen, Lord Blantyre, Earl of Sheffield, Lord Stamford, Lord Dufferin, Lord Houghton, Lord Milton, Sir Francis Grant (president R. A.), Sir Thomas Fremantle, Sir Henry Rawlinson, M.P., Sir Charles Nicholson, Sir Andrew S. Waugh, the Chinese Commissioners, Sir Philip de Grey Egerton, M. de Candolle, M. du Chaillu, Mr. S. W. Baker, Mr. G. Bentham (president of the Linnæn Society), Professor Jukes, Professor Ansted, General Crawfurd, General V. Eyre, General Balfour, Admiral Collinson.

The CHAIRMAN after dinner, gave the usual loyal and patriotic toasts, and they were most cordially responded to. Lieutenant-General Crawfurd responded for the Army, and Admiral Collinson for the Navy. Lord Dufferin returned thanks for the House of Lords, and Sir H. Rawlinson, M.P., for the House of Commons.

Lord STRATFORD DE REDCLIFFE proposed "The representatives of Foreign Governments," coupling the toast with the names of the Chinese Commissioners present.

Mr. ANGIER, in the absence of Mr. Hart and Mr. Bowra, responded on behalf of the Chinese Commissioners. He stated that the Chinese who were then present had been induced to come by Mr. Hart, the Chief Inspector of Customs, in an unofficial manner, and that it would no doubt have a beneficial effect in dispelling much of that ignorance and distrust which had existed. Our relations with China had indeed progressed under the enlightened views of Prince Kung, and unless some sudden change should result, we might look for increased confidence. The conclusions which he had arrived at were derived from a residence in China from 1844 to 1857.

The CHAIRMAN, in giving what he designated the toast of the evening —"The two medallists, Dr. Thomson and Mr. William Chandless"—testified to the great deservings of these gentlemen. The next toast was "The health of the eminent botanical gentlemen who have come to England to assist at the International Botanical Congress," coupled with the name of that great leader of botanical science, M. de Candolle. (Applause.)

M. DE CANDOLLE, on rising to respond, was received with a vast amount of enthusiasm. M. de Candolle, who spoke in French, referred to the great connection which existed between geography and botany, remarked upon the difficulty and danger to life which sometimes accompanied inquiries respecting the former, and modestly declined to take much credit to himself for the part he had taken in furtherance of the interesting science of botany. He pointed to the great field that still lay unexplored for botanists and geographical investigations in Borneo, and referred with equal appropriateness to the botanical relations of Morocco, the Canary Islands, and the European Continent, particularly Spain.

Lord HOUGHTON proposed "The health of the President of the Society, Sir Roderick Murchison."—The PRESIDENT responded, and gave "The Arts and Sciences," which was responded to by Sir FRANCIS GRANT, with whose name the toast was coupled. A number of other toasts followed. Mr. BENTHAM responded for the "Scientific Association of London and the country at large." Mr. SAMUEL WHITE BAKER and M. DU CHAILLU returned thanks for "The Explorers of Africa."

Naval and Military.

Severn. 35, screw, Captain F. B. Montresor, arrived at Plymouth on Sunday afternoon, May 27, from the East Indies. She brigs 90 supernumeraries, time-expired men and invalids, among whom are Assistant-Paymaster Smith, Jaseur; Assistant-Paymaster Cox, Valorous; Messrs. Taylor, Bolt, and Fox, clerks from Ascension; Mr. Capes, naval cadet, Octavia; Mr. Hughes, engineer, Vigilant; and Mr. Blonden, engineer, Tamar. The Severn was commissioned at Plymouth by her present captain in July 1862, and has been in commission nearly four years. On the 22nd of the following September she left Plymouth for Bombay, where she arrived on the 13th of January, 1863. She then visited the Persian Gulf, Aden, Ceylon, the Straits of Malacca, Trincomalee, and Madras. In July, 1864, she was relieved on the East Indies station by Admiral King, and ordered to China and Japan. After visiting Hong Kong and Amoy she proceeded to Yokohama in the November of that year, and arrived in Japanese waters too late to take part in the affair of Simonosaki. She next visited Yeddo, the capital of Japan, where she remained six days. The Severn left Yokohama in April, 1865, arrived at Trincomalee the same year, where she received orders for home. She then proceeded to Bombay, where she was relieved by the Octavia, Commander Hillyer. On the 23rd of January she left for England, touching at the Mauritius, which she left on the 25th of February, Simon's Bay, April 4, and Ascension, April 22. While off the Cape, in a gale of wind, she lost her starboard quarter-boat, her foretopmast, and mainyard, which delayed her three weeks to make good the damages. She was off Scilly eight days before her arrival at Plymouth; but, owing to the prevailing east winds, she could make no headway. She came home from the Cape under sail, with the exception of two days, and while in the Channel did not get up steam till the morning of the day before that on which she arrived at Sheerness. The Severn will be paid out of commission, and placed in the third division of the Steam Reserve.

The case of the second Lieutenant-Colonels of cavalry regiments returning from India has been brought before the public *apropos* to the instance of Colonel Sayer, who served both in the Crimea and in China. This officer, says the *Army and Navy Gazette*, is about to be turned out of his regiment and placed on half-pay, losing a position which it probably cost him some £12,000 to attain. "This dreadful punishment is inflicted upon him simply because of a rule of the service, under which a regiment while serving in India has had two lieutenant-colonels, and a regiment at home but one. The King's Dragoon Guards will land from India in a few days probably. Colonel Sayer is the second lieut.-colonel. He is no longer wanted, and so he is thrown aside upon the half-pay list, and treated no better than a man who had disgraced the uniform of the Queen. This case is but one of many. Every cavalry regiment that comes home adds some one or two, or perhaps three, officers to the list of those who are thus foully used by the country. In Colonel Sayer's own regiment two captains will also go to the wall. Under the existing rules, the authorities have not the power to help them. But in some cases the Horse Guards are able to neutralise the injustice, and, as a rule, they can always provide for the majors who are placed in this position. The departure for India next month of the 11th Hussars will give the authorities an opportunity, which we trust they will not again refuse to profit by, of doing justice to one of those cavalry field officers placed upon half pay by the return of their regiments from India or by reasons not of their own seeking."

Lieutenant-Colonel G. H. L. Milman, Royal Artillery, has been appointed Assistant Military Secretary to Major-General Milman, commanding at the Mauritius.

The remains of Lieutenant and Quartermaster Thomas Miller, of the Ceylon Rifle Regiment, were interred in the cemetery at Plymouth on the 25th May with military honours, by a guard, and the band of the 1st batt. 13th Light Infantry. The deceased officer entered the army in 1825, served in the 98th Regiment in China, was present at the battle of Chinkiang-foo and investment of Nankin. He was promoted to a lieutenancy in the Ceylon Rifle Regiment in 1848, and subsequently appointed Quartermaster. Lieutenant Miller had recently returned to England on leave of absence, after a continuous service in China and Ceylon of 25 years; and though in apparent good health, the effects of the tropical climate had insidiously brought his life to a sudden close. It will be a melancholy satisfaction to the regiment, as it is to his sorrowing widow and family, to know that he was followed to his grave by officers who had previously served with him in the Ceylon Rifles.

NAVAL APPOINTMENTS.—Lieutenant Augustus H. B. Bradshaw, to the Princess Royal. Masters: William John Grandy, recently promoted from the Himalaya to the Petrel, 3, screw sloop; John Solfleet, late of the Conqueror, to the Donegal, screw coast-guard ship at Liverpool.

HOUSE OF COMMONS.

THE CHINESE VISITORS.

(May 31st.) Colonel SYKES inquired whether Pin and his son, Kwang Ying, and their Tartar and Mongol friends from Peking, who have accompanied Mr. Hart, the Imperial Inspector of Customs, and are now in England, are accredited to the British Government in any official capacity, or are merely recommended to its courtesies as travellers from China.—Mr. LAYARD said the visitors referred to had not been officially accredited by the Chinese Government, who had, however, requested the good offices of Her Majesty's Ministers to enable them to become acquainted with English institutions. He need scarcely say that Her Majesty's Government would do all that lay in their power to make the visit agreeable to the gentlemen, and he had every reason to hope that it would lead hereafter to more familiar intercourse and improve the relations between the two countries.

GARDENS IN THE FAR EAST.—Nothing has done more to limit the importation of cuttings from British trees, plants, and shrubs into our eastern settlements and colonies, than the doubts entertained as to whether orders sent out would be fulfilled satisfactorily as respects the condition in which these would be delivered. After waiting months, the bespoken cuttings are too frequently found shrivelled, and the seeds dead; creating a feeling of disappointment far exceeding that of their monetary value. The means of protection cannot be too widely known, for they undoubtedly exist, as shown by a letter now before us from Mr. G. Henderson, the secretary of the Agricultural and Horticultural Society of Lahore. After a long series of disasters in the form we have stated, he had the good fortune to entrust his order for plants to Mr. Christy, who has especially devoted himself to supplying English gardens in the East. So admirable, a respects the Lahore Society, were the plants packed on the system provided by his patented cases, that on arrival the plants were actually "commencing to shoot." At the date of this letter, March 27th, the vine cuttings, thus forwarded, had been planted "and were growing vigorously."

Digitized by Google

COTTON AND SILK IN THE UNITED STATES.

(NEW YORK HERALD).

The fact that the House of Representatives, in fixing the duty of five cents per pound on cotton, concluded to establish a drawback, in order to allow our manufacturers to compete with foreign looms in the markets of other nations, is received with almost universal satisfaction. This will enable us to again enter the markets of Japan, China and the East Indies, on as favourable terms as Great Britain—more favourable, in fact. The difference of five cents per pound in the cost of American cotton will be an offset to the reduced wages current in Manchester. But it must be borne in mind that very coarse fabrics are shipped to China—and those can be made from the coarser fibre produced in the jungles of India—so that the drawback was a necessity, if we hope ever to re-enter the markets of China, &c., with any prospect of competing favourably with Great Britain. The placing of a tax on cotton is pernicious, and calculated to cripple the energies of the South in its efforts at recuperation, but with the drawback it will not be quite so bad. It is hoped, however, that the protest of the New York Chamber of Commerce against the increase of the cotton tax from two to five cents will prove effectual. Indeed, if we may believe current rumour, it will cause the members of Congress to pause and reflect, and if they will only do this it is believed that the tax will not be increased, the strong pressure in favour of it from certain cliques to the contrary notwithstanding.

It is matter of much interest and importance that considerable attention is now being paid to the manufacture of silk. The newspapers of Illinois, in particular, are devoting no little space to the discussion of this subject. From the last census it appears that there were in the Eastern and Middle States forty-two silk establishments in 1860, employing 2,500 hands, and having a capital of $1,675,900. They produced $3,596,249, principally in thread and twist. Connecticut had 19, New Jersey 6, Pennsylvania 8, Massachusetts 4, New York 3, and New Hampshire 2 establishments, employing 2,579 hands in the aggregate. The importations of raw silk in 1862 were $489,528. There was but one establishment then for making woven silken goods, and that was in Massachusetts. Since then factories have started up in Philadelphia, in Chester and Beaver counties, Pennsylvania, at Patterson, New Jersey, and also in Connecticut, and are constantly on the increase. There is also a good deal of attention paid to the production and manufacture of silk in California, where the Chinese are reputed to be introducing it as a permanent brand of agriculture and manufacture, and with every promise of perfect success. Though silk manufacturing is in its infancy in this country we believe that it is destined to take front rank ere the lapse of many years. There is no reason why this should not be the case, especially now that the high protective duties afford every facility for the building up of this important branch of American industry.

BANK AND MISCELLANEOUS SHARES.

Shares.	Joint-Stock Banks.	Paid.	Closing Prices.	Prices May 26.
£20	Asiatic Bank Corporation, new shares	£10	3 to 6	2 to 4
50	Agra and Masterman's	25	12 to 15	21 to 24
20	Chartered Bank of India, Australia, and China	All	16 to 18	14 to 16
25	Chartered Merc. of India and China	All	34 to 36	34 to 36
20	Eastern Exchange	5	4 to 2 dis	4 to 2 dis.
50	London Joint Stock	15	44 to 46	44 to 46
100	London and Westminster	20	93 to 96	89 to 91
25	Oriental Bank Corporation	All	42 to 44	40 to 43
50	Union of London	15	47 to 49	45 to 47
100	Hindustan, China, and Japan	25	3 to 5	5 to 7
100	Do. Issued at 2 pm.	25	3 to 5	5 to 7
100	Do. New	25	3 to 5	5 to 7
25	Bank of Egypt	All	22 to 27	25 to 30
20	Bank of London	10	11 to 9 dis.	10 to 8 dis.
20	Land Mortgage Bank of India	4	1½ to ¼ dis.	1½ to 1 dis.
	MISCELLANEOUS.			
10	Mediterranean Extension Telegraph	All	3 to 4	3 to 4
50	P. and O. Steam Company	All	68 to 71	70 to 72
50	Do. New	35	10 to 12 pm.	11 to 14 pm.
20	China Steamship & Labuan Coal Co.	9	9 to 8 dis.	9 to 8 dis.
5	Bombay Gas	All	4½ to 5 x. in.	4½ to 5
10	Hong Kong Gas	All	2 dis to par	2 dis. to par
5	Singapore Gas	5	—	—
20	E. I. Irrigation and Canal	13½	7 to 5 dis.	5 to 4 dis.
20	Madras Irrigation and Canal.	All	19 to 20	19 to 20
5	Oriental Gas	All	4¾ to 5¼	4¾ to 5¼
10	O. Inland Steam	All	1 to 2	1 to 2
100	West India Steam Company	60	102 to 105	106 to 109
—	Ceylon Deb., Nov. 1868, 6 per cent.	100	100 to 102	100 to 102xd.
—	Do. Do. 1878	100	104 to 106	104 to 106xd.
20	Ceylon Company	8½	½ to 1½ pm.	par
20	Do. A shares	2	par to 1	½ dis. to ½ pm.
10	Ceylon Coffee Estates Co.	10	—	—
20	International Finance Society	5	2 to 1¾ dis.	2 to 1¾ dis.
20	General Credit & Finance Company	4	2¾ to 2½ dis.	3 to 2¾ dis.
20	Egyptian Com. & Trading Company	6	6½ to 5½ dis.	6 to 5 dis.
20	Société Financiére d'Egypte	10	8 to 6 dis.	10 to 8 dis.
10	Upper Assam Tea	5½	4 to 3 dis.	3 to 2 dis.
10	Do.	All	6 to 8	7 to 9
50	Overend, Gurney and Co.	15	20 to 15 dis.	18 to 16 dis.
20	Credit Foncier & Mobilier of England	5	1¼ to 1¼ dis.	2¼ to 2½ dis.

THE BOARD OF TRADE RETURNS.

The Board of Trade Returns for April exhibit a continuance of that activity in commercial transactions that characterised the preceding months of 1866. The value of the British and Irish produce exported during the month ended the 30th April was £15,366,414, while the exports for the same month last year amounted to only £12,071,111; which, however were below those of 1864, when the value was £13,225,039. The excess of April in the present year is, therefore, £3,295,303 over 1865, and £2,141,375 over 1864. The value of these exports for the four months ended the 30th April is £62,357,579, against £47,706,818 in the year preceding, and £49,892,420 in 1864. The present year, therefore, has a superiority over 1865 of £14,650,761, and of £12,465,159 over 1864. The Imports also show a corresponding increase. The value of the enumerated articles imported up to the 31st March of the present year is £46,348,927, against £32,299,095 in 1865—an excess of £14,089,832; and against £37,131,825 in 1864—or an excess of £9,217,102. As regards trade with the Far East, the present returns supply us with the information here appended:—

EXPORTS TO CHINA AND HONG KONG.

	1864.	1865.	1866.
Quantity for the Month ended 30th April.			
Cotton yarn	87,800	45,000	427,038 lbs.
Cotton manufactures	5,126,790	13,738,050	12,677,996 yds.
Worsted stuffs	662,384	2,433,988	2,090,769 „
Woollen & Worsted cloths	127,094	159,542	124,089 „
Lead	479	180	1,180 tons.
Quantity for the four Months ended 30th April.			
Cotton yarn	534,972	560,762	1,637,206 lbs.
Cotton manufactures	18,489,122	35,330,951	52,990,171 yds.
Worsted stuffs	3,538,879	5,613,193	6,270,680 „
Woollen and worsted cloths	540,240	511,125	630,037 „
Lead	2,025	863	2,835 tons.
Value for the four Months ended 30th April.			
Cotton yarn	£67,524	£57,675	£178,839
Cotton manufactures	517,664	844,028	1,337,314
Worsted stuffs	241,666	426,105	439,161
Woollen and worsted cloths	88,498	94,155	103,429
Lead	44,101	19,012	62,264

The Cotton Manufactures forwarded from the United Kingdom to other ports and countries in the Far East during the month of April, and their value for the four months of the respective years are represented by the following figures:—

	1864.	1865.	1866.
Quantity for the Month ended 30th April.			
Ceylon	397,598	181,923	1,547,110 yds.
Singapore	3,932,323	2,677,297	7,416,999 „
Java	2,211,958	—	5,300,920 „
Philippine Islands	—	—	2,681,229 „
Value for the four Months ended 30th April.			
Ceylon	£172,516	£80,196	£171,539
Singapore	375,964	373,945	430,483
Java	231,101	149,981	402,876
Philippine Islands	162,159	189,201	164,649

Of Cotton Yarn, the quantity exported to Singapore during April was 144,080 lbs., and during the four months 349,390 lbs., against 618,870 lbs. in the four months of last year, and 438,300 lbs. in 1864. To Ceylon the export in the month of April was 60,330 lbs., and for the four months 116,330 lbs., against 37,192 lbs. last year, and 67,600 lbs. in 1864. The value of the exports to these places for the four months is as follows:—

	1864.	1865.	1866.
Ceylon	£9,137	£3,450	£18,370
Singapore	51,426	61,742	39,642

IMPORTS.

In Raw Cotton the present year continues to keep up its pre-eminence in the quantity imported. China, however, still remains unrepresented in the table as regards 1866. The return of this important raw material is thus exhibited:—

	1864.	1865.	1866.
Quantity for the Month ended 30th April.			
Egypt	51,187	123,330	155,598 cwts.
British India	316,339	230,900	610,930 „
China	104,642	36,672	—
Total from all parts	627,452	592,095	1,663,025 „
Quantity for the four Months ended 30th April.			
Egypt	630,278	600,693	402,495 „
British India	775,367	365,510	1,068,380 „
China	210,118	142,818	—
Total from all parts	1,759,420	2,025,369	3,689,434 „
Value for the three Months ended 31st March.			
Egypt	£3,673,504	£4,165,482	£2,544,308
British India	4,317,131	2,362,135	3,215,313
China	930,637	538,048	—
Total from all parts	12,124,375	10,819,439	17,903,379

Of Unrefined Sugar the quantity imported during the month of April from Java and the Philippine Islands consisted of 12,165 cwt., all of the 4th quality; and for the four months the return presents itself thus:—

	1864.	1865.	1866.
Quantity for the four months ended 30th April.			
Of all qualities	30,525	322,024	60,665 cwts.
Value for the three Months ended 31st March.			
Of all qualities	£33,066	£219,853	£44,039

Of Hemp from the Philippine Islands we received only 891 cwts. during April in the present year, and the general return is as follows:—

	1864.	1865.	1866.
Quantity to 30th April (cwts.)	44,735	75,825	16,589
Value to 31st March	£5,264	£95,597	£37,021

Of Coffee, Ceylon delivered to us 7,980,343 lbs. during the month of April, and the general return is:—

	1864.	1865.	1866.
Quantity to 30th April (lbs.)	16,333,659	15,350,315	15,323,641
Value to 31st March	£276,642	£329,913	£237,800

An account of the quantities of certain principal articles of Imported Merchandise remaining in the Bonded Warehouses of the United Kingdom on the 30th April in each year enumerates only the following in which the Far East is concerned:—

	1864.	1865.	1866.
Coffee (lbs.)	25,094,414	23,660,411	29,483,165
Sugar, Unrefined (cwts.)	2,108,385	2,858,779	3,137,660
Tea (lbs.)	106,595,991	119,039,571	98,003,143

Digitized by Google

The present Returns furnish us with the value of the Exports and Imports for the first quarter of each of the three years. The Exports give the value of the British and Irish Produce and Manufactures exported from the United Kingdom; and the Imports the Computed Real Value of the merchandise imported. The figures relative to the Far East are these :—

To	Exports during the three Months ended 31st March. 1864.	1865.	1866.
Egypt	£1,374,573 ..	£1,547,780 ..	£2,363,333
China(exclusive of H. Kong).	637,865 ..	774,416 ..	1,135,368
Hong Kong..	382,047 ..	352,794 ..	716,461
Ceylon	277,162 ..	159,469 ..	206,326
Singa. and Eastern Straits..	429,366 ..	480,322 ..	383,109
Netherlands India (Java,&c.)	244,503 ..	200,944 ..	342,766
Philippine Islands	213,587 ..	280,365 ..	120,498
Japan	79,111 ..	319,721 ..	411,272

From	Imports during the three Months ended 31st March.		
Egypt (including the transit from India and China) ..	£4,764,642..	£5,661,306 ..	£3,989,406
China (exclusive of H. Kong)	3,344,248 ..	2,040,838 ..	2,312,588
Hong Kong..	355,541 ..	315,661 ..	47,896
Ceylon	428,538 ..	447,215 ..	360,865
Singapore and Eastn. Straits	273,252 ..	411,406 ..	278,163
Netherlands India(Java, &c.)	8,279 ..	— ..	3
Philippine Islands	44,743 ..	484,089 ..	103 926
Siam..	— ..	2,098 ..	1,389
Japan	80,732 ..	128,842 ..	72,488

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
May21	Panama	Johnston	Java	Cork.
— 25	Maria y Vicenta	—	Manila	Off the Saltees.
—	Marco Polo	—	Amoy	New York.
— 26	Rifleman	Parsons	Java	Falmouth.
— 28	Siwa	Brorsen	Ylollo	Do.
— 24	General Wyndham	Jane	Sourabaya	Off Scilly.
— 13	Telanak*	Popken	Batavia	Fayal.
Apr.30	Lombard	Pages	Macao	Havana.
May10	Mount Vernon	McGregor	Sourabaya	New York.
— 12	Express	Mumford	Colombo	Do.
— 23	Miltiades	Lidbeck	Moulmain	Off Stornoway.
—	Lorenzo	—	Do.	Queenstown.
—	Adela	—	Galle	Off the Start.
— 30	Hermelin	Onchterlony	Singapore	Falmouth.
— 28	Reconnaissance	Bullier	China	Bordeaux.
— 28	Mohely	Renier	Singapore	Do.
— 30	Anne Crowe	Hall	Colombo, &c.	London.
— 30	Mountain Ash	McCredie	Macao	Do.
— 30	Layard	—	China	Deal
—	William and Jane	Bruce	Rangoon	Cowes.
— 28	Taffarette	Dereix	Hong Kong	Off the Lizard.
— 10	Mina	Astrom	Macao	Havana.
— 16	Thames	Arnold	Colombo	New York.
— 31	Petchelee	Forster	Shanghai	London.
— 31	Corinna	Wilson	Colombo	Do.
— 31	Alvington	Lawrence	Do.	Do.
—	Brainstone	Nickels	Do.	Do.
— 30	Lamentin	Pinean	Penang	St. Nazaire.
— 28	Nuevo Lantaro	Estwal	Manila	Barcelona.
—	Southern Cross	Rogers	Rangoon	Plymouth.
June 1	Snaresbrook	Wood	Colombo	Deal.
— 2	Queen of Peace	Gallais	Do.	Do.
May31	Wm. Simpson	Napier	Singapore	Off the Needles.
— 30	Victoria	—	Macao	Off Falmouth.
— 29	Sir John Moore	—	Sourabaya	Off the Lizard.
—	Otto	—	Hong Kong.	New York.
June 2	Siwa	Brosser	Ylollo	London.
— 2	Granton	Balfour	Colombo	Do.
— 3	Star of the Mersey	Thomas	Do.	Do.
... 2	Ruby	Merrill	Java	Deal.
— 3	William and Jane	Bruce	Rangoon	Portsmouth.
—	Mary Edey	Gifford	Colombo	Off Falmouth.
— 2	Elvira	Gardes	Akyab	Do.
— 2	Ferozepore	Wolterton	Manila	Queenstown.
May31	Uncas	—	Java	Off Dungeness.
— 31	Minister Thorbecke	—	Do.	Do.
June 1	Telawak	—	Batavia	Off the Wight.
— 4	Esperanza	Fokkes	Singapore, &c.	London.
— 4	Queen of the Age	—	China	Do.
— 4	Agincourt	—	Colombo	Do.
— 4	Colombo	—	Do.	Deal.

* Put in for provisions.

DEPARTURES.

Date.	Ship.	Captain.	For	From
May25	Lammermuir	Bell	Shanghai	London.
— 24	Carin	v. Matern	Galle	Liverpool.
— 26	Sultan	Howard	Colombo	Do.
— 2	Emma Mathilde	Behrens	Macao	Havana.
—	Agathe Johanne	—	Singapore	Hamburg.
— 29	Carioca	Hughes	Yokohama	Liverpool.
— 29	Bonnie Dundee	Connor	Galle	Do.
— 30	Caldbeck	Garside	Singapore	London.
—	G. P. Servatius	—	Batavia	Amsterdam.
—	Princess Beatrice	—	Singapore	Sunderland.
— 29	Ferdinand Brumm	Voss	Do.	Do.
— 29	Manfred	Scott	Ceylon	Do.
— 31	Tyburnia	Stephens	Shanghai	London.
June 1	Assyrian	Mearns	Do.	Do.
May30	Twee Cornelissen	Kreye	Hong Kong	Cardiff.
— 8	Schultze Delitsch	Prehn	China	Madeira.

(*See Commercial Postscript.*)

LOADING.

At LONDON.—For Yokohama: Heroes of Alma. For Shanghai: Albuera, Dilkhoosh. For Hong Kong and Canton: Tavistock, Sea Belle, Lobelia, James Russell. For Singapore: Falcon. For Penang: Algernon. For Colombo: Celestial Queen, Jane Maria, Gladiator.

At LIVERPOOL.—For Shanghai: Kate Carnie. For Singapore: Silvercraig, Panic, Germania. For Manila: San Fernando, Feliz. For Batavia and Singapore: Geffrard. For Batavia and Sourabaya: Astrea, Catharina. For Mauritius, Penang, Singapore, Hong Kong and Shanghai: Ajax (s.s.).

At GLASGOW.—For Manila, Iloilo and Zebu: Jesus. For Singapore and Penang: Douglas Castle. For Hong Kong: Clifton. For Batavia Samarang, and Sourabaya: County of Bute.

SPOKEN.

ETHELS, Hong Kong to London, March 28, 15 N., 113 E.
RUBY, Banjowangie to Amsterdam, April 30, 21 N., 37 W.
MINISTER THORBECKE, Batavia to Rotterdam, May 9, 33 N., 35 W.
SNARESBROOK, Colombo to London, May 16, 45 N., 18 W.
CHILI, Liverpool to Singapore, April 14, 2 N., 17 W.
FORNICA, Falmouth to Amoor, March 29, 26 S., 28 W.
JACOBA HELENA, Batavia to Amsterdam, April 16, 5 S., 16 W.
SUPERB, Sourabaya to Falmouth, April 9, 19 S., 2 E.
MARIA ELIZABETH, Sourabaya to Rotterdam, May 3, 19 N., 37 W.
JAS. MCHENRY (?), Batavia to Rotterdam, April 9, 23 S., 4 W.
FEROZEPORE, Manila to Queenstown, April 29, 4 N., 27 W.
OUD NEDERLAND, Amsterdam to Batavia, May 19, 47 N., 11 W.
ARCHIBALD, Cardiff to Shanghai, March 1, off Boura Isle.
RACHEL, Batavia to Rotterdam, May 9, 33 N., 35 W.
STAR OF THE MERSEY, Colombo to London, May 5.
GRANTON, Colombo to London, March 25, 28 S., 8 E.
PHŒNIX, Java to Falmouth, May 14, 44 N., 25 W.
RED DEER, Cardiff to Shanghai, 5 N., 27 W.
ROSLIN CASTLE, Singapore to Liverpool, April 9, 24 S., 3 E.
MONTROSE, for Galle, April 29, 3 N., 26 W.
CLIO, Batavia to Amsterdam, March 25, 32 S., 32 E.
SUPERB, Sourabaya to Falmouth, April 27, 3 N., 23 W.
NEDERLAND, Amsterdam to Batavia, May 19, 47 N., 11 W.
SISTER, (?) Java to Amsterdam, May 20, 49 N., 10 W.
COUNTY OF AYR, Singapore to London, Feb. 8, in the Straits of Sunda.
COUNTY OF LANARK, Java to Amsterdam, March 23, 30 S., 37 E.
JOHANNES MARTINUS, Batavia to Rotterdam, May 7, 29 N., 39 W.
COLOMBO, Colombo to London, May 8, 31 N., 38 W.

FREIGHTS AND CHARTERS.

But little change has taken place in outward freights since the date of our last issue; in consequence, however, of the improved prospects in the money market, rates are somewhat firmer.

Current Rates of Freight for Vessels on the Berth :—To Yokohama: 50s. weight, 40s. to 50s. meast. To Nagasaki: The same. To Shanghai: 40s. weight, 30s. to 35s. meast. To Hong Kong: 40s. weight, 30s. meast. To Singapore: 30s. weight or measurement. To Penang: 40s. weight or measurement. To Ceylon: 40s. weight, 20s. measurement.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel. For Hong Kong: £44 to £45. For Galle: £37. For Singapore: £36. For Shanghai: £51 to £52. From Newport, Cardiff or Swansea, per ton. For Hong Kong: £2. 3s. For Manila: £2. For Galle: £1. 17s. For Singapore, £1 13s. For Shanghai: £2 10s. For Batavia: £1 12s. 6d.

The Admiralty have invited tenders for the conveyance of 26 tons loose shell from the River Thames to Hong Kong.

CASUALTIES.

The Young Mechanic, Grant, from Boston to Hong Kong, was burnt at sea 10th (15th ?) April, in lon. 11, and her crew landed at Pernambuco.

NOTICE TO MARINERS

Trinity-house, London, May 29, 1866.

The following notice having been communicated to this corporation by the Lords Commissioners of the Admiralty, the same is reprinted, by order of this board, for the general information of mariners.

P. H. BERTHON, Secretary.

Eastern Archipelago, East End of Java, Fixed Light at Banjoewangie.

Hydrographic-office, Admiralty, London, May 14, 1866.

The Dutch Government at Batavia has given notice that on and after the 4th day of December, 1865, a light would be exhibited from a light-house recently erected at the port of Banjoewangie, at the east end of the island of Java, Baly Strait.

The light is a fixed white light, at an elevation of forty-one feet above the level of high water, and in clear weather should be seen from a distance of eight miles.

The illuminating apparatus is dioptric, or by lenses. In entering the roadstead of Banjoewangie, steer in with the light bearing west, and it will lead clear of all dangers.

Japan : Seto-Uchi, or Inland Sea.

Beacon light on Isaki Point.

H.M.S. *Perseus* in December, 1865, observed that a light or wood fire in a shed had been placed on Isaki Point, the north-east extreme of Kiusiu Island, and was seen from that vessel at a distance of twelve miles.

By command of their Lordships,

GEO. HARRY RICHARDS, Hydrographer.

This notice affects the following Admiralty charts:—Java Island, No. 2,058, Indian Ocean, Nos. 2,483, 7,486, Baly to Timor, No. 2,073, Seto-Uchi, No. 2,875, Simonosaki Strait, No. 532, west entrance to Seto-Uchi, No. 127, and Kiusiu and Nissen, No. 358.

Digitized by Google

ASIATIC BANKING CORPORATION.

INCORPORATED BY ROYAL CHARTER.

AUTHORISED CAPITAL, £2,000,000. PAID-UP CAPITAL, £500,000 (now being increased to £750,000).
RESERVE FUND, £87,500.

HEAD OFFICE, No. 4, LOMBARD STREET.

BOARD OF DIRECTORS.

CHAIRMAN—FRANCIS BOYKETT, Esq. (Messrs. Timothy Wiggin and Co.).
DEPUTY-CHAIRMAN—JOHN A. RUSSELL, Esq. (Messrs. Grey and Coles, London, and Grey and Co., Bombay).
SYLVESTER D. BIRCH, Esq. (late Accountant-General, Bombay, and President of the Bank of Bombay).
WILLIAM MAITLAND, Esq. (Messrs. M'Killop, Stewart and Co., Calcutta).
THOMAS CARDWELL, Esq (Messrs. Thomas Cardwell and Co., London, and Cardwell, Parsons and Co., Bombay).
CHARLES A. FEARON, Esq. (Messrs. Fearon and Co., late of Messrs. Augustine Heard and Co., China).
MICHAEL H. SCOTT, Esq. (Messrs. Finlay, Campbell, and Co., London, and Ritchie, Stewart, and Co., Bombay).

Auditor—A. G. MILNE, Esq. (Messrs. A. G. Milne and Co.).
Official Auditors—J. E. COLEMAN, Esq., and H. E. BIRD, Esq. (Messrs. Coleman, Turquand, Youngs, and Co).
Acting General Manager—F. W. LAWRENCE, Esq. **Sub-Manager**—GEORGE MOUL, Esq.
Bankers—THE BANK OF ENGLAND. THE LONDON AND JOINT STOCK BANK.
Agents in Ireland—THE NATIONAL BANK. **Agents in Scotland**—THE BRITISH LINEN COMPANY.
Brokers—Messrs. FOSTER and BRAITHWAITE. **Solicitors**—Messrs. FRESHFIELDS and NEWMAN.

Agencies and Branches are established at Bombay, Calcutta, Madras, Kandy, Colombo, Penang, Singapore, Hong Kong, Shanghai, and Melbourne.
The Corporation grant Drafts and negotiate Bills of Exchange, payable at the above places, issue Letters of Credit and Circular Notes, and conduct every description of Banking business connected with the East. They effect the purchase and sale of Indian Securities, the receipt of Dividends, &c., and undertake the safe custody of Securities. They also receive Deposits, bearing interest, for fixed periods. Rates of Interest and Exchange may be ascertained at the Head Office.

By order of the Court,
F. W. LAWRENCE, Acting General Manager.

SECOND REPORT OF THE COURT OF DIRECTORS TO THE SHAREHOLDERS.

The Court of Directors, in presenting their Second Annual Report to the Shareholders, extremely regret the unsatisfactory result of the operations of the past year.

The losses are estimated at £142,000, against realised profits amounting to £61,494. 13s. 3d., from which an interim dividend, for the half-year ending 30th June last, at 5 per cent. per annum, has already been declared. The Directors have, accordingly, transferred £87,500 from the Reserve Fund to the credit of Profit and Loss, leaving the Reserve Fund at £87,500, and a balance to credit of Profit and Loss account of £949. 6s.

In the above estimate of losses, a claim of considerable importance (against which collateral securities are held) has not been included, the Directors having received such strong assurances that the Bank will be secured from ultimate loss thereupon, that they do not feel justified in writing off any loss in respect of this claim. Should, however, the reasonable expectations of the Board not be realised, the loss on this account would, in the opinion of the Board, be more than amply provided for by the Reserve Fund.

The debts in Bombay (against which various securities are deposited with, and held by, the Bank) have been estimated with due regard to the position of the debtors, and to the real value of such securities, and in arriving at such values the Directors have conferred with gentlemen unconnected with the Board, who have a thorough knowledge of the debtors, and also of the value of such securities.

Upon closing the accounts for the half-year ending 30th June last, the expected losses were so much below the estimates since formed, and the prospects for the future so encouraging, that the Directors deemed themselves perfectly justified in declaring an interim dividend, at the rate of 5 per cent. per annum, as authorised by the resolution passed at the last general meeting. The Directors have refrained from declaring a further dividend on the present occasion, leaving it to the Shareholders to decide upon the desirability of declaring a dividend, out of Reserve Fund, of 5 per cent. per annum, which would absorb about £15,000.

The losses now shown are mainly to be attributed to the operations of the Bombay agency, and to the disastrous crisis which is generally known to have occurred last year in Bombay. It is due, however, to the Directors themselves, and to the Agent of the Bank in Bombay, to state that the most disastrous of these transactions were initiated during the Agent's temporary absence on sick leave by a gentleman who acted for him, and who had been highly recommended to the Board for extreme caution and sound business views. This gentleman immediately thereafter ceased to be a servant of the Bank.

But for the transactions referred to the position of the Bank would have been in every way satisfactory;—it had passed through a crisis of unprecedented severity with unimpaired credit,—a highly efficient staff of officers had been organised, and the business of the Bank manifested a steady and satisfactory increase.

The Directors have the pleasure to report that Sylvester D. Birch, Esq., and Michael H. Scott, Esq., have joined the Board, in accordance with a resolution passed unanimously at the Extraordinary General Meeting of Shareholders held on the 7th March last.

In accordance with the Deed of Settlement, the following Directors retire by rotation, viz.:—Francis Boykett, Esq., and Thomas Cardwell, Esq., who, being eligible for re-election, offer themselves accordingly.

The Board have pleasure in recommending the re-election of the present Auditors, to whose valuable services they are greatly indebted.

4, Lombard-street, E.C., 11th May, 1866.
F. BOYKETT, Chairman.

MINUTES of the SECOND ORDINARY GENERAL MEETING of the SHAREHOLDERS, held at the Bank's Offices, No. 4, Lombard-street, on MONDAY, the 28th of May, 1866, FRANCIS BOYKETT, Esq., in the Chair.

The Advertisement convening the meeting and above Report of the Directors, with the General Balance Sheet and Statement of the Profit and Loss Account, closed to the 31st December last, having been read, the following resolutions were successively put and carried unanimously, viz.,—

I. Proposed by the DEPUTY-CHAIRMAN, seconded by the CHAIRMAN:—
That the Report and Statement of Accounts now read be adopted—Carried unanimously.

II. Proposed by ROBERT HANNAY, Esq., seconded by A. C. SCOTT, Esq.:—
That no Dividend be declared for the half-year ending 30th December last.—Carried unanimously.

III. Proposed by Major H. T. ARBUTHNOT, R.A., seconded by R. D. PEEBLES, Esq.:—
That Francis Boykett, Esq., and Thomas Cardwell, Esq., be, and they are hereby severally re-elected Directors.

IV. Proposed by B. H. MOWBRAY, Esq., seconded by J. CONNON, Esq.:—
That the present Auditors, A. G. Milne, Esq., J. E. Coleman, Esq., and H. E. Bird, Esq., be and they are hereby severally re-elected Auditors.—Carried unanimously.

V. Proposed by A. C. SCOTT, Esq., seconded by G. RINGER, Esq.:—
That the best thanks of the Shareholders be given to the Chairman, Directors, and Management, for their able administration of the affairs of the Bank during the past year.—Carried unanimously.

Extracted from the Minutes.
4, Lombard-street, E.C., 28th May, 1866.
F. W. LAWRENCE, Acting General Manager.

GENERAL BALANCE—31st December, 1865.

LIABILITIES.

Dr.			
To Capital, 25,000 original shares at £20 each	£500,000	0	0
Less calls in arrear	810	0	0
	£499,190	0	0
To do., 25,000 new shares at £20 each, £500,000, on which there has been called up £10 per share (3rd call £5, due 31st Dec., 1865)... ... ... £250,000 0 0			
Less arrears of 1st and 2nd call and premium £16,047 10 0			
Amount unpaid on 3rd call* ... 116,780 0 0			
£131,827 10 0			
Deduct receipts in anticipation of 4th and 5th calls 1,220 0 0			
£130,607 10 0	£119,392	10	0
	£618,582	10	0
To current deposits	973,821	12	2
To fixed deposits	1,904,312	4	8
To note issue	37,763	2	6
To bills payable and other sums due to the public	2,928,762	13	1
To reserve fund	87,500	0	0
To balance of profit and loss account, as stated below	949	6	0
	£6,551,721	7	5

*This call falling due on Sunday was mostly paid on the following day.

ASSETS.

Cr.			
By cash in hand and bullion...	£438,500	13	4
By cash with bankers and money at call	291,500	0	7
By Government securities	308,685	11	0
To bills receivable, loans, &c. due to the corporation	5,513,135	2	6
	£6,551,721	7	5

PROFIT AND LOSS ACCOUNT.—Year Ending 31st Dec., 1865.

Dr.			
To estimated amount of losses	£142,000	0	0
To balance carried down	949	6	0
	£142,949	6	0
Cr.			
By balance from 31st Dec., 1864	£6,454	12	9
By net profit for year 61,494 13 3			
Less interim dividend of 5 per cent. per annum ... 12,500 0 0			
	£48,994	13	3
	£55,449	6	0
By amount transferred from reserve fund...	87,500	0	0
	£142,949	6	0
By balance brought down ... ... —	£949	6	0

RESERVE FUND.—31st Dec., 1865.

Dr.			
To amount transferred to profit and loss account	£87,500	0	0
To balance carried down	87,500	0	0
	£175,000	0	0
Cr.			
Dec. 31, 1865.—By balance at this date	£175,000	0	0
By balance brought down	£87,500	0	0

F. W. LAWRENCE, Acting General Manager.
W. CROLE, Accountant.

F. BOYKETT, Chairman.
THOS. CARDWELL, S. D. BIRCH, } Directors.

London, 10th May, 1866. We have examined the several Statements transmitted from the Managers of the several Branches, and also the Books in London upon which the above accounts have been framed, and hereby certify to their correctness, according to such Books and statements, to 31st December, 1865.

A. G. MILNE, J. E. COLEMAN, H. E. BIRD, } Auditors.

Digitized by Google

THE BANK OF HINDUSTAN, CHINA AND JAPAN (Limited).

I, BANK-BUILDINGS, LOTHBURY, LONDON.

CAPITAL £4,000,000
Subscribed 3,696,100
Paid-up 893,682

DIRECTORS.

William Ferneley Allen, Esq., Alderman.
William Frederick Baring, Esq.
James Nugent Daniell, Esq.
Philip Shore Fletcher, Esq.
William Harrison, Esq.
James Levick, Esq.
Sassoon David Sassoon, Esq.
J. Mackrill Smith, Esq.
Richard Spooner, Esq.
Philip Vanderbyl, Esq.
Henry Young, Esq.

BANKERS.

The Bank of England. | The National Bank.
The Alliance Bank.

EDINBURGH BRANCH.

DIRECTORS.

William Forbes, Esq., of Medwyn.
Patrick Arkley, Esq., of Duninald.
James Mackintosh, Esq., jun., of La Mancha, and late of Calcutta.
John A. Macrae, Esq., W.S., 39, Frederick-street, Agent.

BRANCHES AND AGENCIES.
Henry Turner, Esq., Inspector.

Bombay	Manila	Hankow
Calcutta	Hong Kong	Nagasaki
Point de Galle	Foochow	Yokohama
Colombo	Ningpo	Melbourne
Kandy	Shanghai	Sydney
Singapore	Kiu-kiang	

Deposits received, subject to ten days' notice, on the usual terms, and for fixed periods at rates subject to special agreement.

Drafts issued, and Bills negotiated, payable in India, China, &c. Circular Notes and Letters of Credit, payable throughout Europe, are also issued for the convenience of Travellers per Overland Route.

The purchase and sale of Indian and other Securities, and the safe custody of the same, undertaken. Dividends, Pay, Pensions, Interest, or other moneys realised, and the registry of Indian Government Loan Notes effected, so that the interest may be paid in England.

Every other description of Banking and Agency business in connection with India, China, &c., conducted on the most favourable terms.

JOHN OUSELEY, General Manager.

R. L. SOUTHERN AND Co.

MERCHANTS AND AGENTS

6, MINCING-LANE, LONDON, E.C.

PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's Establishments at the above Port afford every facility for REPAIRING and SPARRING VESSELS, and for CLEANING and PAINTING Iron and Steam Ships.

Their large Granite Dock, 286 feet long on the blocks, is in complete working order, and at average spring tides can take vessels drawing 16 to 17 feet water. The Dock is fitted with a Caisson Gate and with a Centrifugal Steam Pump of great power, ensuring despatch in all states of the tide. An ample stock is kept on hand of Timber, Oregon Spars, Sheathing Copper and Yellow Metal, and of every description of material for Dockyard use.

The premises comprise an Engineer's Workshop, Brass Foundry, a large Smithy and Carpenter's Workshops, and the works are superintended by Resident Europeans, viz., a Shipwright, an Engineer and a Blacksmith. Dry Godowns for the reception of vessel tores, &c., when requiring to discharge them.

Amoy, March, 1865.

CHARTERED MERCANTILE BANK of INDIA, LONDON, and CHINA.

Incorporated by Royal Charter.

Paid-up capital, £750,000. Reserve Fund, £250,000.

BRANCHES AND AGENCIES.

Bombay.	Colombo.	Penang.	Hong Kong	Yokohama
Calcutta.	Kandy.		Shanghai.	
Madras.	Galle.	Singapore.	Hankow.	Mauritius

The Bank negotiates and collects bills and grants draft payable at the places above mentioned, issues letters of credit and circular notes for the use of travellers by the Overland Route, terms for which can be ascertained at the Head Office in London.

The Bank will effect the purchase or sale of Indian securities, undertakes the safe custody of same, and the receipt of interest, dividends, pay, pensions, and other moneys, for remittance through the Bank or otherwise.

The Bank receives money on deposit, on which interest will be allowed according to the length of time deposited. Particulars as to rates can be ascertained at the Head Office, 52, Threadneedle-street, London.

Office hours from 10 a.m. to 3 p.m.; Saturdays, from 10 a.m. to 2 p.m.

No. 52, Threadneedle-street, London, E.C.

THE CHINESE COMMERCIAL GUIDE.

CONTAINING Treaties, Tariffs Regulations, Tables, &c., useful in the trade of China and Eastern Asia, with an Appendix of Sailing Directions for those Seas and Coasts, by S. WELLS WILLIAMS, LL.D. Fifth Edition.

Hong Kong, SHORTREDE and Co.; London Agent, F. ALGAR, 11, Clement's-lane, E.C. Price Two Guineas.

CAUTION.

THE GROSS FRAUDS which continue to be practised by obscure manufacturers, more particularly in Germany, by imitating the Labels attached to JOHN GOSNELL and Co.'s PERFUMERY, render it imperative upon the Proprietors to Caution the public against such nefarious proceedings, and to request their friends and patrons to purchase only of respectable dealers, who import direct from JOHN GOSNELL and Co., and invite special attention to the address, 12, THREE KING-COURT, LOMBARD-STREET, LONDON, E.C.

JOHN GOSNELL and Co.'s SELECT PERFUMES.—Ess Bouquet, Royal Yacht Club Bouquet, Jockey Club Perfume, Essence of Wood Violet, Victoria Bouquet, Garibaldi Bouquet, Frangipanni, Military Bouquet, The Bride's Bouquet, Tea Rose, Russian Leather Perfume.

JOHN GOSNELL and Co.'s Toilet Vinegar, Inexhaustible Salts, Aromatic Vinegar, Aromatic Eau de Cologne.

JOHN GOSNELL and Co.'s Prince of Wales Perfumes

JOHN GOSNELL and Co.'s Princess Alexandra Perfume.

JOHN GOSNELL and Co.'s La Noblesse Perfume.

JOHN GOSNELL and Co.'s La Noblesse Pomade.

JOHN GOSNELL and Co.'s La Noblesse Soap.

JOHN GOSNELL and Co.'s Real Old Brown Windsor Soap.

JOHN GOSNELL and Co.'s Golden Oil—Moelline—Macassar Oil, Bear's Grease, &c., for the Hair.

JOHN GOSNELL and Co.'s Extra Highly Scented Toilet and Nursery Powder.

JOHN GOSNELL and Co.'s Stereodesmic or Dentists Tooth Brushes and Trichosaron Hair Brushes, warranted to purchasers.

JOHN GOSNELL and Co.'s Instantaneous Hair Dye.

JOHN GOSNELL and Co.'s Cherry Tooth Paste is greatly superior to any tooth powder, gives the teeth a pearl-like whiteness, protects the enamel from decay, and imparts a pleasing fragrance to the breath.

NOTHING IMPOSSIBLE.—The Greatest and most Useful Invention of the day, AGUA AMARELLA.—Messrs. JOHN GOSNELL and CO., 12, Three King-court, Lombard-street, London, Perfumers to Her Majesty, respectfully offer to the public this truly marvellous fluid, which gradually restores the human hair to its pristine hue—no matter at what age. The Agua Amarella has none of the properties of dyes; it on the contrary, is beneficial to the system, and when the hair is once restored one application per month will keep it in perfect colour. Price One Guinea per bottle; half bottles, 10s. 6d.

JOHN GOSNELL and Co., Perfumers to Her Majesty and by Special Appointment to H.R.H. the Princess of Wales, London.

Keating's Cough Lozenges.

JUDGED BY THE IMMENSE DEMAND this Universal Remedy now stands the first in public favour and confidence: this result has been acquired by the test of fifty years' experience. These Lozenges may be found on sale in every British colony, and throughout India and China. They have been esteemed wherever introduced. For COUGHS, ASTHMA, and all affections of the Throat and Chest, they are the most agreeable and efficacious remedy.

Prepared and sold in boxes and tins of various sizes, by THOMAS KEATING, Chemist, &c., 79, St. Paul's Churchyard, London. Sold retail by all druggists and patent medicine vendors in the world.

N.B.—To prevent spurious imitations, please to observe that the words "KEATING'S COUGH LOZENGES," are engraven on the Government Stamp of each Box without which none are genuine.

HOLLOWAY'S PILLS.—The Best Friends.—When bad health overtakes mankind what would not be given to be freed from it! Holloway presents to all invalids the means of recovering their health and renewing failing strength for a mere trifle. His Pills invariably produce the most satisfactory results where the digestion, circulation, or nerves are at fault. The Pills purify the blood, balance its circulation, strengthen the stomach and intestines, on which they gently but effectually operate as aperients. Illness of the most alarming character, which has withstood all other treatment, has gradually yielded to a course of Holloway's Pills, which will ever prove the invalid's safest friend.

SOLID MAHOGANY FURNITURE FOR INDIA, CHINA AND THE COLONIES.

HEAL and SON are Manufacturing, ESPECIALLY FOR use in EXTREME CLIMATES BEDROOM FURNITURE, which is entirely Free from Veneer. A general Assortment always in Stock.

IRON AND BRASS BEDSTEADS

Suitable for all Parts of the World. Their Stock consists of 2,500 Bedsteads.

HEAL AND SON'S PATENT HORSEHAIR MATTRESS.

HEAL and SON have Patented an Improvement in the Manufacture of Mattresses, which prevents the material from felting into a mass, as is the case with all Mattresses made in the ordinary way. The Patent Mattresses are made of the very best Horsehair, are rather thicker than usual, and the prices are but a trifle higher than those of other good Mattresses.

HEAL AND SON'S ILLUSTRATED CATALOGUE

For INDIA, CHINA, and the COLONIES, of Bedsteads, Bedding, and Bedroom Furniture, SENT FREE TO EVERY PART OF THE WORLD to which there is Book Post.

HEAL and SON, Bedstead, Bedding, and Bedroom Furniture Manufacturers 196, 197, 198, Tottenham-court-road, London, W.

DYSENTERY, CHOLERA, FEVER, AGUE, ETC.

CHLORODYNE.

CAUTION.—*Vice-Chancellor Wood affirmed in Court that Dr. J. COLLIS BROWNE was undoubtedly the Discoverer of Chlorodyne; that the statements of the Defendant Freeman were deliberately untrue, and he regretted to say they had been sworn to (see "The Times" of July 13, 1864); all others must be spurious.*

Earl Russell has graciously favoured J. T. Davenport with the following extract of a despatch from Mr. Webb, H.B.M.'s Consul at Manila, dated Sept. 17, 1864:—"The remedy most efficacious in its effects (in Epidemic Cholera) has been found to be CHLORODYNE, and with a small quantity given to me by Dr. Burke I have saved several lives." Earl Russell communicated to the College of Physicians that he had receive a despatch from Her Majesty's Consul at Manila, to the effect that Cholera had been raging fearfully, and that the ONLY remedy of any service was CHLORODYNE.—See *Lancet*, December 31, 1864. No home should be without it.

Eminent Hospital Physicians of London stated on oath that they prescribe CHLORODYNE largely, and mean no other than Dr. Browne's.

The General Board of Health, London, state as to its efficacy in Cholera and Dysentery:—"So strongly are we convinced of the efficacy of his remedy, that we cannot too forcibly urge the necessity of adopting it in all cases."

From A. Montgomery, Esq., late Inspector of Hospitals, Bombay:—"Chlorodyne is a most valuable remedy in Neuralgia, Asthma, and Dysentery. To it I fairly owe my restoration to health, after eighteen months' severe suffering, and when all other medicine had failed."

From W. Vesalius Pettigrew, M.D.:—"I have no hesitation in stating that I have never met with any medicine so efficacious as an antispasmodic and sedative. I have used it in Consumption, Asthma, Diarrhœa, and other diseases, and am most perfectly satisfied with the results."

Dr. M'Grigor Croft, late Army Staff, says:—"It is a most valuable medicine."

Dr. Gibson, Army Medical Staff, Calcutta:—"Two doses completely cured me of Diarrhœa"

Government supply both the Army and Navy with it. A Sheet of Medical Testimonials accompanies each Bottle.

Sold in Bottles, 2s. 9d. and 4s. 6d., by all Chemists. None genuine without the words

"DR. J. COLLIS BROWNE'S CHLORODYNE" on the stamp.

SOLE MANUFACTURER:—

J. T. DAVENPORT, 33, GREAT RUSSELL-STREET, LONDON, W.C.

Be not misled by the statements of unscrupulous persons, as the Defendant was termed by the Vice-Chancellor.

Digitized by Google

OVERLAND ROUTE.

COMMUNICATION by STEAM to INDIA, AUSTRALIA, &c., *via* EGYPT.—From SOUTHAMPTON and MARSEILLES.—The PENINSULAR and ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels for Gibraltar, Malta, Egypt, Aden, Ceylon, Madras, Calcutta, the Straits, China, and Japan (Yokohama), by their steamers leaving Southampton on the 4th and 20th of every month. For Gibraltar, Malta, Egypt, Aden, and Bombay by those of the 12th and 27th of each month; and for King George's Sound, Melbourne, and Sydney, by the steamers leaving Southampton on the 20th of every month. The steamers leave Marseilles on the 5th, 12th, 20th and 28th of the Month.

For further particulars apply at the Company's Offices, 122, Leadenhall-street, London, E.C., or Oriental-place, Southampton.

OVERLAND ROUTE VIA MARSEILLES.

SERVICES MARITIMES DES MESSAGERIES IMPERIALES.

FRENCH MAIL STEAM PACKETS.

The 19th of every Month, at 2 P.M for—

MESSINA, ALEXANDRIA, ADEN, POINT DE GALLE (Ceylon), PONDICHERRY MADRAS, CALCUTTA, SINGAPORE, BATAVIA, SAIGON HONG KONG, SHANGHAI, and JAPAN.

The 9th of every Month for—

MESSINA, ALEXANDRIA, ADEN, SEYCHELLES REUNION, MAURITIUS.

For passage, freight, and information apply to B. W. and H. HORNE, 4, Moorgate-street, London; G. H. FLETCHER and Co., Liverpool; at the offices of the Services Maritimes des Messageries Imperiales in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

*** Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.

ORIENTAL, AUSTRALIAN, AND GENERAL STEAM AGENCY, AND GLOBE PARCEL EXPRESS.

PARCELS, PACKAGES, and MERCHANDISE forwarded, and PASSAGES engaged to all parts of the world. Baggage collected and shipped, insurances effected, &c.

CALCUTTA, MADRAS, CEYLON, and ADEN—Overland, 4th and 20th of every month.

BOMBAY and ADEN—Overland, 12th and 27th.

CHINA, JAPAN, SINGAPORE, and EASTERN SEAS—Overland, 4th and 20th.

AUSTRALIA, TASMANIA, and MAURITIUS—Overland, 20th.

NEW ZEALAND and AUSTRALIA via PANAMA, 2nd.

INDIA, CHINA, and AUSTRALIA—Via Cape of Good Hope, Clipper Ships, weekly.

Prospectuses, with through rate to a thousand places free on application.

G. W. WHEATLEY and Co. (late Wagnorn), 150, Leadenhall-street, E.C.; CHAPLIN'S, Regent-circus, W., and 23, Regent-street, S.W.

INDIA AND CHINA.

ROBERTSON and CO. will despatch the following first-class VESSELS to their respective destinations:—

Destination.	Ships.	Docks.	To Sail.
Shanghai	Dilkhoosh ...	E.I.D.	With des.
Kanagawa and Yokohama	Heroes of Alma ...	W.I.D.	With des.
Penang	Algernon ...	L.D.	With des.
Hong Kong & Whampoa	Red Riding Hood ...	W.I.D.	With des.
Nagasaki and Japan...	Lady Alice...	W.I.D.	With des.
Singapore	Petchelee ...	W.I.D.	With des.

For Freight or Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.

INDIA, CHINA, AND AUSTRALIA.

SHAW, LOWTHER, & MAXTON will despatch the following high-classed VESSELS to their respective destinations:—

Ships.	Destination.	Docks.	Date of sailing.
Winchester...	Calcutta	E.I.D.	June 15
Tavistock ...	Hong Kong and Whampoa. ...	W.I.D.	June 2
James Russel.	Ditto	S.K.D.	To follow.

For Freight or Passage apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings, E.C.

CHINA, JAPAN, and SINGAPORE.—The following splendid first-class SHIPS will be despatched asunder:—

Port.	Ship.	Class.	Dock.	Last Ship. Day.
Shanghai ...	Albuera ...	A1 13 yr.	E.I.D.	June 12.
Hong Kong & Whampoa ...	Lobelia ...	A1 13 yr.	E.I.D.	June 9.
Kanagawa (Yokohama ...	Mountain Ash ...	A1 10 yr.	E.I.D.	With des.
Singapore ...	Falcon ...	A1 13 yr.	W.I.D.	With des.

For Freight or Passage apply to KILLICK, MARTIN and Co., 28, Nicholas-lane, Lombard-street, E.C.

JOHN C. CAMPBELL will despatch the following splendid first-class VESSELS:—

Destination.	Ships.	Class.	Tons.	Dock.
Hong Kong & Whampoa .	Sea Belle ...	A 1 10 yrs.	650	E.I.D.
Bombay ...	Albert Victor ...	A 1 12 yrs.	1184	E.I.D.
Colombo ...	Celestial Queen.	A 1 13 yrs.	842	S.K.D.
Colombo ...	Gladiator ...	A 1 —	503	L.D.

No. 23, Great St. Helen's, E.C.

THE BRINDISI ROUTE TO THE FAR EAST.

THREE DAYS' SEA PASSAGE FROM ITALY TO EGYPT.

THE SOCIETA ANONIMA ITALIANA, DI NAVIGAZIONE ADRIATICO ORIENTALE,

Under Contract to carry the direct Mails, Despatch their first-class English built Steamers "Cairo," "Brindisi," "Principe di Carignano," or "Principe Tomaso,"

BETWEEN

BRINDISI AND ALEXANDRIA,

ONCE A WEEK.

This Route affords facilities which no other does either in going or returning from Egypt.

In GOING to EGYPT passengers can leave LONDON or PARIS after the Departure of the Indian Mail from either place, and arrive at ALEXANDRIA before its arrival.

In RETURNING from EGYPT, a Special Train is arranged to leave BRINDISI, so that a SAVING of possibly 36 HOURS may be effected. The passage from Brindisi to Alexandria is performed in 72 to 82 hours. The time of departure is as follows:—

From BRINDISI for ALEXANDRIA, on the 7th, 14th, 22nd, and 30th of each Month at 3 P.M.

From ALEXANDRIA for BRINDISI, a few hours after the arrival of the Indian mails, usually about the 5th, 12th, 20th, and 28th of each Month.

FARES:—

	1st Class.	2nd Class.	3rd Class.
BRINDISI TO ALEXANDRIA (AND *VICE VERSA*) ...	275 fr.	200 fr.	90 fr.

For further particulars apply to, at FLORENCE, VIA MONTEBELLO, 42; PARIS, RUE DE L'UNIVERSITE, 10.

LONDON: Messrs. PALMER, 44, Eastcheap, City, E.C., the Chief Office.

FROM LIVERPOOL.

Destination.	Ships.	Tons	Class.	To Sail.
Shanghai ...	Kate Carnie...	549	A 1 13 yrs.	Imm.
Batavia & Singapore ...	Geffrard ...	334	A 1 12 yrs.	„
Batavia & Sourabaya ...	Astrea ...	312	—	„
Calcutta ...	William Fairbairn ...	1293	—	„
Calcutta ...	Bebington ...	889	AA 1	„
Bombay ...	Tiverton ...	1174	AA 1	„
Bombay ...	City of Agra .	1073	AA 1	„

For terms of Freight or Passage apply to MCDIARMID, GREENSHIELDS, and Co., Liverpool.

With very quick Despatch.

FOR HONG KONG and WHAMPOA, the beautiful clipper ship SEA BELLE, A 1 ten years, 650 tons burthen, J. HIBBARD, Commander, East India Docks. This splendid vessel is well-known in the India and China Trades, and offers a first-rate opportunity to shippers of fine goods.

For Freight or Passage apply to LIVINGSTON, HOLDING and BRIGGS, 31, Great St. Helen's, Bishopsgate-street; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

FOR COLOMBO, CEYLON, Direct, will have very quick despatch, having a considerable portion of her cargo engaged, and shipping, the splendid new clipper ship JANE MARIA, A 1 nine years, 342 tons register, JOHN HUGHES, Commander; loading in the West India Docks. This beautiful vessel offers the best opportunity to shippers of fine goods.

For Freight or Passage apply to F. TALLACK (late W. A. Winkley), 23, Birchin-lane, Cornhill, E.C.

Will have very Good Despatch.

DIRECT for COLOMBO, the splendid British-built clipper ship CELESTIAL QUEEN, A 1 thirteen years, 842 tons register, WILLIAM WATT, Commander; lying in the St. Katharine Docks. This magnificent ship, from her size, high class and fast sailing qualities, having made her last passage from Calcutta in 98 days, offers an unusual opportunity to shippers of fine goods.

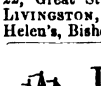
For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street; or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

With immediate Despatch.

DIRECT for BOMBAY, the magnificent clipper ship ALBERT VICTOR, A 1 twelve years, 1,184 tons register, T. J. CLARKE, Commander; lying in the East India Docks. This splendid high classed ship, built in 1864, is now quite ready for cargo, and being one of the fastest vessels afloat, offers a most desirable opportunity to shippers of fine goods.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

With immediate Despatch.



DIRECT FOR COLOMBO, the magnificent Aberdeen clipper ship GLADIATOR, A 1, 503 tons register, J. MURRAY, Commander; London Docks. This beautiful vessel, built by Messrs. Walter Hood and Co., Aberdeen, offers a first-rate opportunity to shippers.

For Freight or Passage apply to LIVINGSTON, HOLDING and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

TO IMPORTERS.

The undersigned beg to remind Importers of Wearing Apparel, and Boots and Shoes, of the many advantages which their long experience as Manufacturers and Shippers, their vast resources, and their intimate knowledge of the requirements of Foreign and Colonial Markets enable them to offer.

ASSORTED SAMPLE CASES FORWARDED ON RECEIPT OF REMITTANCE OR ORDER ON LONDON AGENT.

E. MOSES AND SON,

CORNER OF MINORIES AND ALDGATE, LONDON

COWASJEE DINSHAW,

Close to the Landing Place. Depot of

EUROPEAN, CHINA, AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality. Bombay-made Soda Water and Lemonade. Perfumery, Confectionery, Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.

STEAMER POINT, ADEN.

Drawing and Reading-room free to Passengers.

THE "LONDON AND CHINA EXPRESS" ON SALE

TUPPER AND COMPANY,

MANUFACTURERS OF PATENT GALVANISED IRON in Sheets, Tiles, Iron Roofs, Sheds, Cisterns, Pails, Gutters, Wire for Fencing, &c.

WORKS AT BIRMINGHAM AND LONDON.

OFFICES: 61A, MOORGATE STREET, LONDON.

Merchants' orders executed with despatch.

THE LONDON AND CHINA TELEGRAPH.

THE EIGHTH Volume of this JOURNAL commenced on the 4th of January, 1866. The Subscription for the three numbers per month is 30s. per annum, including Postage, and to the Export Supplement 12s. Terms for advertising, 2s. 6d. per five lines; and 6d. for each additional line.

Subscriptions and Advertisements received abroad by the following Agents:—

Paris ...	G. W. YAPP, Rue de la Michodier, No. 13.
Hamburg ...	Mr. ONCKEN.
Amsterdam ...	LOMAN AND VERSTER.
Rotterdam...	HOOG & KRUYT.
New York ...	WILMER AND ROGERS.
Gibraltar...	W. SPEED.
Malta ...	A. MILLER.
Alexandria...	P. CUMBO, St. Catherine's-square.
Aden ...	COWASJEE DINSHAW.
Suez...	
Bombay ...	CHESSON AND WOODHALL
Calcutta...	SANDERS, CONES, AND CO.
Point de Galle ...	G. D. ANTHANISZ.
Colombo...	J. W. VANDORT.
Kandy...	W. A. ARCHBALD.
Labuan, Sarawak, and Singapore ...	JOHN LITTLE & Co., Singapore.
Penang ...	SANDILANDS, BUTTERY AND CO.
Bangkok...	
Batavia ...	HUNTER, HOUGHTON, AND CO.
Anjer—Straits of Sunda	G. SCHUIT, Anjer Hotel.
Manila ...	PHILLIPS, MOORE, AND CO.
Hong Kong, Canton, Macao, & Swatow,	J. B. MORRIS, Hong Kong.
Amoy ...	BELLAMY AND CO.
Foo-Chow-Foo ...	HEDGE AND CO.
Shanghai...	H. FOGG AND CO.
Tien-Tsin ...	JAMES HENDERSON.
Nagasaki—Japan ...	PIGNATEL AND CO.
Yokohoma ...	HANSARD AND BLACK.

OFFICE, 12, GEORGE-YARD, LOMBARD-STREET, LONDON, E.C.

Printed for the Proprietors by WOODFALL and KINDER Milford-lane, Strand, W.C., and published by JOHN ELLISON, at the Office of the "LONDON AND CHINA TELEGRAPH," 12, George-yard, Lombard-street, E.C. in the parish of St. Edmund the King.—Wednesday, June 6, 1866.

Digitized by Google

The London and China 新聞紙 Telegraph.

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON ARRIVAL OF THE MAILS, about the 4th, 14th, and 28th, in connection with the "LONDON AND CHINA EXPRESS,"
A SUMMARY OF NEWS FOR THE OUTWARD MAILS OF 10th, 17th, and 26th.

VOL. VIII.—No. 212.] LONDON, MONDAY, JUNE 11, 1866. [Price 9d., with Sup., 1s. 3d.—Sub. 30s. per ann. postage included, Sup. 12s. extra.

Latest Advices.

	From London.	Arrived out.	HOMEWARD. Arrived in London this day.
JAPAN—			
Yokohama	Feb. 17	April 12	April 17
Nagasaki			„ 15
Hakodadi			
CHINA—Peking			„ 10
Tien-tsin			„ 14
Chefoo			
Now-chwang			
Hankow			
Kiu-kiang			„ 19
Chin-kiang			„ 20
Shanghai	Feb. 26	April 16	„ 22
Ningpo			
Foo-Chow			
Formosa—Tamsuy			
Amoy			
Swatow			
Hong Kong	March 17	„ 27	„ 29
Canton			
Macao			
PHILIPPINES—			
Manila	Feb. 26	„ 16	„ 24 (via Singapore)
COCHIN-CHINA—			
Saigon			May 1
SIAM—Bangkok			April 26
BORNEO—			
Labuan			
Sarawak			
JAVA—			
Batavia			May 1
MALACCA STRAITS—			
Singapore	March 26	„ 30	„ 7
Penang	„ 26	„ 28	„ 9

The next inward mail, bringing dates from Hong Kong to the 13th May, is expected to be delivered in London on the 27th inst. The following telegram has been received in advance. The Imperial troops have again been victorious over the rebels in the North. Tea quiet. Silk market closed. Export to date, 53,625 bales. Exchange on London, 6s. 5d. Freight, £3. 10s. Total export of tea to date, 116,500,000 lbs. Exchange on London, 4s. 7d.

List of Passengers.

PASSENGERS INWARD.

By this mail per P. and O. Company's steamer China, arrived at Marseilles, June 9.—From Shanghai: Messrs. Beadell and Hanbury. From Hong Kong: Dr. Jones. Commander Morant. From Singapore: Messrs. Bakker, Bager, McLeod, Volger, and two second-class passengers. From Yokohama: Mr. Barber.

Per French mail, arrived at Marseilles, June 4.—From Hong Kong for Singapore: Hon. Thomas Sutherland, and 21 Chinese. For Suez: Messrs. G. Bovet, E. Brunchow, and W. W. Cargill. For Marseilles: Mrs. T. Ball, Messrs. D. Ball, Charles L. J. Mann, H. du Chesne, Fred. Lewis, M. Caro, C. Rogerson, G. Blakeway, R. Jack, Alfred Roper, and Miss F. L. Hams.

PASSENGERS OUTWARD.

Per P. and O. steamer Ripon, from Southampton, June 4.—To Yokohama: One second-class passenger. To Shanghai: Mr. S. Walker. To Ceylon Lieutenant-Colonel Phillips, R.A., Mr. J. Attygalle and two second-class passengers. To Hong Kong: Mr. Graham and one second-class passenger. To Singapore: One second-class passenger. To Calcutta: Mr. J. Field, Staff Assistant Surgeon Lindsay, Mr. and Mrs. Welbish, Mr. F. J. Crooke, Mr. J. R. Moore, fifteen second-class passengers, and three children. To Madras: Mr. and Mrs. Minchin, two children, and native female servant, Mr. G. F. Hill and four second-class passengers. To Suez: Mr. A. C. Gray and seven second-class passengers..

From Marseilles, June 12.—To Hong Kong: Mr. Collins. To Ceylon: M. H. W. Tombs. To Shanghai: Mr. Kemptner and servant. To Calcutta: Mr. C. Stephen, Mr. and Mrs. J. Rose, Mr. E. Chatterley, Mr. Progose and three second-class passengers.

Per P. and O. steamer, from Marseilles, June 20.—To Hong Kong via Bombay. Mr. G. J. Helland.

Per P. and O. steamer, from Southampton, June 20.—To Hong Kong: Mr. Weeks Mr. S. Deacon, Mr. J. D. M. Thomson. To Singapore: Mr. G. Henderson. To Ceylon: Mr. R. B. Carson, Mr. and Mrs. J. Affleck.

From Marseilles, June 28.—To Penang: Mr. W. and Mrs. Brooke. To Shanghai: Mr. H. M. Twomby.

Per P. and O. steamer, from Southampton, July 4.—To Penang: Mr. and Mrs. Walter Scott and six children, Miss Dickson, Miss Waller. To Singapore: Mr. J. W. Campbell.

From Marseilles, July 12.—To Hong Kong: Mr. J. Russell.

Summary of News from the Far East.

JAPAN.

The present mail has brought no later dates nor any items of interest since our issue of 6th inst.

CHINA.

SHANGHAI.

The dates by the present opportunity are not later than received per French mail. The following summary is from the *Commercial Record*, April 22:—

The annual meeting took place on the 18th, when the report and accounts of the Council were passed, and the Budget for the ensuing year was adopted. The noticeable features in the Budget were the reduction of the tax upon rentals to 5 per cent.; the appropriation of an assessment on rentals at 1 per cent. to the lighting of the settlement and the proposal to levy wharfage dues at the rate of one-tenth per cent. on all imports and exports imported by persons residing in the English and American settlements without reference to the place where the goods are landed. This is practically the application of the town due system under another name. It was decided that the incoming Council have power to take charge of the new cemetery as well as of the old one and that at Pootung; and also that they should be authorised to take over the Bubbling Well and Woosung Roads when freed from debt; as well as the Soochow Bridge.

Mr. Consul Winchester, who occupied the chair, pointed out that there was some question as to the proposed issue of Salt Licences, as this would depend upon the views of the Chinese Authorities; and he also noticed that both the local Post Office and the Savings Bank were matters without the strict province of the Municipal Council. He also expressed much doubt as to whether the proposed new system of levying Wharfage Dues could be adopted upon the present basis of Municipal Government.

A proposition was brought forward to the effect that the Council should be empowered to prevent arrests in the settlement being made by others than the Municipal Police. This was firmly but temperately opposed by Mr. Seward and Mr. Winchester; they pointed out that it was beyond the power of the Land Renters to pass any such resolution; but their remonstrances not prevailing, Mr. Winchester relinquished the chair, and accompanied by Mr. Seward, left the room. Mr. Keswick was then voted to the chair and the resolution being put to the meeting was passed. After this a deputation waited upon Messrs. Seward and Winchester, who with good sense and courtesy returned, Mr. Winchester retaking the chair.

The Chief Judge, to whom the question of the motion's legality was referred, has given his opinion that it was beyond the power of the Land Renter's meeting, and has endorsed a suggestion made in the *Shanghai Recorder* to the effect that the Chinese authorities should be moved to furnish a list of all the taxes and impositions which are legally due from Chinese residents in the settlement, and that such taxes should be collected, less some fraction to defray the cost of collection, by the Municipal Council.

The Chamber of Commerce has addressed a letter to the treaty Consuls on the subject of the prohibition of small steamers proceeding into the interior, urging the advisability of the subject being referred to the Ministers at Peking. This subject we notice more fully in another column. At a meeting of the Recreation Fund shareholders it has been decided that the money lent by the late trustee to the Shanghai Club is to be returned to the shareholders for investment in public objects, to be approved by a future meeting. A judgment of importance has been given by Sir E. Hornby in the case of Siukee *v.* Hogg, in which it is decided that a Chinaman can make no legal claim in respect of land registered in a foreigner's name in trust.

The first meeting, adjourned, of the creditors in the estate of Jarvie, Thorburn, and Co., took place on the 6th, when several additional debts were proved. Mr. Hargreaves put in a claim on

Digitized by Google

behalf of Messrs. Smith, Kennedy, and Co. for bills returned unpaid, the amount for which they had, as endorsers, remitted to the parties who had held them in London. A claim was instituted for the cost of the bills so remitted, together with interest and charges, and a discussion arose as to the admissibility of the claim in that form; some of the creditors being of opinion that they should claim for re-exchange in the same manner as the banks proposed doing. His lordship was, however, of opinion that as a substantive loss could be absolutely shown and proved, the claim would have to be admitted. In reply to a question from Mr. Myburgh as to whether the principle upon which Mr. Hargreaves laid his claim would only be admitted in cases where actual loss could be shown, his lordship stated that the question was having his careful and deliberate attention; but that he had not yet quite made up his mind upon the point. Mr. Myburgh begged to call attention to the fact, which was pointed out to him by Mr. Jackson, of the Mercantile Bank, that if the principle were admitted an immense amount of confusion would arise, as in the case of banks who had bought at a high rate, and then remitted to cover the bill at a low rate, there would be a profit on the transaction. His Lordship, however, stated that no considerations could prevent the proof of an actual loss. Mr. Myburgh said that he believed there was a fixed rate, 25 per cent., allowed in bankruptcy for return exchange. His Lordship, however, stated that though this principle might apply to India, upon which there was a fixed rate of exchange, it was not certain it would apply to Shanghai, on which the evidence showed there was no actual exchange rate from London.

The claim was ultimately passed, subject to the assignees' audit. On the presentation by Mr. Hanssen of a power of attorney, a question arose as to the faculty of Notary Public held in Shanghai by Messrs. Lawrance and Myburgh, and exercised by the former gentleman. Mr. Myburgh stated that the faculty had been granted by Dr. Lushington to both his friend Mr. Lawrance and himself, but he had not used his power, as he thought it dangerous. His lordship left the bench in order to consult with Mr. Winchester, H.B.M. Consul, and upon returning stated that Mr. Winchester had always been informed that Mr. Lawrance had the power to act as notary, and had not thought it necessary to interfere. His lordship, however, stated that nothing but an order in Council, under the Foreign Jurisdiction Act, could confer authority in this place, and that unless Dr. Lushington had received such authority he could not grant the power. In the course of the discussion on this subject, it appeared that documents under Mr. Lawrance's Notarial Seal had been recognised in Hong Kong and also in Sweden. With regard to a claim by Messrs. Dent and Co., Mr. Myburgh pointed out that he understood that they, as agents for an Insurance office, intended to make a set off of shares held by Jarvie, Thorburn, and Co. It was then pointed out to Mr. Hanssen that if he put in his claim he would waive his right, if he had one, to the shares against it; and he therefore abstained from proving.

The rebellion in the north continues to assume a serious complexion. The foreign-drilled Peking troops, about 2,000 in number, together with some 6,000 ordinarily armed Chinese that were sent from Chi-li province, in all about 8,000 men, have been unable to make head against a much smaller rebel army of only some 3,000 to 5,000. The latter, on the contrary, have executed an extremely clever and creditable strategical move. They contrived to lure the Imperial army northwards by assembling and retiring slowly. While, however, one half of their number kept the Imperialists thus in play, and led them on to some eight or ten days' march north of Moukden, about 1,500 well mounted fellows made a bend through a wild forest region, and then re-entering the cultivated portion of the province, they advanced on Moukden, which had been left nearly bare of troops. The foreign-drilled Pekingese are now nearly all back in Moukden again, to which they have been forced by this move on the part of the Rebels; and the new military governor of the province (a man said to have distinguished himself in the suppression of the Taiping rebellion in the south) is now shut up in the city of Kae-Ping, about two days' march north of Moukden, and the Mandarins are in apprehension of his being taken there, notwithstanding that he has 300 of the Peking foreign-drilled troops, besides others with him.

At the meeting of the Royal Asiatic Society on the 16th April, besides the usual routine of business and the reading of the paper for the night, the following interesting communication from Mr. Hart with reference to the Chinese visitors to Europe was read out by the Chairman.

"I go accompanied by some Chinese, the chief of whom is one of the Under-Secretaries in the Chinese Foreign Office. They have been appointed by Imperial Edict to accompany me 'to travel in the west,' and they will visit the capitals of all the Treaty Powers. The chief official was the other day introduced by Prince Kung himself to all the Ministers at Peking, and they have been asked to inform their Governments that the party will, on behalf of the Chinese Foreign Office, pay its respects to the Secretary of State for Foreign Affairs in the country visited. This is a great step in advance, for which I have been working for the last five years, and I am naturally glad to have brought it so far towards completion before leaving China. It is not an embassy, but it is the first voluntary step towards cementing itself in an amicable way with foreign Powers that the Chinese Government have yet made. I anticipate the best results."

The following is from the *Commercial Record* of 22nd April:—

CHINESE LAND OWNERS.

A judgment of importance has been delivered by Sir E. Hornby in the case of Sin-kee versus Hogg, which is doubtless still in the recollection of many of our readers. This case was heard before Mr. Winchester, shortly prior to the establishment of the Supreme Court, and he left the judgment to be given by Sir Edmund Hornby. The point upon which the case turns is the question of whether a Chinaman can make any legal claim in respect to land which has been registered in trust for him in the name of a British subject. The decision of the Court is, as might be expected, in the negative; and it is perhaps to be wondered at, in the face of the fact that it is clearly contrary to law for a Chinese subject to hold land in the Foreign settlements, that the case was ever brought forward. It is well known that the Chinese themselves have never been of any other opinion than that they were not authorized to hold such property; and it is for this precise reason, and no other, that they have resorted to the plan of registering land in the name of foreigners. Upon the merits of the case itself it is not of importance to dwell, as they are of consequence only in so far as they have tended to bring about a decision in court, which will form an easy landmark and guide in all similar matters for the future. The system of registering land in the name of foreigners is but a simple attempt to evade the law, and it is well that it should be shwyn in a practical manner that such proceedings are not without risk. The Chinese who choose to own property registered in the name of foreigners will have to rely simply upon their honour, and cannot make any claim whatever at law. In the event of bankruptcy of the foreigner in whose name property is so registered, we take it, the whole of the land would go to the estate without any question. This fact will doubtless tend to make Chinese more careful in entering into transactions of the kind for the future, as, though they may have hitherto been fully aware of the nature of such arrangements, it has been usual in the case of insolvency to transfer such lots prior to assignment of effects; and this course, as being morally right, has not hitherto been objected to; but in the face of a legal decision that such property belongs to a foreigner it might be construed into a fraudulent transaction, in so far as it would prejudice the legal interests of the creditors.

That the strict enforcement of law in this matter may press hardly upon Chinese in some cases is a circumstance to be regretted; but nevertheless is not one which could with justice or propriety be taken into consideration. That it has been convenient to evade this law, and that such practice has been for a lengthened time generally adopted, is no reason why the clear and distinct meaning of the provision should be set aside; the more especially as that meaning has never been misunderstood by those who have been in the habit of ignoring it. To admit this would be to strike at the very foundation of all order and government. Should it happen that any individuals suffer from acting contrary to the law, which they clearly understand, they can have but themselves to thank for these consequences. Indeed it is perhaps the best security for the laws being acted up to, that it should be known that going contrary to them is, even if sometimes not criminal, at least always dangerous.

HONG KONG.

Dates are down to the morning of the 29th April. The French mail of 17th March arrived out on the 27th April. The following report of the meeting of the Council on 26th April is from the *China Mail*:—

Present—His Excellency the Governor, the Acting Chief-Justice, the Colonial Secretary, the Acting Attorney-General, the Colonial Treasurer, the Auditor-General, the Honourable James Whittall, the Honourable Francis Chomley.

The minutes of the last Council having been read and approved, his Excellency said he would now ask the Council to resume the consideration of the Ordinance for the supplementary expenditure, which had been already read a first time. Of the $264,000 required, $147,000 were required for the Mint; and the apparent excess was simply caused by the different mode of keeping the accounts which had been adopted; so that the real deficit was not so large as might be imagined at first sight.

The Hon. James Whittall asked some questions relative to the amounts of income and expenditure, and said that it appeared that the income was increasing equally with the expenditure.

The Auditor-General said such was the case. The revenue was increasing in equal ratio with the expenditure.

The Governor said the hon. member seemed to have a more favourable idea of the condition of the colonial finances than he had. It appeared to him that the condition of the finances called for retrenchment where practicable, and unless they abandoned all projects of progress and improvement, it would be necessary to adopt some means of increasing the revenue.

The Hon. James Whittall said, it appeared to him that as the funds required for the Mint were an exceptional demand, now that that demand had been satisfied, the deficit would be proportionably decreased, and that then the increasing revenue would for the future further reduce it.

The Auditor-General said that although the building expenses would not appear upon the estimates, still the working expenses, amounting to between $70,000 and $80,000 per annum would remain.

The Hon. James Whittall observed that his principal object was to ascertain whether the revenue was actually increasing.

The Auditor-General said that supposing the working of the Mint did not leave any profit they would be $14,000 to the bad next year, assuming that no other expenditure be undertaken.

The Hon. James Whittall said that his calculations certainly led him to a more hopeful view.

The Governor said he was sorry that he could not agree with the hon. member. The flourishing condition of finances in past years had been mainly caused by the sales of land. The best lots had, however, now been disposed of, and therefore we could not look again to a source which had been in a great measure exhausted. It was a pity to interrupt the agreeable vision of the member, but the

Digitized by Google

fact was, the colony was fast approaching bankruptcy. In the four years, 1859 to 1862, the revenue had been augmented by $670,000 proceeding from the sale of public lands. It might have appeared at that time that the finances were in a very favourable state, but the apparent prosperity really arose from premiums the proceeds of land sales which were expended and could not be annually renewed. The expenditure of the last two years if continued for another two years would lead to bankruptcy, supposing something were not done to alter the existing state of things, and he (the Governor) submitted that they could not content themselves with merely being a government drawing salaries without doing something for the progress of the colony. In sanitary reforms, much remained to be done and means would have to be devised to mature many costly but necessary improvements. His Excellency concluded by saying that he would at an early date call the attention of the council to the financial condition of the colony.

The Auditor-General said that a considerable sum had been obtained last year, from the sale of the old police station and of public lands.

His Excellency said that the ordinance before the Council involved no principle, and he therefore hoped it would be passed with as little delay as possible.

The draft was then read a second time and passed unanimously.

His Excellency then said he had to call attention of the Council to a subject of some interest to the colony. When this Council granted the pension of £300 per annum to Bishop Smith, it was stipulated, that in the event of his obtaining church preferment, his pension should be reduced *pro tanto* relatively to the amount of income he should derive from such other sources. A correspondence had taken place between the Bishop and the Right Honourable Mr. Cardwell, in which the former asks whether a chaplaincy, a lectureship, or any proferment on the Continent would be considered "preferment" by the conditions appended to his pension, and also, whether in the event of his accepting any preferment, his Hong Kong persion would be irrevocably lost, or whether it would revert to him in case he should give up such appointment. The Secretary of the Colonies had, in a despatch dated the 8th March, forwarded this correspondence and had also expressed a desire that the opinion of Council should be taken on the subject. He (the Governor) would say that although he might, at the time when the original proposal for a pension was before the Council, have voted against it, still, as it had been voted, it appeared to him that the Bishop should be treated in reference to his pension as any other civil officer of the Crown, viz.: that it should be withheld if he obtained any other preferment of greater or equal value, and reduced *pro rata* if he obtained any other income of lesser amount. The Bishop had also asked Mr. Cardwell whether the income from other sources would be calculated on the gross or on the net issue of any new preferment sum. He (the Governor) should say that in fairness it ought to be calculated on the net income.

The Acting Chief-Justice was understood to say that he had, at the time the pension was granted, strenuously opposed it, and that he was still of opinion that it ought never to have been granted.

The Governor said that the opponents to the granting of the pensions might have had logic on their side, but as the pension had been granted, it need not deter hon. members from expressing an opinion as to whether in passing the resolution the Council had intended the pension to be entirely lost, in case of the Bishop's accepting other preferment, or to be only in abeyance.

The Acting Chief Justice said as he had not been with the majority he did not know what their intention was.

The Colonial Secretary said that the intention of the majority who voted for the pension was, that the words of the Ordinance meant that the pension should be only in abeyance. and not forfeited.

The Colonial Treasurer said that he had been opposed to the granting of the pension, but seeing that his opposition was not of any avail he had voted with the majority. He thought the resolution should be interpreted in such a way as to place the bishop on the same footing as any other civil servant of the Crown.

The Acting Attorney-General was understood to say that when once the pension was granted it ought never to be wholly forfeited—but remain according to circumstances in temporary abeyance.

The Colonial Secretary said the granting of a pension to Bishop Smith had not been an exceptional measure, Judge Hulme had also received a pension, although it had been stipulated on granting him his salary; that he was not to receive any.

The Governor said that a pension could, in justice, only be charged on a colony for services rendered to the colony, and he understood that Bishop Smith had resided and laboured for a long time out of the colony. That question was, however, not before the Council at present. In reference to the present question it was desirable that the Council should be unanimous, and he would, therefore, embody their views in the following words, which he submitted seemed to be the prevalent opinion. "That it is the desire of the Council that the Bishop's pension should not cease with, but be in abeyance during, his occupancy of any other preferment. And that the interpretation of the word preferment should be left to the Secretary of State for the Colonies." This opinion was then unanimously assented to.

His Excellency then made some remarks relative to a draft ordinance for the incorporation of the Hong Kong and Shanghai Bank, in which he was only understood to say that there were strong technical reasons for not laying it on the table, and he only alluded to the matter lest those who took an interest in it might have overlooked it.

The Acting Attorney General was understood to say that by an oversight the words "and Japan" had been included in the the ordnance, and that the home authorities objected to this Council legislating for any place out of the colony being beyond its jurisdiction—all such legislation being clearly inoperative.

His Excellency then adjourned the Council.

The *China Mail* says:—The principal topic of discussion in the Legislative Council appears to be "ways and means," and the "last straw" which is to break the camel's back, according to our contemporary, is the "Military Contribution," which seems as great a bugbear here as "Irish members" are in the House of Commons at home. On comparing notes, it really appears that although, to follow out comparisons, Mr. Gladstone can afford to chuckle over his estimated three millions of surplus we are obliged to ponder over the heavy deficit which appears on the balance-sheet of the Colonial Treasury. Things have been going on altogether wrong; incidental revenue has apparently been calculated as permanent, and the proceeds of Government land sales which have heretofore formed the principal revenue, now that nearly all the Crown lands are sold, can no longer keep "the mill going," and this being a free port and principally only a depot for goods of all kinds, the elasticity of the Customs' revenue at home can find no parallel here, either now or in any future years.

We hope great things for the Mint, when in full working order; and the success of the undertaking, in a commercial point of view, will we believe be soon apparent. This may stop the gap and make the colony solvent again; in the meantime economy and retrenchment is absolutely necessary, and some steps should be taken to send a petition to the Secretary of State for the Colonies, endorsed by the whole colony, protesting against the levying of the obnoxious contribution to the army estimates; at any rate until the Mint begins to 'make money, in *two* senses of the word. This petition should be laid before the House of Commons, and the 'sense of the House' being taken on the subject, common sense must win the day and demonstrate the injustice and oppression attached to this compulsory payment of £20,000 per annum."

(FROM OUR OWN CORRESPONDENT.)

The last vestiges of the cool season have left us, apparently, and the usual six months of sweltering misery have set in. The military, to whom the heats proved so fatal (under General Mismanagement's command) during the never-to-be-forgotten summer of 1865, are escaping from a second season just in time, as the last detachment of the 9th Regiment sails for Yokohama to-morrow, whilst the remnant of the 11th will also be off toward the Cape in a few days. The 20th, just arrived from Japan, show by their healthy appearance how much reason they have to be thankful for the station they occupied during the last fatal year As yet nothing appears certain as to the troops that are to be stationed here in support of the 20th. A rumour has arrived here from Ceylon to the effect that four companies of the Ceylon Rifles are to be sent here, and, so far as they go, no doubt these troops would prove both hardy and efficient; but there is work here for two strong native regiments, in addition to the European troops, who *must* be kept, and whom it is more than madness to expose to hard work and night guards during the summer months. The local press has actively dwelt upon the irrational idea started by some economising member of Parliament who proposed to employ a Chinese contingent force on duty in Hong Kong. The idea is so obviously absurd as to be scarcely worth dwelling upon, as every person with any acquaintanceship with Chinese matters must be thoroughly aware of the untrustworthiness of the race when exposed to influences such as surround this colony. In India, or in a distant and hostile province of China, Cantonese Sepoys would make efficient troops, though their tendency to secret combination renders them at all times a dangerous arm to depend upon. But here, in a community of 2,000 Europeans living amid 120,000 of the most turbulent and dangerous scoundrels of all China, the experiment of committing the public safety to a force recruited from among the latter class would very soon bring about that result which most of the "cheap" experiments of the day usually arrive at.

His Excellency the Governor has paid a short visit to the Portuguese settlement of Macao, the salubrity of which at this season is a counterpoise to its dulness. Governor Amaral, of Macao, has done wonders in his three years' tenure of office to improve the roads and defences of Macao, but the trade of the place, with the exception of the coolie traffic and the business done by the Chinese contraband dealers, appears to be past praying for. The Portuguese appear to be uneasy as to the ultimate intention of the Chinese Government to assert its rights of sovereignty over the peninsula, and Governor Amaral has laboured strenuously to create a naval force for the defence of the place. A small twin-screw gunboat has been built at Hong Kong, and another has just been finished at Whampoa, where I hear a third is also building. A corvette is further expected from Lisbon. The illicit traffic in coolies for Peru and Havana is too profitable to be abandoned without a struggle. Nearly two thousand wretched victims were shipped away in the week ending the 12th instant. It is satisfactory to add that two of the native crimps employed by the Macao man-sellers to kidnap coolies for them along the coast were recently seized by the local authorities of the district of Tien-pak, and summarily beheaded.

The Canton emigration season has just closed, under the regulations prevailing there. Only one British ship, the *Pride of the Ganges*, has left with emigrants for Demerara (her first voyage, in December, met with the disastrous result I mentioned in January last), but eight or ten French vessels have departed with coolies for Havana. Under the extraordinary convention concluded at Peking in March, it is expected that large numbers of "emigration," houses for Cuba and Peru will be opened at Canton in the ensuing season.

An agent of the Government of the Sandwich Islands, who was formerly employed to obtain coolies for that

Digitized by Google

part of the world, has recently arrived here with a mission to obtain spawn from the Chinese fishponds for breeding purposes. The art of pisiculture is cultivated very extensively and very simply in the silk districts near Canton. The silk mulberry plants requiring a high and well drained site for its growth, the alluvial flats along the many channels of the river are raised by excavating earth from portions of the land and heaping it on the remainder. The cavities thus formed are made use of as ponds in which fish (chiefly carp) are reared for the market at Canton, whither they are carried (a distance of from twenty to fifty miles) in broad, shallow boats, through which a stream of fresh water is kept constantly running by means of a treadmill pump, which the boatmen work with their feet. The cultivation of oysters is also very largely practised on the coast.

The steamer *Prince Albert*, owned in Hong Kong, has been confiscated by the Canton Customs for a breach of the Treaty in resorting to a port not declared open to foreign trade. It appears that a certain amount of traffic has been carried on for some years past by a few small steamers between Hong Kong and the ports between this and Hainan, and the *Prince Albert*, caught in the act, has paid the penalty of her adventurousness. The port of Kiung-chow-fu, in Hainan, is declared open by Treaty, but the amount of legitimate trade there is so insignificant that no steps have ever been taken by Her Majesty's Minister to legalize trade there on the part of foreigners. The port will doubtless some day be exchanged for some other place on the coast which may appear to present greater advantages to foreign commerce.

I hear that the *Fiery Cross* and the *Serica*, the two famous clippers which created so much interest last year by their ocean-race homeward, are both to be *towed* down the China sea to the Straits of Sunda with the "New Season's Tea." The tea season has opened earlier than usual in the South, and large quantities of tea are expected to reach Canton this year, as the native traders are rather shy of Hankow, where numerous defalcations among the compradors of the European firms exposed them to serious losses last year.

CANTON.

The following notice has been issued :—

The undersigned has to notify for the information of the undermentioned claimants for losses incurred through the capture of the steamer *Queen* by the Chinese on the 23rd February, 1857, that he has received instructions from Her Majesty's Minister at Peking to pay the amounts awarded to them by Her Majesty's Government on account thereof, on their presenting a receipt in the form annexed. Particulars of the awards will be given on personal application at Her Majesty's Consular Office at Canton. —D. B. ROBERTSON, Consul. Messrs. P. F. Cama and Co., Ameesoodin Jafferbhoy, Cassumbhoy Nathabhoy Aladinbhoy, Habibhoy, Dhurumsey Poonjabhoy, Yully Mahomed, Kessowjee Sewjee.

The following account of the meeting in reference to the Canton Gardens will be of interest to the late residents at that place :—

A general meeting of renters of land on the Shamien site was held at the British Consulate, Canton, April 21st, 1866, to receive the report of the Trustees of the Garden Fund for the past, and to elect trustees for the ensuing year.

President, D. J. Robertson, Esq., C.B., H.B.M.'s Consul; Chairman, Wm. Fred. Mayers, Esq., H.M.'s Acting Vice-Consul; R. von Carlowitz, Esq., Messrs. Carlowitz and Co., George B. Glover, Esq., J. Cordes and Co., Pustau and Co., E. Deacon, Esq., Deacon and Co.; H. S. Hancock, Esq., Gibb, Livingstone and Co., L. Nendel, Esq., Oxford and Co., John Moul, Esq., Moul and Co.; T. G. Newton, Esq., Jardine, Matheson and Co., Theophilus Sampson, Esq.

The minutes of the last meeting having been read, Mr. Glover read the following report of the Garden Indemnity Fund :—

"At the last annual meeting, held on the 23rd of February, 1865, the following gentlemen were appointed to act as trustees for the ensuing year, namely, Messrs. Moul, Adams, and Glover. Early in the year Mr. Adams left Canton, but there was no appointment made to fill the vacancy caused by his departure. In September Mr. Moul left for England, and Mr. Theo. Sampson was appointed by the trustees to fill his place.

"When the trustees commenced their labours there was a balance of $9,147.22 in hand, since then there has been received from the Chartered Mercantile Bank as interest $776.88, to which is to be added $3.50 premium on a cheque drawn upon the Bank, making a total of $9,927, of which $3,369.65 has been expended in sundry improvements, leaving a balance in hand of $6,557.95; of this balance $6,000 has been placed in the Chartered Mercantile Bank of India, London and China, on special deposit, upon which there will be due on the 23rd instant $158 as interest.

"Most of the work done on Shameen has been executed under the direct supervision of Mr. Moul to whose energy and attention we are indebted for the present flourishing condition of the garden.

"During the year $18 per mensem has been paid to Aling, for which sum he agreed to keep the paths in order. Two gardeners have been constantly employed at $11 per month, their time being entirely devoted to the plants in the central garden, and to the trimming of the trees. The central garden has been put in order, and an iron fence has been placed around it. Seeds received from England were placed in the ground last November, the plants from which are now maturing.

"There have been 427 trees planted this year, which, with 655 planted the year before, make a total of 1,072 trees, the larger portion of which are growing rapidly, and will no doubt in a few years present such an appearance as will make Shameen one of the finest spots in the east."

Mr. von Carlowitz asked whether anything further had been heard from Her Majesty's Government with respect to the sum of $10,000 with interest, to which the trustees looked as a part of indemnity due. If nothing has been heard, he would suggest a further application.

The Chairman replied that he had received no instructions relating to the claim of $10,000. He agreed in a great measure with Mr. von Carlowitz as to the propriety of discussing the subject of permanently investing the funds in hand, but he thought that when, as in the present case, money is placed in the hands of three responsible gentlemen as trustees, it may be better to leave the manner of investing it to their discretion without hampering them too closely by locking up the funds. The trustees would undoubtedly not think of expending any large portion of the funds vested in their hands without resorting in the first place to the authority of a general meeting.

The report and accounts were then adopted.

The following gentlemen were elected trustees for the ensuing year : Geo. B. Glover, Esq., R. von Carlowitz, Esq., E. Pettit, Esq.

After some futher buisiness the meeting dissolved.

JAVA.

BATAVIA.

Our Rotterdam Correspondent writes us in reference to the new steam service to Queensland :—

"The agent and representative of the Netherlands India Steam Shipping Company, residing at Batavia, has protested against a memorial which is presented by Messrs. A. van Hoboken, Reynst and Vinju, to the Secretary-General of Queensland, about the projected steam lines between Australia and Java. The agent asserts that the Company is perfectly able to open and maintain a service from Batavia, *via* Brisbane to Sydney, *via* Torres Straits, that the five steamers—the property of the N.I.S.C.—are sufficient for this purpose, that this company has as much claim upon the subsidies of the Australian and Dutch Governments as the firm named, and that there is not one reason why the Government should quit the system of a public contract. The agent confesses that it is of general interest that this line should be opened, but he is of opinion that not the English but the Dutch colours are to be preferred, and remembers at the same time that his company is a Dutch Company. He has made these communications—he says—in behalf of 'fair play.' I need not say that this protest will cause a new delay which will turn out to be very disadvantageous for both the countries interested in this line."

SIAM.

We hear from Bangkok that Mr. J. Thomson had safely returned from his expedition to Ongcore, in Cambodia, for the ruins of which ancient and almost unknown city he left Bangkok in the end of January last. We believe he has succeeded in obtaining many interesting particulars concerning these remains of a remote and unrecorded antiquity, as well as a series of photographs of the inscriptions, bas reliefs, and sculptures of the great temple of Ongcore, which must be one of the grandest buildings ever reared by man. Even in its ruins the vastness and grandeur of its proportions are most imposing. Some idea of its size may be formed when it is stated that its outer wall measures three-quarters of a mile in length. Of the inscriptions, we understand that Mr. Thomson has succeeded in obtaining translations into Sanscrit from the chief-priest of Cambodia, and he hopes with these and the other materials collected to be the means of throwing some light on the origin and history of this wonderful place, regarding which the writing and traditions of both Siam and Cambodia are silent.

MALACCA STRAITS.

SINGAPORE.

Dates hence are to the 7th May. No London mail had arrived since the 4th May, which was the date of the intelligence published in the *London and China Telegraph* of the 6th inst.

The Government had not felt justified in overlooking the indiscretion of Mr. Robertson, the Deputy Commissioner of Police, as borne out by the evidence in the late conspiracy case; and instructions have issued that he be removed from the office of Deputy Commissioner at Singapore to be Deputy Commissioner at Province Wellesley. He will also be placed last on the list for promotion of Deputy Commissioners for the settlement.

We extract the following from the *Government Gazette* of the 4th of May :—

Mr. R. G. Scott, Junior Sworn Clerk, Prince of Wales's Island Division of the Court of Judicature, has obtained leave of absence for three months, without pay, on private affairs, from the 19th inst. Mr. J. A. H. Caunter has been appointed to officiate as Junior Sworn Clerk during Mr. Scott's absence, or until further orders.

His Honour the Governor is pleased to make the following appointment :—Lieutenant Henry Burn to be lay Trustee for the Chaplaincy of Singapore, vice Vaughan, resigned. Mr. P. B. Maxwell, Senior Sworn Clerk, Prince of Wales's Island Division of the Court of Judicature, resumed charge of the duties of his office on the 28th ult. Mr. P. B. Maxwell has been granted privilege leave of absence for one month, from the 29th ult.

The barque *Statesman*, after having been carefully fitted up under the superintendence of Captain Kirby, was formally inaugurated as a second powder magazine on the 28th April, in the presence of the proprietors and a number of guests, for whom a very excellent tiffin was prepared. The advantages of stowing gunpowder (which is here almost entirely *in transitu*) convenient to the anchorage of the shipping, in place of having it magazined at a point so difficult and dangerous of access as the old Kallang depot, have long been apparent; and the establishment of this new floating magazine will prevent any resort to such a dangerous system. The *Statesman* will be anchored just outside the limits of the harbour and a little more than a mile to westward of the other hulk (which, by the way, was also fitted up under the superin-

Digitized by Google

tendence of Captain Kirby). Together, they will afford storage to a far greater quantity of powder than has ever been here at one time; but with such security and increase of facilities, added to the absence here of all Government restrictions in this trade, it is not unlikely that a great part of the gunpowder previously shipped direct to China will for the future come by way of Singapore, where it will not only have the chance of two markets, but will have safe and economical stowage and be nearly as much within the control of the China merchants as if it lay in their own harbours.

The last day of the races appears to have been the most exciting of the three, Mrs. General Grant winning a race from Caledon, the only competitor she had to fear, and Caledon returning the defeat by carrying off the Winners' Handicap from the lady.

PENANG.

The high prices which have ruled for betelnut of late (observes the *Gazette*), and the likelihood of their continuing, are an inducement for its more extended cultivation. Thirty years ago the highest price paid for 100 nuts was 3 cents, the lowest 2 cents. Now the price varies from 8 to 12 cents per 100. As is well known, the native name for the betelnut is Penang, from which our island takes its name. It is nowhere indigenous on the island, but it will grow anywhere, in the plains or on the hills; in the richest and poorest sails; in heavy loam and on the crags and in fissures of rocks. Large plantations of it have been seldom formed in this settlement, but it is generally planted along hedgerows and roadsides; little attention seems to be paid to its cultivation, but it thrives and grows and produces everywhere. The largest plantation is at Juru, and was formed some years ago by the late Lee Gean; the trees are too thickly planted, seven feet apart, but the plantation bears and pays well. This cultivation if employed extensively will not supersede the nutmeg plantation on the hills, as the produce is too bulky, and the cartage would perhaps take a good deal out of the profits. There is on most of the hills on which nutmeg plantations were formed a fair show of trees. There are a number of varieties of the Penang of commerce as well as a number of ways of preparing the nut for the different markets. The nut for the coast of India is simply prepared by taking off the fibrous husk from the nut, whilst the mode of preparing the "Penang ava," which is sent to Burmah, is a more complex procedure. Most of the betelnut grown in our island is made into Penang ava. The fruit is collected generally in a half ripe state, and the husk is chopped off from the nut with a knife, and by this process part of the nut is sliced off, though most of the husk remains on the nut. When a sufficient quantity of nuts have been prepared they undergo a tanning process, and are then dried on bamboo frameworks, or mats exposed to the sun, until fit for packing in bags for exportation. The Chinese appear to like this mode of preparing the betel, and seem as happy over it as the Malays are over their paddy harvest.

The Penang and Sumatra nuts are much larger than those grown further north, and in the Burmah markets, which import betel from here and places further north, as Mergui, Tavoy, and the Northern coast, the difference is at once perceptible. Like the cocoanut, there are a great many varieties of Penang which are not easily distinguished; the flowers of the Penang wangis have a very fragrant scent which at certain seasons loads the air. Perhaps few are aware that our widely renowned "Penang lawyer" sticks are only a dwarf variety, or a species of betelnut. The native name is Penang *liar*, which has been easily corrupted into lawyer, the word *liar* in Malay meaning "wild," or undomesticated.

The tree is raised from seed, which are generally sown first in nurseries; but we think the best way is to plant the seeds where they are to stand at once. This saves much time and labour afterwards. Few palmites like transplanting. From ten to twelve feet apart is the usual distance allowed between the plants, but distance is quite a matter for the consideration of the planter. We would advocate thick planting, say at three feet apart, and thin afterwards. The trees come into bearing entirely owing to the care bestowed upon them. Few bear before the fifth or sixth year, and most not until the eighth year, when they continue to produce for a long time. Some trees produce more than a hundred nuts at a crop, whilst others will not produce ten or twenty. All depends upon the description of soil the plant is grown in. We hope to see more of the nut planted in Penang, for there is one thing about this cultivation, namely, the rarity of a diseaseor insect attacking it, so very different from the cocoanut tree, coffee, and nutmeg. This port has always been the emporium for most of the betelnut grown on the east coast of Sumatra, but of late years, instead of the nut being brought here, advances are made by the Chittys, and the nut is shipped direct from Sumatra to the Madras coast.

Births, Marriages, and Deaths.

(Announcements for subscribers are made free of charge.)

BIRTHS.

BAKER—On the 17th April, at Hong Kong, the wife of S. W. Baker, of a son.

MAXWELL—On the 6th June, at 128, Park-street, Grosvenor-square, W., Lady Anna Stirling Maxwell, of a son.

TORREY—On the 17th April, at Hong Kong, the wife of J. W. Torrey, of a daughter.

MARRIAGES.

CAYLEY—WILSON.—On the 17th April, at the Cathedral, Colombo, by the Rev. James Bacon, Richard Cayley, of Lincoln's-inn, barrister-at-law, and Advocate of the Supreme Court of Ceylon, to Sophia Margaret, only daughter of David Wilson, Esq., of Colombo.

FRAZAR—LINDSLEY.—On the 8th May, at Dorchester, Mass., U.S.A., by the Rev. Nath. Hall, Everett Frazar, Esq., of the firm of Frazar and Co., Shanghai, China, eldest son of George Frazar, Esq., of Watertown, Mass., to Annie H. Lindsley, daughter of Joseph C. Lindsley, Esq., of Dorchester, Mass., U.S.A.

DEATHS.

BECK—On the 22nd of April, at the Civil Hospital, Hong Kong, Brayton W. Beck, Chief Mate, unemployed, aged 40 years.

PUTTFARCKEN—On the 19th May, at Hamburgh, Susanna Henrietta Elizabeth, only daughter of Otto, Puttfarcken, Esq., aged 5 years.

SCHMID—On the 17th May, at sea, between Alexandria and Malta, of consumption, Sophia, the beloved wife of Stephen H. Schmid, of the P. and O. Service, aged 28.

WATSON—On the 26th May, at 15, Essex-terrace, Lee, S.E., Alexander Gawler, infant son of J. P. Watson, Esq., aged 14 days.

COMMERCIAL REPORT.

CHINA IMPORTS.

Cotton.—Bombay—No sales. Bengal.—$19 to 23; sales, 590 bales. China.—Shanghai, $23 to 24½; Ningpo, $24½ to 25½; Tien-tsin, $22 to to 23½; sales, 1,600 bales.

Grey Shirtings.—7lb. to 7¾lb., $3.70 to 3.90; 8lb. to 8¼lb., $4.10 to 4.25; 8½lb. to 9lb., $4.65 to 4.95; 9¼lb. to 10lb., $5.10 to 5.60; sales, 11,000 pieces.

T-Cloths.—No sales. 6lb. to 6¾lb., $3.50 to 3.70; 7lb. to 7¾lb., $3.90 to 4.30; 8lb. to 8¾lb., $4.10 to 4.90.

Metals.—Lead—Sales, 400 pigs. Common, $6.40 to 6.60; best, $7 to 7.20. Iron.—Nail rod, $3 to 3.30; sales, 780 piculs; hoop, $3.80 to 4.25; bar, $2.90 to 3.15; sales, 400 piculs small round; wire, $7 to 8.25; sales, 50 piculs.

COALS.—HONG KONG.—Arrivals have consisted entirely of Australian, in four cargoes from Sydney, aggregating 2,500 tons, which have found purchasers at $12 to $12.50. Some large sales of Welsh have taken place at $16½ from godown, and of English arrive at $15.

SHANGHAI.—The market is firm, and the supplies having been small, the business done during the last fortnight has been confined to sales "to arrive," viz., 2,000 tons of English Steam Coals and one cargo of Cardiff, at 72s. sterling per ton, payable in 6 months' sight Bank bills, and one cargo of Sydney at tls. 9.2.5 per ton. Small sales of American Anthracite Coals have been at tls. 13 from godown, and of Sydney Coals at 9.5.0, also from godown. Stocks of all kinds are light. Arrivals have been about 600 tons Cardiff and 1,500 tons Sydney Coals.

CHINA EXPORTS.

TEA.—The markets are all but swept of old Teas. A smart competition has set in for the new season's yield, which there is every reason to expect will be large and early. The advices from Foochow convey the idea that the new Teas will commence to arrive on the 10th proximo. The Mandarins had been squeezing a little too hard in the districts, and had created an *emeute*, which it was thought would be speedily patched up. The advices from Hankow state that the new Teas are looked for as early as the 20th promimo, and the growing districts seem clear of marauders, a brisk and early trade is expected. The last French mail steamer took 2,500 chests Tea; which must have been new Tyshans from Macao.

CANTON.—Musters of Canton Greens and District Congous have continued to arrive during the past fortnight, but as teamen have only lowered their exorbitant demands very slightly, tael prices are even higher than last year, when exchange and freight were much lower than the rates now ruling. Statistics from Home and the results of early shipments last season do not encourage buyers to make any offers at present likely to lead to business. Scented Teas: May be expected in fair quantity in the course of a few days, and already some musters of capers are offering, but the scenting flower is not yet sufficiently forward to enable holders of the leaf to prepare any large parcels. Prices asked for these kinds are also much higher than last year. Some further contracts have been made in Pouchong at about former rates, and which are the only settlements reported during the fortnight.

FOOCHOW.—A favourable change in the weather has taken place since the date of the last report, and the crop will probably be of good quality, although, as then stated, a few days later than last year. The keenness of the competition for fine Teas will, however, probably prevent the production of any first class parcels, but rather tend to increase the quantity of good and fine Teas. Some disturbances have taken place up country in consequence of the exactions of the Mandarins, but they have subsided without interfering with the Tea picking.

SHANGHAI.—Black Teas: There is nothing to report in these descriptions and the stock remaining on the market is merely 650 chests Congou, and 600 chests of Oopack Dust. Green Teas: About 9,000 packages have been settled during the fortnight at rather higher prices. Supplies from the country are exhausted, and the stock is reduced to 5,000 half-chests of common quality. Settlements have been 6,700 half-chests Fychow at Taels 27¼ to 35, and 2,300 half-chests Moyune at Taels 36 to 45. There have been no reshipments, and the stock is estimated at 4,000 half-chests Fychow and 1,000 half-chests Shanghai packed teas.

HANKOW.—Advices are to the 14th instant. The *Eliza Shaw Challenger Min* and the steamer *Erl King* will be on the berth for New Teas. The season is expected to be early and the number of contractors in the country is considerably beyond last year's. Musters will

Digitized by Google

probably be down about the 15th May, and teas in bulk some ten days' ater. No opinion as to the extent of the crop can yet be formed.

YOKOHAMA.—The business transacted in the tea market since the last report has been very small, owing to the selection being so inferior, and buyers not having much choice are holding off a little in consequence; the amount purchased has been for the New York market, and is estimated at about 600 piculs.

SHANGHAI.—Since the departure of the last mail the business in China Silk has been unimportant, only about 140 bales having been settled, and of these more than half go forward on native account. Prices have been very irregular, in some instances lower than last quotations, and in others higher. The season may now be said to have closed, as the remaining stocks are insignificant. The mulberry trees are unusually backward for the time of year, so that the New Silk will be later than last.

EXCHANGES ON LONDON.

[For dates, see first page.]

		Bank.	Private.
At Yokohama	6 months sight.	4s. 8d.	4s. 8½d. to 4s. 9d.
At Shanghai	6 ditto	6s. 5d.	6s. 5½d. to 6s. 6½d.
(per Tael.)			
At Canton, At Hong Kong, At Macao	6 ditto	4s. 7½d. to 4s. 8d.	4s. 8d. to 4s. 9d.
At Singapore	6 ditto		
At Manila	6 ditto	4s. 4d.	4s. 4d. to 4s. 6d.

At Shanghai, Bills on India, Rs. 302 to 304 per 100 taels. At Hong Kong, Rs. 218 to 220 per $100. Bar Silver at Shanghai, 111.25 taels; at Hong Kong, 9½ to 10 per cent. prem. Mexican dollars at Shanghai, taels 73.25 per 100; and Exchange on Hong Kong, 27½ discount. Hong Kong and Shanghai Bank Shares, 4 to 5 per cent. prem.; Gas Company, 35 per cent. prem. Hong Kong and Whampoa Dock, 45 per cent. prem.; Steam Shares, 35 per cent. discount; Union Dock Company, 5 per cent. discount.

The Circular of Messrs. Sharp and Co. has the following:—

GOLD.—There has come to hand a total value of $200,000 since our last circular, and the amounts sent to India, including those per *Behar* last mail, and excluding the shipments per this opportunity, are in all $660,000.

SILVER.—Amount received $110,000, and sent away $240,000. There is none remaining. The first of chipped batches and broken silver, therefore, delivered at the mint, will have a chance of speedy coinage.

DOLLAR CURRENCY.—Total inwards $1,450,000, outwards $1,660,000. Mexican still give as good an out-turn to India as bank bills and shipments continue to go forward. A demand for clean coin has again sprung up on account of an advance in Shanghai. An impression also prevails in some quarters that the favour likely to be shown to the new dollars which will be issued from the Hong Kong Mint next month will cause a progressive depreciation in the value of the old and much mutilated coins.

DISCOUNT AND MORTGAGES.—The same feature exists as referred to last fortnight, viz., the wide market between short and longer loans. Money still continues in demand.

BANK-NOTES.—A concerted action has been taken during the fortnight by some of the older banks of issue with a view to curb the circulation of the Hong Kong and Shanghai Bank. Some of the seniors will be reminded by the circumstance of the solicitude shown towards the London and Westminster Bank by the Bank of England and Lord Althorp, Chancellor of the Exchequer thirty years ago.

SHIPPING INTELLIGENCE.

ARRIVALS.

At YOKOHAMA.—None.

At SHANGHAI.—From London: Cinderella, Archibald, Ailsa Craig.

At HONG KONG and CANTON.—None.

At MANILA.—From Cardiff: April 15, Sailor Prince.

At SINGAPORE.—From London: May 1, Queen of May. From Liverpool: April 29, Patriot Queen. From Sunderland: April 29, Wellington, British Crown. From Newport: May 4, Bencleuch; 5, Daniel Marcy.

At PENANG.—None.

DEPARTURES.

From YOKOHAMA.—None.

From SHANGHAI.—None.

From FOOCHOW.—For London: Medina.

From HONG KONG and CANTON.—None.

From MANILA.—For Cork: April 13, Congo.

From SINGAPORE.—For London: May, 2 Strathmore. For Bremen: 5, Emilie. For Boston: 2, Sophie and Helene; 6, Macassar.

From PENANG.— For London: April 30, Prata.

VESSELS LOADING.

At YOKOHAMA.—For London: Chanticleer.

At SHANGHAI.—For London: Vanguard (full), Cinderella. For Liverpool: Trebolgan. For New York: Fairleader.

At FOOCHOW.—None.

At HONG KONG and CANTON.—For London: John Milton, Belted Will, Deerfoot. For New York: Ann Lucy.

At MANILA.—For London: Lochnagar, Herbert. For Cork: Far Away. For Falmouth: Madagascar, Satellite.

At SINGAPORE.—For London: Desdemona. For Liverpool: Grenada. The Patriot Queen has been circulated for Liverpool after discharge of present cargo.

At PENANG.—For London: Moorhill.

FREIGHTS AND CHARTERS.

At YOKOHAMA.—To London: Cotton and Tea, £2 10s. to £3., Silk, £4 to £4 10s.

At SHANGHAI.—There is a scarcity of tonnage in harbour, and rates have advanced. Cinderella has been put on the berth for London, at £3 10s. per ton, the Trebolgan, for Liverpool (for Cotton), £2 10s.

At FOOCHOW.—On the berth to load new Teas for London, Chinaman Serica. For Liverpool, Ziba. The Medina is loading at £3 10s. per ton, for new Teas per clipper ships, no rates fixed.

At HONG KONG.—Suitable vessels find no difficulty in obtaining paying rates, £3 5s. to £4 10s. is the rate and Whampoa.

At MANILA.—The Herbert has been fixed for London with 800 tons Sugar, at £3 for Clayed, and £3 2s. 6d. Unclayed, filling up with Hemp at £3 7s. 6d. per ton. The Lochnagar, for same port, has engaged Hemp at £3 15s. to £3 7s. 6d. per ton.

At SINGAPORE.—In homeward freights there is no improvement, and rates continue the same, viz., £2 per ton for dead weight, and £2 10s. light freight.

VESSELS PASSED STRAITS OF SUNDA.

From ENGLAND and CONTINENT to CHINA, &c.—April 18, Lauderdale, London to Shanghai; 20, Concepcion, Cadiz to Manila; Immaculate Conception, Cardiff to Singapore; 21, Clara, Cardiff to Japan; 27, St. Aubin, Havre to Singapore.

From CHINA, &c., to ENGLAND and CONTINENT.—April 14, Katinka, Hong Kong to London; 15, J. A. V., Macao to Havana; 17, Gatera D'Maria Pia, do.; Burdes, Habana, No. 2, do.; 18, Eva Johanna, Batavia to Rotterdam; 18, Ettrels, Hong Kong to London; Fort Regent, do.; Moneka, Singapore to London; 20, Fortuna, Singapore to Liverpool; 22, Canton, Singapore to Bordeaux; 23, Oceaan, Batavia to Amsterdam; 24, C. Wernard Eduard, Batavia to Rotterdam.

From UNITED STATES to CHINA, &c.—None.

From CHINA, &c., to UNITED STATES.—April 17, Tai-hee, Hong Kong to New York; 15, Resolute, Shanghai to New York; 17, Enoch Train, Manila to New York; 18, Jesso, Japan to New York.

COMMERCIAL POSTSCRIPT.

The National Bank £30 share is quoted £70 to £72. The City Bank £10 at £14 to £16.

On the failure of the Agra the *Economist* has the following:—

We place, therefore, in the front rank of the errors committed the abandonment of the plan of having an independent party in London upon whom the branches could offer bills. We place also in the front rank, the error of attempting to join together two enterprises so totally different as Indian and London banking. The utterly mistaken policy of entering largely into advances on securities of an unusual kind was scarcely less fatal. Every resource the bank possessed was required to sustain and extend its prosperous but difficult and diversified Eastern and Australianbusiness.

ARRIVALS NOT INCLUDED IN THE TABLES.—June 7, at Hamburg from Hong Kong, Iris; at Texel from Macassar, Indus; at Brouwershaven from Java, County of Lanark; Min. F. van de Putte; at New York from Shanghai, Indus (not Julius, as before reported).

DEPARTURES.—May —, from Amsterdam, for Batavia, Maria Veronica; from Hamburg for Hong Kong, Peter Godefroy; June 8, from Shields, for Hong Kong, Tynedale; May 28, from New York for Kanagawa, Elize Ruger (Bremen).

Continental Intelligence.

RUSSIA, GERMANY, &c.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, JUNE 7.

Letters received from Nertchinsk state that the fair at Verchne-Udinsk, which lasts a whole month, had never presented so lively an appearance in any previous year. Cotton manufactured goods were in great demand, and all had been sold. In spite of the large quantity of goods that arrived before the opening of the fair, 20,000 poods more were brought in during the course of it, and 10,000 roubles were alone paid for the carriage of goods from Tchila to Nertchinsk, a distance of 300 wersts, or 200 miles. As the prices of all descriptions of fodder ruled high, the carriage, which was formerly never more than 40 copecks per pood between those two places, had risen to 1 r. 20 cop. Wholesale buyers arrived from all parts of Siberia, among whom, it was remarked, there was an unusual number of Jews. Money was very plentiful, and the country people bought freely, having earned so much by the high prices they obtained for their agricultural produce.

On the 18th of April the news of the attempt to assassinate the Emperor reached Irkutzk, and produced an immense sensation. At noon a *Te Deum* was performed in the cathedral, to which the inhabitants rushed in crowds to relieve their feelings in a burst of religious thanksgivings and praise. On the following day a meeting of the merchants, manufacturers and citizens was held at the club of the nobles, where the draft of an address of congratulation to the Emperor on his miraculous escape was read, approved, and numerously signed. At the same time it was proposed to open a subscription to erect a public monument of their loyal feelings in the shape of a votive chapel to be dedicated to St. Saviour. The proposal was eagerly accepted, and 24,000 roubles were immediately collected. It is proposed to extend the subscriptions to all parts of Siberia The Jews of Irkutsk also resolved to perpetuate the memory of the Emperor's wonderful escape by a special monument, and for that purpose have opened voluntary subscriptions amongst themselves for the building and endowment of an Israelitish school at Irkutsk.

The Russian steam corvette *Bogatyr*, after an absence of nearly five years, during which she was exclusively employed on the China and Japan stations, has safely arrived at Cronstadt from the Far East, touching at Brest to land the young Japanese who proceeded from thence to St. Petersburg by land. On the following day she was officially inspected by the Port Admiral, Admiral Novosilsky, Naval Aide-de-Camp of the Emperor, and the chief of the naval staff, Rear-Admiral Baron Taube.

Advices have been received at Copenhagen that preliminary negotiations have been opened by Mynheer Graeff-van Polsbrock, the Dutch Consul General in Japan, for a treaty of commerce and navigation between the latter country and Denmark.

The Austrian frigate *Novara*, that was so seriously injured by a wilful act of arson at Pola, has been towed by another steam frigate to Trieste, and placed in the dry dock of the Austrian Lloyds for repairs, which have

Digitized by Google

already commenced, and are not expected to last long. Since her return from the scientific expedition to China she has been converted into a steam frigate, and it is satisfactory to be able to report that her steam machinery has not suffered in the least from the machinations of the incendiary.

Captain Werner, of the Prussian Navy, who was to have commanded the now postponed German Arctic exploring expedition, has been appointed to the command of the iron-clad steam frigate *Arminius* on the Baltic station.

Mr. Hastings Hicks has been appointed by the Senate of this city to be Hamburg Consul at Madras.

COMMERCIAL.

COFFEE.—In the present uncertainty as to the question of peace or war all the produce markets are extremely quiet, and great reluctance is felt to make purchases. But on the other hand, as importers of coffee are not anxious to sell, prices remain nearly unaltered. The imports are considerably less than last year at this time, and the present stock is 18,500,000 lbs. against 23,000,000 lbs. in 1865. Sales of the fortnight 6,000 bags.

SUGAR.—Raw continues to fall, and is again 8 sch. bco. lower, with very few transactions. In the refined business is also extremely limited, and values have a downward tendency.

RICE.—Without animation, but prices well supported. Cleaned descriptions command more attention.

SPICES.—All sorts neglected. Prices nominal, with a tendency to a fall.

SPELTER.—Market in a state of stagnation such as has not been known for a long time. The only transactions reported are 2,000 centners for July and August delivery at 13s. 7d. and 2,000 centners favourite marks in loco. at same figure; but since then a further decline has taken place and the article is offered at 13 marks banco, but no buyers at that price.

DISCOUNT.—7½ to 8 per cent. Money more plentiful.

SHIPPING.—ARRIVED.—May 26, Kala Maass, from Sourabaya; June 7, Iris from Hong Kong.

SAILED.—May 26, Agathe Johanna, to Singapore; 27, Magdalena, to Hong Kong; June 1, Johann Christoph, to Shanghai; 2, Peter Godefroy, to Rong Kong.

Naval and Military.

The *Sylvia* 5 gun screw is now fitting out at Woowich for surveying operations in the China and Japan seas. It is specially intended that she should survey the Corea. The captain and officers will be appointed after the arrival of the *Swallow* expected in about a month from China &c.

COURTS-MARTIAL ON THE LIEUTENANT AND MASTER OF H.M.S. PEARL.

A court-martial assembled on Tuesday, June 5th, on board the flag-ship Victory, at Portsmouth, to try Lieutenant Edward Frederick Keppel, of Her Majesty's ship Pearl, fitting out at that port for China, on the following charges:—1st. For that the said Lieutenant Edward Frederick Keppel, being in actual service and full pay in Her Majesty's fleet, and lieutenant of Her Majesty's ship Pearl, was, on or about the 27th of May, drunk on board the said ship. 2nd. That he did, on or about the 27th May, cause a boat to be lowered, and was in the gangway with intent to leave the ship in the said boat, without having obtained permission from Captain Francis Ross. The court comprised Captain Edward Tatham (Bellerophon), president; Captain the Hon. F. Egerton, A.D.C. (Victory), Captain Matthew Connolly (Pallas), Captain John Seccombe (Liverpool), Captain Hire (Orontes), and Captain Herbert (Royal Sovereign). Captain Ross, of the Pearl, prosecuted; and Mr. E. Hoskins sat as officiating judge advocate. Mr. R. W. Ford, solicitor, of Portsmouth, was present as prisoner's friend.

After the evidence of Captain Ross, Mr. Snell, the Master, and others had been heard, the Prisoner's Friend read a lengthy statement in which he expressed his sorrow at being in the position he was after ten years' active service. As regarded the first charge, he was confident of being able to disprove it, and to offer extenuating circumstances respecting the second. On the early part of the day in question he had been on shore, returning again at two o'clock in the afternoon. It was not suggested that he was then other than perfectly sober. From that time until dinner, six o'clock, he had nothing to drink. At dinner he had one glass of beer, but no wine. After dinner he sat for some time writing letters, and from that time until he was placed under arrest he had but two small glasses of brandy and water. On his honour as an officer and a gentleman, he was as sober then as he was at that time. At nine o'clock he reported the rounds to the captain, who admitted that he saw nothing wrong at that time. Mr. Snell brought a message on board, requiring his immediate attendance on shore. He determined to go on shore, and he told Mr. Shell to take charge until Lieutenant O'Keefe came on board, as he believed he might leave the ship with propriety, the ship being in perfect order, and that he was justified in leaving it in charge of an executive officer who was his senior. He had since found that in entertaining this opinion he was quite wrong as to the regulations of the service. The captain's lights were out at that time, or he should have spoken to him had he been about, but he believed he had retired. He confessed to the Court that without detracting at all from the seriousness of the second charge, the first was that about which he was most anxious, for it was that which most affected his character as an officer and a gentleman. As regarded the second charge, he admitted the fact of his intention to go on shore, but he acted in ignorance of the rules of the service. In 1856 he entered on board the Raleigh, commanded by Vice-Admiral Sir Henry Keppel, where he served until she was wrecked near Macao, off the coast of China. He subsequently joined Her Majesty's ship Calcutta, under Rear-Admiral, now Sir Michael Seymour, and was at the taking of Canton in 1857, and also at the taking of the Peiho Forts in 1858, for which he had a medal and two clasps. The Calcutta was paid off in August, 1859, and in November of that year he joined the Topaz, and served on the Pacific Station and off Vancouver's Island. During the four years he was on that station he gained the good opinion of his commanding officers, and, although young, on one occasion he was placed in charge of a boat—one of an expedition which was detached and sent against an Indian tribe—a service of a perilous nature, but attended with the desired success. In 1863 he joined the Bombay, and was one of the last officers to leave that ship when she was burnt; he was obliged to throw himself overboard to escape the flames. He was picked up in a state of insensibility by the admiral's barge, and so was happily saved. He had since served on board Her Majesty's ships Osborne and Edgar until he was promoted and recently appointed to the present ship. On the burning of the Bombay all his certificates and testimonials were lost. He begged in conclusion their favourable consideration. The prisoner then called the witnesses for the defence, who spoke to the circumstances detailed by the captain, but affirmed defendant to be quite sober and his speech coherent.

Having considered the evidence, and what prisoner had to say in defence, the Court adjudged him to be dismissed Her Majesty's service.

The Court then proceeded to try Mr. John Skinner Snell, master of Her Majesty's ship Pearl, on the following charge:—That he, the said John Skinner Snell, being on actual service and full pay in Her Majesty's fleet, and master of Her Majesty's ship Pearl, was, on or about the 27th of May, 1866, drunk on board the said ship. Captain Ross prosecuted.

Prisoner said it was useless to deny the charge, which had in fact been proved against him; therefore he pleaded guilty, and threw himself on the mercy of the Court, respectfully trusting they would deal with him as leniently as possible. He laid before the Court certificates he had received since he entered the service. He obtained full numbers at college, for which the Lords Commissioners of the Admiralty favourably noticed his name. He also produced an extra certificate as pilot from the Board of Trade. The Court, after deliberating an hour, sentenced prisoner—in consideration of the position he obtained at college, and the excellence of his certificates—to be only dismissed his ship, and placed at the bottom of the list of masters.

Lieutenant Edward C. Royse, and Master Samuel W. Browne, have been appointed to the Pearl.

Her Majesty's Secretary of State for War having sanctioned the introduction of Major Palliser's chilled shot, a large quantity is being rapidly manufactured at Woolwich for the 7-inch 100-pounder and the 9-inch 300-pounder guns. The Select Committee have reported that the experiments at Shoeburyness have shown that these shots are quite equal to the most expensive steel for piercing armour-clad ships, and, moreover, that they possess the peculiar property of invariably breaking up into numberless splinters after piercing the targets, and that this property renders them a far more destructive weapon of war than steel. The expense of steel shot is, they state, so enormous as to have hitherto prevented either service from obtaining battering shot of any description. This invention, however, has substituted an article, at the mere cost of the common cast-iron shell, which it is calculated will create an economy and saving to the country to be reckoned at millions sterling. Their value having been thoroughly established, a supply has been ordered to be issued for the use of the Royal Navy and the coast batteries with the least possible delay. The Royal Laboratory Department is accordingly engaged incessantly in the work night and day. The War Department will therefore have in store in a short time a disposable stock of destructive missiles, which the officers of both services at Woolwich declare have hitherto been unequalled.

CUBA AND THE COOLIE TRADE.—From the Havana we learn that the last quotation for Chinese "coolie contracts" was 350 dollars, or about £70 per head. This price, one would think, must leave a very large margin of profit for the importers; and suggests something bearing a very considerable resemblance to the slave trade. Very seldom do the coolies receive thirty dollars on leaving China, and seventy dollars will, as they are taken, more than cover the expense of one passage and of the broken rice and rotten salt fish on which they are fed. Now, in a vessel containing 1,000 coolies, like that which was burned the other day, this would leave a profit, supposing they all reached their destination, of £50,000, to be pocketed by the brokers, minus any expense they may be put to, or rather not be put to, in returning the coolies to China after eight or ten years' labour in Cuba. We question much whether the slave trade, with all its losses by death and capture, was ever so lucrative as the coolie traffic seems to be; and it is evident from the known state of China and of the Spaniards and Portuguese there, that if such sums can be made by the traffic, coolies will have to engage in it whether they will or no—if willingly all the better; but if not, then otherwise. British subjects resident in Cuba, or visitors to that island, might be invited to let the world know what is the actual fate of the many thousand Chinese sent there to slavery limited—whether they are wasted to death or not before their engagement ends.

THE EUROPEAN AND AUSTRALIAN ROYAL MAIL COMPANY *v.* THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.—This was a special case to determine the title to a coal hulk, the *Larkins*. It appeared that in the year 1853 the defendants purchased the *Larkins*, which was then used as a sailing ship. They sent her out to King George's Sound in Western Australia, where her masts and rigging were taken out and warehoused and from that time she was used as a coaling-hulk and workshop. In 1857 the *Larkins* was sold by the defendants to the plaintiffs as "the coal hulk *Larkins*" for £6,000; but the price was, in fact, never paid. At the time when the defendants purchased the *Larkins* she was registered as a British ship, and she continued on the register at the time of the sale to the plaintiffs. No bill of sale was ever executed upon this sale to the plaintiffs. In 1859 the defendants regained possession of the hulk. The plaintiffs having become insolvent, the question was now raised between their general body of creditors and the defendants which was entitled to the *Larkins*; and this depended upon whether the *Larkins* was a ship within the meaning of the Merchant Shipping Acts, so as to render a bill of sale necessary to pass the property to the plaintiffs. A further question was also raised whether the plaintiffs had not parted with their rights by an agreement which they had entered into with the Royal Mail Company. The Court held that upon the facts of the case no bill of sale was necessary to transfer the *Larkins* to the plaintiffs. They therefore gave judgment for the plaintiffs.

SIR FREDERICK BRUCE was umpire in the case of a claim by the United States against Colombia for 1,500,000 dollars. Sir Frederick awarded less than 100,000 dollars.

MR. HILDEBRANDT'S EXHIBITION.—This exhibition of Chinese pictures, 48, Pall-mall, is now supplemented by views of San Francisco and Panama, and on the whole forms a most interesting collection.

Digitized by Google

NOTICES TO CORRESPONDENTS.

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be authenticated by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

A REGISTER is kept of the addresses of all persons connected with the FAR EAST and reference can be made to the same by personal application at the office or by letter.

Any information required by Subscribers, in reference to Commercial or General matters in CHINA, JAPAN, SINGAPORE, *and other parts of the* FAR EAST, *will be supplied on application at the Office, where files may be seen of the Journals published in those countries.*

THE LONDON AND CHINA EXPRESS.

PUBLISHED on the departure of the Mails *via* Marseilles on the 10th, 17th, and 26th, contains a Summary of European, American, and General News; Commercial and Shipping Reports, and Special notices of Trade with the FAR EAST.

Subscription 54s. per annum, including Postage. Export Supplement 12s. extra.

The London & China Telegraph.

LONDON, MONDAY, JUNE 11, 1866.

FRANCE AND THE FAR EAST.

CHINA, Japan, and Cochin-China are gradually becoming standing topics here; a few years since, and with the exception of perhaps a hundred *savants* and a few, very few, travellers, the whole region of the Far East occupied much the same place in the ordinary French mind as Africa or Kamschatka. The silk interest has been the principal lever for opening the closed chest; the wants of trade, the adventurous spirit of commerce, restlessness of speculation, have done more towards bringing France into connection with the Far East than all the efforts of linguists, naturalists, and other *savants* put together; and such has been the case all over the world during the later ages. Eastern subjects are being discussed now in all quarters, and are occupying the attention of all classes of minds. The learned *Sinologues*, who have so long worked almost without a public, are naturally coming prominently forward, and their labours promise now to bear practical fruit. M. STANISLAS JULIEN has, it is well known, been long at work on a great work, to be entitled *Tresor de la Langue Chinoise;* typographical difficulties alone are said to have retarded the execution of this onerous enterprise. The same gentleman is now preparing an abridgment of his great lexicon, under the title of *Vocabulaire Chinois-Francais*, and the Imperial printing establishment has recently made arrangements with engravers in Peking for a new series of dies for the production of founts of small form but great distinctness, with the view of facilitating the production of works in Chinese lexicography. M. DE ROSNY has just contributed to the publication of the French Asiatic Society a study of the language of the Corea, and is now at work on the ethnography and bibliography of the Tchao-sien. A well known geographer is preparing an elaborate work on the Corea, its climate, mountains, towns, hydrography and inhabitants. M. GUSTAVE DELONDRE is preparing a *Vocabulaire Japonais Francais* by collation with native dictionaries. M. JULES SARRAZIN is at work on a *Glossaire Zoologique Japonais-Latin-Francais*, composed from the books of the Niphon naturalists. M. LEON DE ROSNY has just completed the translation of a Japanese manuscript on the cultivation of the mulberry tree and the rearing of silkworms. M. DE CHARENCY announces a forthcoming *Vocabulaire Francais-Aino*, and a *Glossaire Zoologique de Yeso*. Lastly, a dictionary of the Annamite language is now in course of preparation.

In the *Revue Orientale* appears a funeral oration delivered by General NGUYEN-PHUŒC, of Cochin-China, at an anniversary fête held in remembrance of the soldiers killed in an expedition which he directed in person, with the view to the pacification of the country between Saigon and Kambodja. The oration is translated into French, almost word for word, as we are told, from the Annamite, by a native named PETRUS TRU-ONG VIUH-K'Y. The French Society of Acclimatization sent M. PAUL CHAMPION, a distinguished chemist, on a mission to China and Japan some time since; that gentleman has just returned with an important collection of pheasants and other birds for the gardens of the society. It is said that in addition to the notes that he has made for the society he has brought home valuable information respecting Chinese and Japanese industries, and that he succeeded in obtaining admission to the famous porcelain factories of Keu-ti-Chin. M. CHAMPION has also brought home a large collection of photographs of some of the most remarkable buildings and views both in China and Japan. As a last instance, for the present, of the increased attention to Chinese subjects, it may be mentioned that no exhibition is now complete without one or two pictures of Chinese subjects. M. THEODORE DELAMARRE is an eminent Chinese scholar as well as painter, and in the annual exhibition now open in the Champs Elysees he has a picture of a Chinese dealer counting his money which deserves considerable attention. The painter has made the freest possible use of the most glaring contrasts and gradations of colours, and yet has succeeded in producing a very harmonious work.

THE CHINESE VISITORS.

After visits to the Under Secretary of State for Foreign Affairs, Mr. LAYARD, M.P., and Mr. HAMMOND, our Chinese visitors complied with an invitation to the Countess of WALDEGRAVE'S assembly. The Crystal Palace was surveyed the succeeding day. The Commissioner and party next left for Windsor and Eton. Royal carriages were in waiting to convey our Chinese visitors to Eton on the occasion of the celebration of the birthday of his Majesty GEORGE III., which has ever since that event been kept up with great festivity. The object no less than the mode of the celebration could not have failed to strike the Commissioner and his party, for the paying of honours to the dead, whether in the way of grief or mirth rank among the cardinal precepts of CONFUCIUS, and there is no doubt that the playing of the bands of the Royal Horse Guards and the boat race were regarded as equally proper acts with the choral service of the chapel. The hilarity of the scholars of this ancient school was well calculated to disturb that impassive gravity on which Chinamen pride themselves. The crowning event in the visit of the Chinese visitors to England—one which on every account is cause for congratulation—is the private reception accorded them by Her Gracious Majesty the QUEEN in the Organ Room of Buckingham Palace, previous to the grand State Ball of the 5th inst. The reception though formal was cordial. The Commissioner, adopting the European mode of address in presence of sovereignty, paid a tribute of homage to the Empress of INDIA, which was none the less sincere for the flowery language in which it was couched. Her MAJESTY gracefully acknowledged the compliment paid, and expressed friendly sentiments for the Imperial family. The Celestial party, who were attended by Major FREDERIC BRINE, and Messrs. BOWRA and DE CHAMPS, interpreters, attended the State Ball in the costume, and were necessarily very conspicuous among full 1,700 present. They have since left London for Birmingham, Liverpool, &c., and we understand they will in a day or two depart for Germany, Denmark, and Russia, returning to Marseilles *en route* to China. The following letter has appeared in the *Pall Mall Gazette*:—

SIR,—It is to be feared that in a very proper desire to show courtesy to the Chinese Mission, and to give them every opportunity of seeing things in this country, we are falling into an error which may be productive of serious evil consequences. When it comes to their being received in private audience by Her Majesty, and when it is announced from Birmingham that "the reception which the mission received was enthusiastic," it becomes high time to recall attention to the semi-official character of that mission, and to the grades of the members who compose it. Any persons are much deceived who suppose that in this mission they are coming in contact with mandarins of a high rank, or with princes of the royal blood. Pin, the head of it, may be exactly described as of a status beneath that of an Under-Secretary for State in this country, but above that of the chief clerk of the Foreign or Colonial Office. His position in his own country is certainly beneath that of Mr. Layard, though he is over sixty years old, and no new dignity is conferred upon him by his mission here. His son is of still lower rank, being only a Peih-tsih-she in one of the Boards at Peking; and the other youths are from the French and English schools connected with the Chinese Foreign Office.

Now, it should be remembered that this mission as thus constituted cannot be considered of importance by the Chinese, and that any excessive respect paid to it will be subject to misinterpretation in China, and lamentably certain to foster the old barbarian ideas of absolute celestial superiority. The effect may be to confirm the nation in the idea that we are ready to take up an inferior position in our anxiety to cultivate acquaintance with the Chinese. In particular, it is difficult to see why the members of the mission should have had a private audience with the Queen. At a public reception they might have been presented very properly, but their rank was scarcely such as to entitle them to anything more. They had no audience of the French Emperor, and the manner in which the Chinese have resisted all attempts at an audience of foreigners with their own "Son of Heaven" may give this interview an altogether undue importance. Their visit to Lord Clarendon was quite enough in the way of that kind of recognition, and no more was expected when they came. There is no objection to their being made one of the adjuncts to the present brilliant London season, but the thing has now gone a little too far. Having been sent only "to see and report," they

Digitized by Google

have no proper official standing, and, as I have pointed out, their position in their own country is by no means a high one. If a reception of this kind be conferred upon them, what can we do more when a high Mandarin of the Chinese Empire—a Governor, or Governor-General, or a President of one of the Six Boards—is sent here? Why, the Chinese will expect us all to kow-tow him! X.

PROPOSED RAILWAYS IN CHINA.

Sir Macdonald Stephenson, it will be seen by the subjoined letter, is steadily pursuing the subject of railways for China. We are at a loss to understand why the section between Woosing and Shanghai is not first recommended. The one proposed to Hangchow-foo is certainly a well advised scheme, but too long as a commencement:—

Shanghai General Chamber of Commerce.
SHANGHAI, March 29th, 1866.

R. S. Walker, Esq., Hon. Secretary to Committee of China Railway Company (Limited), Hong Kong.

Sir,—The reply to your letter of 12th January was postponed until the committee had been enabled to form some opinion as to the probable attitude of the Chinese Government with regard to the introduction of railroads. From inquiries they have made it would appear probable that the Imperial authority, whilst refraining from taking the initiative, would not oppose any scheme which had the support of the inhabitants of the locality to which it referred.

In this case the line most serviceable as an experiment would be one which, whilst displaying the advantages of the system and rendering it familiar to the minds of the people, would interfere little with vested interests, and not require the unanimous concurrence of numbers of small proprietors, before the consent of the authorities could be obtained.

The Committee believe that such a line could best be constructed by following the course of the Haitan or old sea wall, which extends from the mouth of the river Wangpoo, round the Pootung peninsula, along the shores of Hangchow Bay, to the city of Hangchow Foo.

A reference to the map lately constructed by Colonel Gordon will show the course the line would take; commencing from Shanghai the first portion might be either laid down on the embankment which already exists along the river bank to Woosung, or direct to the city of Chuen-Sha-ting, from that point along the sea wall past the cities of Nau Huei, Fung Hien, Kinshan, to Chapoo, which is within easy distance by boat of the important silk district of Kia-Hing-Fu. Here it would make a detour of five or six miles round the base of a range of low hills, then again joining the Haitan, and continued past Hayen, to the neighbourhood of Kinfu, where the embankment would have to be constructed for a few miles, again meeting the sea wall and passing into the silk districts of Haining and Hang-chow. The total length of this route is about one hundred and fifty miles.

With the exception of the two points named above, and for short distances where the Haitan is out of repair, no preliminary would be required to prepare the ground for the reception of the rails, the Haitan being a continuous level embankment, in part constructed of, or faced with stone, but throughout its length covered with a well settled body of earth, in all parts amply wide enough for the purposes of a railway.

There being no creeks communicating with the bay, bridges would not be requisite, and the whole being Government property, the outlay and possible opposition in purchasing ground is avoided.

That the Chinese Government would more readily grant the necessary authority for the construction of this line than any other there is little doubt, on the projectors agreeing to maintain the embankment in repair; it is a work looked upon by the Chinese as most important to preserve the low lands from inundations of salt water, and of late years the presence of the rebels and a want of funds have prevented adequate supervision; in consequence of this breaches have in some places been made.

In the case of no other line could so powerful an inducement be held out to the authorities to assist, and the committee believe that its advantages are sufficient to recommend it to the first notice of the China Railway Company.—I am, Sir, Your obedient servant,

(Signed) WALTER PEARSON, Secretary.

CEYLON TROOPS FOR HONG KONG.

From the *Ceylon Times* we find that the troops announced in a previous issue have gone forward by the steam transport *Feroze*. The following list furnishes the details of the detachment:—

Brevet Lieut.-Colonel Macdonald; Captains J. Meaden, J. C. Fielding, T. Gash; Lieuts. B. S. Du Jarden, J. M. Kerr, H. K. Fenwick; Ensigns R. Calvert, D. R. Falkiner, J. E. Collins, J. F. Forster; Assistant Surgeon J. F. Thompson. 8 native officers; 15 serjeants; 8 buglers; 16 corporals; 314 privates; 6 officers' wives; 7 do. children; 2 female servants; 150 soldiers' wives; 228 do. children.—Total 776.

THE TUMONGONG OF JOHORE.—This distinguished visitor, under the leadership of Dr. Scott, continues to pay visits to different objects of interest in the metropolis. The Coporation of London, which omitted to invite the Prince of Denmark (brother of the Princess of Wales) to Guildhall on the occasion of the banquet in honour of her marriage, did not forget to invite the Tumongong to witness the gift of the presentation of the Freedom of the City to Prince Alfred. The Tumongong was amazed at the magnificence of the reception hall, and little dreamt of the aid he lent to the picturesque costumes of those present. He was further presented at the State Ball at Buckingham Palace, so that he has every reason to be satisfied with the honour done to him. He is coming into great request for evening aristocratic assemblies.

THE WEST COAST OF COREA.

(*Continued from our last.*)

Sept. 20th.—The Corean junk left at three o'clock this morning for the island of Yeng-p'ing, taking the short cut through the channel formed by the mainland and the island of Yenshan. We pass with a fair wind an hour or so afterwards on the outside close under the cliffs and romantic-looking caverns. Our pilot steers through the rocks with the steady cool carelessness of familiarity. The swift tide rushing over the rocky bottom at first alarmed me. One moment we were sailing through a confused, jumbling, fretful sea, though the wind was gentle and fair, then passed through violent eddies caused by some large mass of rock broken off long since from its parent cliff. The coast of the mainland down to Yeng-p'ing, and thence as far as the eye can reach, consists of ranges of mountains, ridged, scarred, and wrinkled by torrents, the seams of which are everywhere visible. We caught the Corean junk, enchanged salutations, but were afraid to go on board on account of three Corean vessels coming westward. Arriving near Yeng-p'ing with the breeze falling and the tide turning, we made for the small island of K'o-ch'i, three miles to the north. A charming little island, covered to the summit with thick brushwood, and inhabited only by two old crows and innumerable gaudy draggon-flies. Yang-ga and myself scaled the peak, about 400 feet high. We could see our little boat struggling, with the aid of a scull, to make for Yeng-p'ing island. The tide was now getting low, and the numerous rocks and sandbanks which rapidly uncovered themselves would make an ugly impression on a British seaman. With the next tide we crossed over to Yeng-p'ing and joined the other Chinese junks which had followed us from Ch'ang-lin. The Corean vessel lay snugly at anchor in shore. The wind is rising—our anchorage a wild one, so we move around to the east side. Five junks proceed in line. The phosphorescence is remarkably brilliant. I had packed up my bedding and lain down on the mats, expecting Yang-ga's vessel to come alongside at midnight. Suddenly I heard a rushing through the water. It was without doubt a trader. I swung myself on deck in time to see her drop her mat-like sails, which are set by means of hauling in grass ropes which run through pulleys fixed in the top of the crooked slanting masts. The arrival was a two-master; the fore-mast (more appropriately fore-stick) taller than the main-mast (main-stick). She dropped her long wooden anchor, and, carried by the tide, floated down near us. Almost simultaneously all the sampons of our fleet made for her at a superb pace—for sampons! Our skipper returned soon with the news that she had brought 200 catties of last year's ginseng, which would find no buyers. Awaking early out of uneasy slumbers I missed Yang-ga. One of the crew told me he had sculled him an hour ago over to his junk. I immediately went after him and brought him back. He had already doffed his Chinese dress and tail, and rigged himself out as a Corean. So timid was he, that the moment we returned to our junk he began once more to plait his hair into a tail. The sea is too rough for us to go on board the small junk, and three or four curious islanders are watching us from the hill. Yang-ga says they have seen me.

There is nothing remarkable in the appearance of the large or small Yenp'ing islands. We can spy the common small oxen, carrying grass over the hills, and a few idle-looking ponies, which, being "Government horses," are not interfered with. The inhabitants of this island are very hostile towards the Chinese junks, trying by all manner of means to limit their stay to two or at most three days. They repeatedly argue, "We are so near the capital, if you are not off at once the war junks will come down upon you." It sometimes happens that when two or three Chinese junks only anchor too long off the island, boat after boat pushes off laden with Coreans who haul up the anchor, set sail, and drive them without violence away. To-day a boat-load of these vicious, starved, ill-natured looking islanders came off to beg (in their miserable sly manner) tobacco and wine. After having thoroughly enjoyed these luxuries they bade us begone at once. When about to leave they found to their dismay that their boat had gone adrift, and was swiftly floating ashore. We turned the laugh against them, ordering them to be off immediately. They looked very sheepish, and begged our sampon No. We got up anchor, spread sail, and pretended to be running away with them. Fortunately a native boat returning from fishing took them on shore. Instead of getting water on Yenp'ing we, in company with three junks, proceed to an uninhabited island to the N.E., about six miles off. The weather begins to look ominous. We lay in a supply of excellent water,

Digitized by Google

but are soon compelled to shift our anchorage. In the midst of the night I was awoke by the pitching of the junk. The sailor on deck cried out that we were dragging our anchors. At daybreak we tried to run back to Yenp'ing, failing in that, with a roaring breeze and a rushing tide, we returned to Ch'wang-lin Island. I wish I hadn't spoken to our skipper about the autumnal equinox. He fully believes we shall have a storm this evening. Nothing particular took place the last two days. No sign of our junk following us. My time partly passed in study and talks about religion with the good-tempered islanders They would sell me nothing, but I managed to exchange a knife for two plump fowls and forty fresh eggs. My stores were exhausted. Occasionally I indulged in the luxury of a dandelion leaf pudding. Our crew dined on these leaves, boiled in a thin covering of paste, about three times a week. On the 25th back again to Yenp'ing. A most charming evening. The green swathe of the Great Yenp'ing and lofty peak of the smaller island, the numerous islets clad with trees of dark green—one or two only telling us that Autumn was fully come. The sun is setting over the island, illumining in a most glorious manner a large, square dense mass of cloud, which trying in vain to shut out from us the glory, is itself irradiated into a dark velvety screen very glorious to behold.

Sept. 26. This morning the skipper and myself went on board a large Corean junk lying near us. It was a huge vessel of four hundred tons burthen. Being in ballast only, we had some difficulty in climbing up the sides. Twenty strong sailor-like individuals composed the crew. They invited us down into their large common cabin. Sitting down on a panther skin in Corean fashion, we felt quite at home after smoking the calumet of peace, drinking a little nasty acid rice wine and partaking of a piece of putrified parsnip. In honour of so large a vessel I had, in strange contrast to my otherwise Chinese costume, donned a pair of riding boots, which were duly appreciated. They complimented me on my Corean looks and speech, and amidst great laughter proceeded to dress me up in their fashion. The horsehair band kept up my tail and straggling locks. A white over garment tied with strings (the Coreans have no buttons), white trousers, socks, and straw sandals completing my attire. They assured me that I could fearlessly walk through the capital dressed in this manner. When it came to leave-taking I tried to buy my suit; but no, not for double their value would they part with them. The skipper had brought a piece of shirtings to exchange for rice. They promised to send us rice at night. These watchful islanders prevent any trade in broad day.

Towards evening we were startled by the discharge of a small cannon—a sign for us to depart. We fired a horse-pistol twice as an acknowledgment; the third discharge we took no notice of. The next day (27th) four native boats came off, and ordered us to leave at once. I replied that not only would we not go, but that I would accompany them back, to make complaint to the head man of the village. I jumped into one of their boats, and sculled myself ashore before they had time to recover from their astonishment. The three remaining boats followed me, crying out to people scattered about on the hill, "Iri onora, iri onora" (Come here, come here).

Before I had reached the village a crowd of ill-looking wretches met me, begging me to sit under shelter of an overhanging cliff. Soon followed the village head, a fine, tall British looking individual. We chatted a long time, and he promised to leave us in peace if we departed within three days. Whilst I sat on the beach waiting for our boat I was joined by a very intelligent-looking young man. We amused ourselves by tracing Chinese characters in the sand. He said he had at the capital heard of the "Lord of Heaven." In Corea, a country with a small trade, abounding with jealous gossip of idleness, Christianity will not long remain a hidden treasure. The words of a Roman Catholic missionary residing there in 1853 seem well founded:—"Ils sont nombreux, ceux qui sont deja convertis dans le cœur, mais la crainte de la persecution retient encore la verité captive. Ils nous aiment, ils nous favorisent; mais pour pratiquer notré sainte religion, ils attendent le grand jour de la liberté. Dans plusieurs endroits l'opinion est tellement prononcée en notre faveur que plusieur pensent et affirment que le Christianisme prendre necessairement possession de la Corée."*

Sept. 28.—Back to Ch'onglin, driven from Yenp'ing by bad weather. I will not fatigue the reader's patience by recounting all the little adventures that befell us; very little business has been done as yet, owing to the fact that two Corean contrabandists were beheaded last year; the "thousand catty merchants," as the Chinese term them, have not made their appearance. No junks bring more than 300 catties of ginseng at a time, and this, according to custom, is divided amongst all the junks which happen to be together when the trader comes. Plenty of cheating goes on nevertheless. For example, a Corean merchant comes on board our junk and tells our skipper he has perhaps 280 catties. He is told to give out that he has only brought 180, and the skipper throws in as a cumshaw a bit of pongee, &c.

Sept. 30.—A terrific gale; had a very narrow escape from shipwreck; 8 Corean junks driven ashore.

Oct. 4.—To-day, the fifteenth of the Chinese and Corean month, is a great day in this country. Yang-ga says eight out of ten get drunk. We sail in quest of our small junk. Passing the second Yen Shan, we saw on the top of a hill a native gesticulating in a most furious manner with his white ch'oksam. We sent our sampon on shore and brought him on board. He was very drunk, vociferating in the loudest manner that the inhabitants of the large village on the mainland were his partners in trade, and that he was on most intimate terms with all the local authorities. He said he had vast quantities of the sea weed (Lu-chui-ts'ai) and ox hides at home, and that towards night he would meet us in the western bay, and signal his arrival by lighting a fire on the beach. We amused ourselves through the afternoon by catching shell-fish for dinner, Towards evening, passing into the bay, we ran on a hidden sharp rock and broke the socket of our helm. We were greatly terrified, but the junk has not been injured. The helm is deeper in the water than the bottom of the junk. We were proceeding quietly in the bay when we saw a young Corean running down the hill. Could it be Kimga, one of the crew of Yang-ga's vessel? It was he, and brought us the sad tale that during the gale on the 30th the little junk had been dashed to pieces. He promised to come on board that night. About nine o'clock a fire was seen in two several places. We first got Kimga on board. He said that the only plan was for him and Yuga to return by land to the capital on foot and hire a vessel. In that case we should have to wait a fortnight. I gave him a letter for the missionaries there, telling them that I, a Protestant missionary, intended visiting them. I sealed my doom.

Oct. 5.—To-day we returned to Ch'ang Lin, and found that the other Corean Christian, Kim-Ch'ang-Ken, had got a passage to the capital in a rice junk.

8th.—In the middle of the night a trader came alongside of us bringing ginseng, and left a "partner," a young man originally from the town of Ichen, on the banks of the Ta lu Chiang, on board one of the Chinese junks—the usual assurance that the junk will come again. The days pass rather dull. Rambles on shore, practising conversation, distributing a few books; on board slender fare. We wait impatiently the arrival of our junk.

12th.—Off Yen Shan No. 1. This afternoon we anchored in a very retired position; soon a little vessel bore down boldly for us. A neighbouring junk, which seemed to recognise a passenger on board, sent out a sampon to bring off the merchant. Towards evening, though there was a heavy swell from the east, and the new arrival, Li Fang, was very sea-sick, he came to pay me a visit. I was agreeably surprised when he saluted me in pure Pekingese. He told me that eight years ago he had frequently visited Peking along with the Embassy. The duties, however, on all kinds of goods were so heavy and the profits so small (so he said), that he found it more advantageous to trade on the "high seas." He is an intelligent man of about 45 years of age. There can be no doubt of his having visited Peking, for I couldn't mention the name of a "hu t'ung" (lane) that he was not familiar with. He says that he has come to announce the speedy arrival at Yenp'ing of Pak-san-daneol, of the richer classes of contrabandists. The Chinese traders call him "the thousand-catty P'ak who wears silks and satins!"

13th.—Off once more to Yenp'ing with a fair breeze, tide, and sky. A most enjoyable sail. Arriving at nightfall, Li Fang, who was on our junk, was looking out for Pak-san-dal's vessel. The small boat (coro) soon came alongside, and our skipper with Li Fang went on board the large Corean junk. They soon returned with Pak-san-dal, who wished to see me. Thinking that I was a Roman Catholic priest he prostrated himself before me. I immediately undeceived him. He told me that he had become a Christian a year ago. His appearance leads me now to think that he is some kind of Government official who cannot resist the dangerous pastime of smuggling. His style and dress resemble those of the smaller officials who come here (Peking) with tribute.

* Annals de la Propagation de la Foi.—Tome 26, p. 396.

Digitized by Google

14th.—Just before daylight the vessels of Li Fang and Pak-san-dal moved out a respectable distance towards the main land with the intention of resuming trade to-night. It was well they did, for on the top of the hill under whose shelter we are anchored several of these suspicious islanders are seen peering at the vessels in the harbour. They have lighted a beacon, perhaps only to warm themselves. It is rather cold of a morning. Again to-night the traders came off and hastily disposed of their ginseng. Pak-san-dal sent me some Corean clothes, 200 catties of rice, and a bag of chestnuts for some scientific and religious books I had given him.

18th.—Visited the small island of Ta-shiu-Ya, 25 miles to the N.E. Our visit produced a great stir. All the small officials put on their large bamboo-slip hats and long white cotton dresses and came off to visit us; after being presented with sugar and tobacco, as usual, begged us to leave their shores. At night the islanders lighted five beacons, which were repeated on the island of Tian-shiu-Ya, and thence on the mainland near the provincial capital of the Kwang-Ha province—Hai-chouga. No war junks appeared, as some of our timid Chinese skippers anticipated. The weather very threatening.

26th.—A succession of dull days. To-day a gale from the east. We anchored on the west side of Yenp'ing, in deep water but good holding ground.

Towards evening our skipper cries out to the junks lying near, asking them whether they intend trying to get round to the eastern side! I didn't understand the wisdom of his remark till midnight. At 12 P.M. the wind shifted to the N.E. N., blowing with unabated fury. We hastily got up our anchors, and profiting by a momentary lull in the storm, without sail, attempted to run around the southern side of the island. Narrowly escaping more than one rock—it was nearly pitch dark—we reached a port sheltered from the N. and N.E., let go our anchors on a rocky bottom. Suddenly the wind shifted to the W., and blew a furious sea in upon us. The small anchor went, and in imminent risk of being dashed to pieces, we got up our large anchor and trusting to Providence allowed ourselves to be blown out towards one of the N.E. islands. We couldn't get round to the eastern side on account of numerous reefs. Not a rag of sail, we were whirled furiously before the wind. The junk compass was of no use. I announced the course every five minutes from my pocket compass. Again the wind went back to N.N.E., and drove us where we had never been before. Daylight came, and no chance of finding shelter—the waves threatening every moment to engulf us. Three men at the helm. The spray dashing over the junk and pouring into my cabin. Yang-ga earnestly praying, and not showing the slightest fear. Our merchant passenger blubbering; our skipper drunk. Far away in the distance we could see what we supposed to be the mainland. We did not attempt to steer any course—merely went before the wind. A wonderful course. Our best sailor stood with a bamboo rod taking the depth when we passed over a shoal. A shudder went through us as it gave in one place only seven feet. The tide was going out. Not far before us stretched a long line of foam—two miles long; we were borne for it, and, thank God, through it, into calmer water, rapidly towards an island, or rather a cluster of islands. At 2 P.M. we anchored in a harbour sheltered from every wind. On one side the mainland of the province of Ching-Chi, on the other side about 20 small scattered islands.

27th.—Went ashore, and learned the island under which we had found shelter was called Yung Tsung. Very few inhabitants who were very hostile and seemed miserably poor. Yang-ga knew the place and said we were by a short country road only 25 miles from the capital. I was very much inclined to land and proceed there. Yang-ga very sensibly said, "you had better not—the officials in the capital will assuredly not harm you, but the people might kill you; besides, unless our little boat has been lost, it will surely soon come. I could go ashore and home without danger, but as I have pledged myself to conduct you to the capital I will wait with you."

28th.—We are retracing our way to Yenp'ing. Tedious work; no wind, and we can only row with the tide. We see all the dangers we so marvellously escaped.

30th.—Passed outside of the two important islands of Chian T'ung (Chodung) and Chiang Hwa (K'ang Hwa), the latter, a large island, with its imposing looking three-peaked mountain is interesting from its historic associations. It was to this *is, and that, in the first month of the reign of the Manchu (Liau Tung) Emperor Tai Tsung (1626) the Corean King, Li Tsung, fled with his family.

The *then* warlike Manchus had entered Corea by way of Ichen, and having taken with ease all the towns in their southern march, were already threatening the capital, at this time fixed at P'ing Jang Fu.

We were going along merrily, when suddenly our helm struck; we found three and a-half feet of water, and we were a mile from the nearest land. The rising tide soon floated us off, and well for us, for the wind was rising. Our pilot remarked that the "heaven was going to let fall a dragon," and the dragon came surely enough in the shape of a very rough squall, that we were nearly upset. After battling with the wind for a considerable time we at last made Yenp'ing. In the evening several skippers came on board, and we talked till late of the dangers we had so wonderfully escaped.

Nov. 1st.—Stormy weather. Woe betide our little vessel if she is out in it. We are lying between the island and a sand-bank that is uncovered at low water.

2nd.—Last night the wind blew with such violence as to drive four junks, including ours, on the middle of the sand bank. It was next to impossible to stand, so strong were the gusts. About midnight the wind abated somewhat, and the tide being low, I went for a run along the sand bank in the now bright moonlight. With the returning tide all the junks were floated back into the channel.

3rd.—This morning half-a-dozen junkmen went ashore to catch shell fish, on which three of them were cruelly beaten about the legs by a score of cowardly islanders. Our little fleet of nine junks was in a state of high indignation. We could send fifty men to fight. In their own fashion they immediately loaded their rusty matchlocks and and small guns with powder only! and taking to their sampons, flying their respective flags, amidst great beating of gongs, made for the village. All the islanders were congregated like a flock of white sheep on the top of the hill. Two or three of the the fiercer ones were going through all kinds of warlike manœuvres on a near cliff.

Steadily our flotilla advanced, firing volley after volley of powder—the more prudent ones fired about five hundred yards from the village. Two of the most daring boats advanced towards the shore, where, by this time, many of those from the hill had collected themselves and were engaged very vigorously in pelting stones; nothing daunted, these two boats seized a small junk lying off the beach, in a trice they had lifted the anchor, and amidst great acclamations brought away their prize. It is a small tub and will be given up to-morrow.

4th.—Yesterday, stormy. To-day two islanders fixed a small stick in the ground at low water with a piece of paper attached to it. I sent my writer for it; the following is a free translation:—"This for you all to see. You are engaged in a contraband trade, a trade severely punished by our respective countries. Your vessels that come here are too much given to disturbances. You have been here already ten days. You have dared to cut wood on a sacred islet with a temple on it, rendering us liable to tempests. Your guilt is very great indeed. As we have none who look after the wood, you have taken it in a thievish manner. You are all a set of thieves. You indeed are a desperate set. One of our military officials will come with a thousand men, who will do battle with you and slay you. But now we are willing to make it up and not report it. You must believe this document. The other day you snatched away a vessel; you must return it, and then we will not entertain hostile feelings toward you. Be quick, be quick."

6th.—Li Tang with P'ak san dal returned to-day. The former brought me a supply of beef, honey, rice, and pears, a very timely supply, for I had during the past three weeks lived exclusively on rice, water, and shell-fish. Li Tang offered to take me to the capital if I would stay till his return, with a small boat hired for the purpose. I declined, for it was too late in the season, and sorrowfully told Yang-ga to return with P'ak san dal, which he did. At the moment of going Li said, with tears in his eyes, "I am so sorry my spiritual father has not been able to see the capital; return in peace to China, and come next year."

11th.—As our junk wished to wait for P'ak san dal's last trip out, I took my boxes on board the junk called the "Great White Ass," a larger vessel than ours, but with rotten hull, rotten sails, rotten cables, and rotten anchors.

*See "Works of Russian Ecclesiastical Mission in Peking," vol. I., p. 105, &c. (Russian).

(To be continued.)

Digitized by Google

Monetary and Commercial.

We very much regret to announce the stoppage of the Agra and Masterman's Bank; full details of this event, and also of the Consolidated Bank, will be found in another column. Our readers will remember that great opposition and some acrimony was shown to the admittance of the Agra to the privilege of "clearing," and the directors, finding that this was indispensable to their business, had recourse to amalgamation, at that time so much in vogue. The hostility of the London bankers we believe did not cease, but has simply been dormant, and doubtless this had much to do with the failure. Without for a moment suggesting that their banking opponents aided or joined in the nefarious operations of the "Bears," there is no doubt that the hostile feeling alluded to assisted them very materially. Still they found the directors and officers of the Agra and Masterman proof to all their assaults, and they had given up the matter when the disastrous news arrived from India, which was alone the cause of the stoppage. Although it was known that the directors and managers had engaged somewhat with the new order of things termed "financing," we never believed that men of such eminent ability as Mr. Mackintosh Balfour and Mr. William Shipman had gone beyond the range of safe banking limits. We expect to see a striking contrast between this bank's affairs and that of the Bank of London. It will give great satisfaction to a large constituency to see the Agra return to its *status quo ante*, and resume business with India, China, and Australia, without London business, leaving that to its old ally, the London and Westminster, who would no doubt take up again their old position. The failure of the Agra is especially to be regretted as calculated to destroy the confidence of the natives in India and China, who have taken bank-notes as readily as Government obligations, owing to the notification that such notes would be received as a legal tender. The local government of Hong Kong is in the habit of making a monthly inspection of the vaults of all the note-issuing banks, to ascertain if there be sufficient to cover the circulation of notes. It is to be hoped that measures will be adopted by which all the holders of bank-notes will be paid at once. Considering the public importance of the measure, no creditor of the bank's should offer any obstruction to it. If this step is not adopted the run upon the Oriental and Mercantile may prove most disastrous, and lead to the disruption of all business in the colony. Indeed the Oriental and Mercantile will be acting in their own interest if they advance any amount which the Agra may require to redeem its note circulation. Should they at the moment be short, let them apply to the other banks or to merchants for temporary assistance, and the appeal—as on a former occasion when Keying house was applied to—will not be made in vain.

The suspension has been announced of Messrs. H. J. Enthoven and Sons, general merchants. They have offices in Moorgate-street, and an establishment at the lead works, Upper Ordnance Wharf, Rotherhithe-street. The house has been long established, and has occupied a respectable position. The liabilities are expected to range from £250,000 to £270,000. The estate it is anticipated will show a surplus, notwithstanding losses through Messrs. Pinto, Perez, and Co., and a connection with Barned's Banking Company.

The biddings for £325,000 in bills on India took place at the Bank of England. The proportions allotted were—to Calcutta, £168,300; to Madras, £7,500; and to Bombay £52,000. The *minimum* price was fixed at 1s. 11d. on Calcutta and Madras, and 1s. 11¼d. on Bombay. Tenders at and above the *minimum* will receive in full. These terms show no alteration since the date of the last allotment.

By the last mail from China we perceive that messages were to have been transmitted to London early in April through Mr. Grant's courier service *via* Kiachta, thence by telegraph to St. Petersburg. We presume the arrangements have fallen through as we have not heard of any messages arriving.

H.M.S. *Pearl* takes out to Hong Kong a quantity of bronze coins, cents and mils, to the value of $30,000, not $500,000, as stated in some papers.

The annual meeting of the Ceylon Company (Limited) will be held on the 19th inst., when a half-yearly dividend will be declared. A call of £1 10s. on the 25,000 original shares of this company is to be paid by the 3rd July.

Complaints have been made of the long delay in distributing a dividend on the estates of Scott, Bell, and Co., Fletcher and Co., and Buchanan, Hamilton and Co.

Among other absurd propositions for the French colony in Cochin China it is now proposed to establish a bank. If it be one supplied with money by the French Government to be lent out, no doubt customers will not be wanting; but that it will answer the usual intentions of a bank we doubt very much.

The British India Steam Company had their annual meeting on the 30th May. The directors' report was duly passed. The Government of India has sanctioned the fortnightly service to the Persian Gulf, and the other lines of the company are working satisfactorily. Two of their steamers have been sold in Egypt, and two more, of 1,200 to 1,400 tons, are now being built.

The amount of bullion by the P. and O. Company's steamer *Ripon*, from Southampton on the 4th inst., was :—In gold to Galle, £500; to Madras, £2,629. In silver to Singapore, £1,200; to Hong Kong, £520; to Shanghai, £1,160. Total in gold, £3,129; in silver, £2,880.

MANCHESTER MARKETS.

Mr. Mendel's Circular states :—

The improvement reported on Tuesday last has gained strength in a material degree by an almost daily advance. Spinners and manufacturers are again placed heavily under contract, the increased prices now demanded are very firmly maintained, but the buoyancy of the market is in some measure checked to-day by the more warlike reports from Germany. Grey Shirtings 7 lbs., 11s. to 11s. 9d.; 8¼ lb., 15s. Cotton Yarn, No. 16-24, 1s. 7d. to 1s. 8d.; Maddapollams, 5s.; Long Cloths, 13s.; T-Cloths, 8s.; White Spot Shirtings, 15s.; White Brocade ditto, 15s. 3d.; White Damasks, 29s. nominal.

BANK AND MISCELLANEOUS SHARES.

Shares.	Joint-Stock Banks.	Paid.	Closing Prices.	Prices May 26.
£20	Asiatic Bank Corporation, new shares	£10	3 to 6	2 to 4
50	Agra and Masterman's	25	2 to 5 dis.	21 to 24
20	Chartered Bank of India, Australia, and China	All	12 to 14	14 to 16
25	Chartered Merc. of India and China	All	30 to 35	34 to 36
20	Eastern Exchange	5	4 to 2 dis	4 to 2 dis.
50	London Joint Stock	15	44 to 46	44 to 46
100	London and Westminster	20	92 to 94	89 to 91
25	Oriental Bank Corporation	All	36 to 39	40 to 43
50	Union of London	15	46 to 48	45 to 47
100	Hindustan, China, and Japan	25	1 to 3	5 to 7
100	Do. Issued at 2 pm.	25	1 to 3	5 to 7
100	Do. New	25	1 to 3	5 to 7
25	Bank of Egypt	All	25 to 30	25 to 30
20	Bank of London	10	11 to 9 dis.	10 to 8'd's.
20	Land Mortgage Bank of India	4	1¼ to ½ dis.	1½ to 1 dis.
	MISCELLANEOUS.			
10	Mediterranean Extension Telegraph	All	3 to 4	3 to 4
50	P. and O. Steam Company	All	68 to 71	70 to 72
50	Do. New	35	10 to 12 pm.	11 to 14 pm.
20	China Steamship & Labuan Coal Co	9	9 to 8 dis.	9 to 8 dis.
5	Bombay Gas	All	4¼ to 4¾ x.in.	4¼ to 5
10	Hong Kong Gas	All	2 dis to par	2 dis. to par
5	Singapore Gas	5	—	—
20	E. I. Irrigation and Canal	13½	7 to 5 dis.	5 to 4 dis.
20	Madras Irrigation and Canal.	All	18¼ to 19½	19 to 20
5	Oriental Gas	All	4¾ to 5¼	4¾ to 5¼
10	O. Inland Steam	All	1 to 2	1 to 2
100	West India Steam Company	60	101 to 104	106 to 109
—	Ceylon Deb., Nov. 1868, 6 per cent.	100	101 to 103	100 to 102xd.
—	Do. Do. 1878	100	104 to 106	104 to 106xd.
20	Ceylon Company	8½	par to 1 pm.	par
20	Do. A shares	2	½ dis. to ¼ pm.	½ dis. to ¼ pm.
10	Ceylon Coffee Estates Co.	10	—	—
20	International Finance Society	5	2½ to 1¾ dis.	2 to 1¾ dis.
20	General Credit & Finance Company	4	2⅝ to 2⅝ dis.	3 to 2⅝ dis.
20	Egyptian Com. & Trading Company	6	7 to 6 dis.	6 to 5 dis.
20	Société Financière d'Egypte	10	8 to 6 dis.	10 to 8 dis.
10	Upper Assam Tea	5¼	4 to 3 dis.	3 to 2 dis.
10	Do.	All	6 to 8	7 to 9
50	Overend, Gurney and Co.	15	20 to 15 dis.	18 to 16 dis.
20	Credit Foncier & Mobilier of England	5	3¼ to 3⅝ dis.	2¼ to 2⅝ dis.

ARTICLES OF IMPORT.

TEA.—The trade in the present position of financial affairs still confine their purchases to immediate wants, which have been in a great measure supplied by sales made for cash, or at the public sales. Prices have again ruled rather lower, but importers as before are generally keeping back their teas in view of the favourable position of supplies. Our stock during the month has been reduced by 5,000,000 lbs., whilst the quantity of tea afloat is under 6,000,000 lbs., of which only a small proportion is Congou, whilst we may reckon the deliveries for the next four months at about 44,000,000 lbs., so that we shall see a gradual and steady decline in stock, which must ere long relieve our market, and induce greater confidence on the part of buyers. Low and dusty kinds of Congou have been sold at public sale at a decline of ½d. per lb., good common at 1s. to 1s. 0½d. per lb. Fair flavory kinds also sold at ½d. to 1d. per lb. lower, the better kinds, from 1s. 6d. to 1s. 10d., have met with a partial demand, but at a decline of about 1d. per lb. In fine to finest some very cheap sales have been made for cash, but this is scarcely any criterion as to value on regular terms. Common to fair blackish leaf kinds have been sold at from 11d. to 1s. 0½d. per lb. for cash, but on regular terms from 11½d. to 1s. 1½d. per lb. has been the price, showing a decline of fully ½d. per lb. Medium kinds have been neglected. In fine to finest the transactions have been very small at a decline of 1d. to 1½d. per lb. In new-make Canton kinds there has not been much done, but prices have given way. Amoy kinds have been sold from 11d. to 1s. 2d. per lb. for common to good. Oolongs, at public sale without reserve, have sold at very low prices, showing a de-

Digitized by Google

cline of 2d. to 3d. per lb. In Souchongs there has been but little done. Flowery Pekoes show no change. Common to fair Scented Capers have sold ½d. to 1d. per lb. lower; good to fine remain difficult of sale. Common to fair orange Pekoes, both Canton and Foo-Chow-make, have sold 1d. to 1½d. per lb. lower; good to fine are still without much inquiry. Uncoloured Japans have been without much inquiry, but there have been no fresh supplies on the markets. In Green Teas there has been latterly some demand for fine Moyune, Young Hysons, and Imperials, at full prices, but Gunpowders have sold rather lower, whilst Hysons still continue almost unsaleable; the commoner kinds of Green Tea are generally difficult to move, and prices are very irregular. Some arrivals of Canton Gunpower have come to hand, but as yet we hear of no sales. In old kinds the common to fair have sold rather lower. The stock in the United Kingdom on the 31st ultimo was estimed at 102,500,000 lbs. against 114,000,000 lbs. last year, and the quantity afloat at 5,906,217 lbs., against 8,793,000 lbs.—The following is from Messrs. Sillar and Bateman's Circular:—By a recent enactment in France, the duty upon teas imported into that country from tea producing countries in French vessels will henceforth be 40 francs per 100 kilogrammes, or about 2d. per lb., while those imported in foreign vessels and from other countries will be liable to a duty of about 4½d. per lb. Hitherto the duty has been 2s. 2d. per lb. upon all teas imported in other than French vessels, and in French vessels 6¾d. per lb. was charged if the teas came from India, 11d. from the Black Sea and a few other places, with the approval of the French Consul, and as much as 1s. 9d. 2-5ths if from any other country. It is too early to form any decided opinion as to the probable effect of this alteration; but it will doubtless largely increase the consumption, and, consequently, the export from this country. It is greatly to be feared that the suspension of the Agra and Masterman's Bank and the Commercial Bank Corporation of India and the East, whose branches extend to every port in China, will bring about such a disastrous state of things as entirely to suspend mercantile operatons at the shipping ports. We find that the whole shipments of tea from China for last season will fall short of our requirements by some 25,000,000 lbs., and that the stock in the United Kingdom will run down to equal barely four months' deliveries. Should the present disastrous collapse in the financial world have the effect of diminishing the shipments of teas for the forthcoming season, we shall find ourselves gradually but surely drifting into a tea famine, which no rise in prices will be able to allay; and it will, in all probability, be some years before the supply becomes large enough to admit of prices again descending to their present range. Supply and Demand.—The following table gives the figures up to the 30th September:—

February ships, due 30th June .. .. lbs.	1,146,401
March ships, due 7th August	1,410,465
April ships, due 15th September	1,391,334
Advised by telegram from Hong Kong, 12th May, due 30th September	1,000,000
Total supply .. .. lbs.	4,948,200
Three weeks' deliveries .. .. lbs.	9,000,000
One-and-a-quarter months' deliveries	15,600,000
One-and-a-quarter months' deliveries	15,600,000
Two weeks' deliveries	6,000,000
Total demand .. .. lbs.	46,200,000

SILK.—Messrs. Durant and Co.'s Circular states:—After many months of a more or less quiet market in silk we have at last reached a state of "no market." Week follows week and we have scarcely a transaction. The repressing influences are many—political, monetary, and perhaps the most important, the question of the result and cost of the coming crop of Europe. The quantity seems to be still debatable—recent favourable change of weather has helped matters materially, so that the quantity of cocoons will show a large increase upon last year, but the ultimate quantity of silk is still an open question. Upon this point the general idea seems to be about one-fourth more than last year—some are sanguine as to a third or possibly one-half more—and that the cost will in all probability show very decidedly in favour of the present year. The deliveries are of the smallest—so small that, notwithstanding the extremely scanty arrivals, the total stock shows only a slight diminution. We make some changes in our quotations, but all prices are more or less nominal. The following is from Kilburn, Kershaw and Co.'s Circular:—The past month has been one of the most inactive periods the Silk trade has ever known: the combining influences of financial panic, fear of war in Europe (now unfortunately almost a certainty), and the uncertainty and anxiety respecting the result of the European crops have all tended to cause a temporary stoppage of business; still, holders have been indisposed to give way in prices, and the trade equally indisposed to buy beyond their momentary wants; and such is still the state of the market, but there is little doubt that the great preventive to a resumption of business is the warlike condition of the continent. Stocks of silk in all hands, particularly of good silk, are small manufacturers never having been so light of silk, and the accounts of the Italian and French crops are certainly not good; the yield will, taking the aggregate of the European crops, be no doubt larger than that of last year, but to a small extent only, while, from reliable accounts, the quality will be decidedly inferior, and the silk of high cost. In this belief rests the desire among holders to remain firm. Silk Piece Goods.—Since the public sales on 2nd May the market has been without any notable feature. The small stocks of goods in importers' hands are not such as the trade are just now wanting, and the unsettled state of finance and foreign politics combine in adding to the previous quiet in all the branches of this trade. Of Bengal goods the delivery of Corahs, small as it was in May, was nevertheless an improvement upon that of May, 1865; the stock is chiefly in printers' hands, and very few goods are on the way—about 6,000 pieces. Of China Piece Goods there is only to note a general absence of imports. The next Silk piece goods sales are fixed for the 4th July.

CHINA.	Usual Imports			
	s.	d.	s.	d.
CHINA:—Tsatlee, No. 1 & 2	29	0 to	30	6
„ No. 3 & 4	24	6 to	27	6
„ Hungchow	24	6 to	25	0
Yuenfa and Hainin, No. 1 & 2...	27	0 to	28	6
„ „ „ No. 3 & 4...	22	0 to	26	0
Taysaam, No. 1 & 2	25	0 to	27	0
„ No. 3 & 4	17	0 to	24	0
Long Reel	17	6 to	20	0
Skeins	19	0		
Canton	18	0 to	20	0
JAPAN:—Mibash & Sinchew, No. 1 & 2 ...	30	6 to	33	0
No. 3 & 4 ...	28	0 to	30	0
Ida, Bricks, No. 1 & 2	27	0 to	32	0
No. 3 & 4	24	0 to	26	0
Sodai, No. 1 & 2	26	6 to	30	0
No. 3 & Inf.	25	0 to	26	0

COTTON.—There was a good demand in the beginning of the week, but in consequence of the imminence of war on the Continent, and further bank failures, the business has been greatly reduced, and the advance which was obtained has been lost, the market closing heavily at the quotations of the 1st inst. 880 bales Tinnivelly were sold in the London market this week at 9d. to 10½d. fully fair to fully good fair; and 100 bales to arrive at 9½d. guaranteed good fair, March sailing. Among the arrivals in London this week are, from Tuticorin—Coringa, 3,050 bales, Menden, 3,498; Braunstone, 4,250; Snaresbrook, 2,000. From Yokohama: Cleveland, with 110 bales. From Hong Kong: Lyard, 86 bales. At Liverpool the quotations are:—Middling Orleans, 13½d.; fair Dhollerah, 9d. per lb.

SUGAR.—Prices have remained without noticeable change during the week. The business reported on the spot by private contract has again been of limited extent, viz., 5,000 bags clayed Manila at 26s. 6d. to 27s.

RUM.—There has been a sale of 240 puncheons Penang at 1s. 4½d. per proof gallon.

COFFEE.—The parcels of Plantation Ceylon, at public sale, amounting to 1,300 casks 1,720 barrels and bags, have mostly been disposed of, prices ruling rather in favour of the buyer, viz., fine fine ordinary to low middling 70s. to 76s., middling to good middling colory 77s. to 82s. 1,511 bags Native were also chiefly sold, real good ordinary 59s., fine ordinary 61s. to 63s. 6d.; by private treaty, 1,600 bags have been realized, the bulk early in the week, common good ordinary to real good ordinary 58s. 6d. to 60s., fine ordinary 61s. to 62s. 6d.

RICE.—There has been an improved demand for soft grain, of which about 15,000 bags have been sold on the spot at stiffer prices; Nakrenzie at 9s. 10½d.; to 10s. 4½d.; Bassein, common to good, 9s. 6d. to 10s. 1½d.; and a floating cargo of 570 tons Rangoon, for the Continent, at 10s. 4½d. Of Bengal, only small parcels have been taken at about the former value.

CAMPHOR.—This market quite participates in the general heaviness; and we do not know of any transactions in the drug. Japan is very scarce.

CASSIA LIGNEA AND BUDS.—Nothing of consequence doing in either of these spices.

CINNAMON (CEYLON).—We quote 1st sort 1s. 11d. to 3s. per lb.; 2nd 1s. 8d. to 2s. 8d.; 3rd 1s. 7d. to 2s. 4d.; and 4th and Jungle 1s. 3d. to 1s. 9d. Market very quiet.

COCOA-NUT OIL.—This market has been very quiet, with most retail business, at about the former value. Auctions too unimportant for reference.

DRUGS.—Cubebs: Remain very flat; 140 bags at auction, all retired. Galangal Root: Much cheaper; 242 bags sold at auction at 9s. 6d. to 10s. per cwt. for fair. Rhubarb: Again dearer, supply being inadequate to requirements; and of 37 cases at auction, half sold, at 8s. 6d. to 12s. 6d. per lb. for fair to good, and 3s. 9d. to 6s. inferior to ordinary.

GUMS.—Benjamin: Quiet; of 39 cases Sumatra at auction a few only sold at £5. 10s. per cwt. for middling third quality. Damer: Nothing doing; 50 cases at auction retired. Gamboge: A single case sold at auction at £22. 5s. per cwt. for very good pipe.

GUTTA PERCHA.—Limited business in reboiled at low prices; 7½d. per b. for good.

HEMP (MANILA).—Quotations, although materially reduced, are still very nominal; 107 bales at auction nearly all retired; market very dull; about 100 bales are reported sold at £40 per ton for good roping.

HIDES.—Batavia: The sales last month comprised 2,948 Hides, at about late prices, Batavia Hides selling at 6¼d. to 6¾d. per lb.; Java 5¾d. per lb. Singapore, &c.: Buffalo Hides have sold freely at full prices. The sales have been 1,642 Penang Cow Hides and 2,774 Penang and Rangoon Buffalo. Cow Hides Light 6¾d. to 7¼d. per lb.; Heavy 4¾d. to 5¼d. per lb.; Thirds 4¾d. per lb.; Buffalo Best 6d. to 6¼d. per lb.; Seconds 5¼d. to 5¾d. per lb.; Light 4¾d. to 5¼d. per lb.

HORNS.—Buffalo: Dearer; 3¼ tons Siam, and 3¼ tons Manila at auction sold at 44s. to 52s. 6d. per cwt. for 2¾ to 3 lbs. average. Nothing doing in Deer.

INDIA-RUBBER.—Nothing whatever doing; only 12 bags Assam at auction retired.

JAPAN WAX.—Quiet: 64 boxes at auction all retired.

OILS.—Anniseed: Has improved 3d. per lb., but with limited business only. Cassia: Sales have been reported since our last at as low a price as 7s. per lb., but subsequently 7s. 3d. has been realised. Citronelle: Rather lower; and of 50 cases at auction, half sold at 3¾dt per oz. Lemon grass: Cheaper; and of 4 cases at auction, half sold a 1s. to 1s. 2d. per oz.

PEPPER.—Black: Not any auctions have been held; privately the market has been very flat, and limited business only has been done as low as 3½d. per lb. cash for Sumatra. White: Not any business of consequence doing.

SPICES.—Cloves: Nothing of interest doing. Mace: Quiet; 5 cases Penang at auction retired. Nutmegs: Quiet; only 2 cases Penang at auction, retired.

SAGO.—Nothing doing either in Sago or Flour.

TERRA JAPONICA.—Cutch Pegue: Very quiet; 324 bags at auction retired. Gambier: Steady, with limited business upon former terms.

TIN.—This market has been tolerably steady, but with only limited business, chiefly in Straits for cash, or with short prompt at £75 to £76 10s. per ton for flat, and £74 to £75 round bottoms.

TOBACCO.—Manila Cheroots and Segars: All the stock on sale consisting of heavy weights, sales are trifling. Manila Tobacco: Without change; few limited sales made at full rates. Japan: Is still much sough for, no stock on hand. Java: Although our assortment consists only of common to medium sorts, the trade have purchased to a fair extent. Fine

Digitized by Google

descriptions much wanted. Quotations: Java, 5½d. to 13d.; Manila, 6d. to 3s.; Japan, 4½d. to 8½d.; Manila Cheroots, 6s. 6d. to 7s. 6d.

MISCELLANEOUS.—Blacklead: Cheaper, and with very little demand; of 289 barrels at auction, one-fourth sold at 18s. 6d. to 19s. per cwt. for fine lump; and 9s. 6d. dust. Galls: All Galls of the Bussorah character remain very flat, and without business; China also dull and without demand, at previous value; but Japan scarce, and wanted. 158 chests China at auction retired. Musk: 1s., 2s., to 3s. per oz. lower, and 27 caddies at auction chiefly sold at 29s. per oz. for good Tonquin, and 20s. 6d. to 21s. ordinary; of 2 tins grain, one sold at 53s. for fine. Rattans: Only 7,965 bundles Penang at auction, mostly sold at 3s. 7d. to 3s. 9d. per 100. Sapanwood: Only 2½ tons Ceylon at auction retired. Shells, Mother o'Pearl: Firm; and of 150 cases Manila at auction, two-thirds sold at £7. 10s. to £7. 17s. 6d. per cwt. Star Anniseeds: Flat, and offering at lower prices; 185 cases at auction, retired. Siam: Sticklac: Very dull, and nothing of interest doing; 85 boxes at auction, retired. Vermillion: Scarce and much wanted; 5 boxes at auction sold at 4s.

ARTICLES OF EXPORT.

IRON.—The quotations in London are for Welsh bars, £7 10s. to £8; nail road, £8 10s. to £8 15s.; hoops, £9 12s. 6d. to £10; sheets, single, £10 10s. to £10 15s.; Staffordshire bars, £8 10s. to £8 15s.; rails, £6 10s. to £6 15s.

STEEL.—Swedish keg, £15 15s.

COPPER.—Sheet and Sheathing, £91 per ton; yellow metal, 7½d. per lb.

TIN.—£85 for block; £86 for common bars. Tin plates, best charcoal, I.C., 32s. to 33s.

LEAD, &c.—English pig, W.B., £22 10s. to £22 15s.; shot, patent, £23 10s. to £24; sheet, £21 10s.; spelter, £20 to £20 15s.; zinc, English sheet, £28 to £29; quicksilver, £7.

The following is from the Circular of Messrs. French and Smith:—

The monetary panic which has prevailed since our last monthly circular of course has had the effect of stopping business in the Metal Market to a great extent, both buyers and sellers being very cautious in their operations. Iron.—Scotch Pig Iron has fallen to 52s., which is the quotation to-day, being a fall of about 30s. per ton in six weeks. As was expected, nearly all the operators concerned in the extraordinary speculation for a rise, which has been carried on now for many months, have made very heavy losses, more, indeed, than the unfortunate "bear" party. Shipping Iron is not so flat, and may be quoted 3s. to 7s. per ton dearer than Warrants, according to brands. Welsh and Staffordshire are dull, and excepting for favourite brands there are few transactions. Copper.—A large amount of business in this metal has taken place, owing to the probability that, for the present, no large supplies can come from Chili. But the continued high rate of interest, and the very large stocks actually on hand, will, we expect, effectually prevent any advance of importance for some time to come. The last few days the market has become heavy, and buyers few. The present quotations are: English Tough, £85 to £86. Burra, £87. Kapunda, £89. Chili Slab, £82 to £83. Tin; the Smelters reduced their quotations on 8th ult. 6s. per cwt., making the nominal price, Block 85s., Bars 86s.; but purchases can be made below these rates. We have had a good demand for Straits for immediate delivery, especially for Fine Square, which is scarce, and for which 75s. 6d. to 76s. has been paid. Ordinary Square and Round has been sold at 74s. to 75s. So much of the stock in London is altogether off the market, that, but for the quantity of Banca offered from Holland, the price would no doubt improve. These importations may prevent any great advance for some time. The quantity of Straits Tin afloat for Europe is about 1,152 tons, against 1,413 in 1865, and 1,183 tons in 1864. Tin Plates: There is a great falling off in the demand for Tin Plates, and prices consequently are easier. The low prices, however, spoken of—21s. for Coke at Liverpool—are of second-hand parcels, and are not offered by makers direct, who have only slightly reduced their prices. The exports last month were 80,000, against 115,000 boxes in May, 1865 Lead: There have been but few transactions the past month, and these but for small quantities. Some Foreign has been offered at low rates. The best makers of English, however, maintain their quotations. Spelter: Is dull, and has fallen considerably during the month. Zinc: Is £1 per ton cheaper. The stock on the 31st ultimo was 5,787 tons, against 6,874 tons at the same period last year. In Quicksilver no alteration.

EXPORT OF BULLION TO CHINA, &c.

The following return shows the shipments of bullion from Southampton from the 1st January by the P. and O. Company's mail steamers.

	Gold.	Silver.
Shanghai	—	£76,564
Foo-chow-Foo	—	4,446
Amoy	—	—
Hong Kong	—	132,699
Singapore	£5,650	46,910
Penang	—	—
Yokohama	—	900

FROM MARSEILLES.

(BY THE P. AND O. COMPANY'S STEAMERS.)

	Gold.	Silver.
Singapore	£144	—
Penang	—	—
Hong Kong	—	—
Foo-chow-Foo	—	—
Shanghai	—	£53,178
Yokohama	—	—

PER FRENCH MAIL STEAMERS.

	Gold.	Silver.
To Singapore	£516	£93,800
To Saigon	—	66,820
To Batavia	4,298	2,201
To Hong Kong	—	266,955
To Shanghai	—	69,032
To Yokhama	—	1,900

GOLD AND SILVER.

Bar Gold (per ounce)	£3 17 9
Spanish Doubloon	3 16 0 to 3 17
United States Gold Coin	3 16 4
Silver in Bars	0 5 1½
Mexican Dollars	0 5 0½

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
May 30	Mountain Ash	McCredie	Macao	Do.
— 30	Layard	—	China	Deal
—	William and Jane	Bruce	Rangoon	Cowes.
June 2	Rifleman	—	Batavia	Off Dungeness.
— 2	Adriana Pietronella	De Brenk	Do.	Do.
— 2	Panama	Johnson	Java	Off the Wight.
— 2	Johannes Martinus	Dalioyeux	Batavia	Off the Start.
— 5	Frederick	—	Akyab	Deal.
— 4	Superb	v. Appen	Banjoewangie	Falmouth.
— 4	Hohenstauffen	Lemke	Rangoon	Do.
—	Brazilian	—	Manila	New York.
—	Endeavour	—	Do.	Do.
— 1	Jacoba Helena	Swart	Banjoewangie	Off Hastings.
— 5	Nodales	Arrietas	Zebu	Falmouth.
— 6	Cleveland	Ruxton	Yokohama	London.
— 6	Herrselin	Ouchterlony	Singapore	Do.
— 6	Coleroon	Duncan	Colombo	Do.
May 17	Ammerland	Hagemann	Macao	Havanna.
— 24	Hugo and Otto	Oswabruck	Hong Kong	New York
— 24	Dan	Laurenburg	Do.	Do.
— 23	Sacramento	Nelson	Do.	Boston.
— 24	Dorchester	Fulton	Manila	Do.
— 25	Seamen	Taylor	Padang	Do.
— 25	Fordenskjold	Lund	Singapore	Do.
June—	Maria Elisabeth	Valk	Samarang	Off the Start.
— 7	Roslin Castle	Nicol	Singapore	Liverpool.
— 5	Tjie ingsie	Ouwehand	Banjoewangie	Texel.
— 5	O. Gezusters	Rutgers	Tjilatjap	Do.
— 4	Affghan	Fisher	Cheribon	Brouwershaven.
— 4	Sir John Moore	Wilcox	Banjoewangie	Do.
— 6	Favorite	Sundesen	Sourabaya	Helvoet.
— 6	Bezoekie	Reckers	Java	Brouwershaven.
—	Fritz & Anton	—	Singapore	New York.
—	Monkchester	—	Yokohama	Do.
—	Julius	—	Shanghai	Do.
—	Horatio	—	Do.	Do.
—	Hotspur	—	Do.	Do.
—	Constant	—	Amoy	Do.

DEPARTURES.

Date.	Ship.	Captain.	For	From
—	Baltimore	Brakke	Batavia	Amsterdam.
June 2	Douglas Castle	McRitchie	Singapore	Clyde.
— 5	Webfoot	—	Galle	Shields.
— 5	Albyn's Isle	Burgess	Do.	Sunderland.
— 2	Jesus	Arnandraga	Zebu	Bromielaw.
— 6	Queen of the Ocean	Ellison	Shanghai	Cardiff.
— 6	Astrea	Koorders	Batavia	Liverpool.

(*See Commercial Postscript.*)

LOADING.

At LONDON.—For Yokohama: Heroes of Alma, Mountain Ash. For Shanghai: Albuera, Dilkhoosh. For Hong Kong and Canton: Tavistock, Sea Belle, Lobelia, James Russell, Red Riding Hood. For Singapore: Falcon, Petchelee. For Penang: Algernon. For Batavia and Sourabaya: Rota. For Colombo: Celestial Queen, Jane Maria, Gladiator.

At LIVERPOOL.—For Shanghai: Kate Carnie. For Singapore: Silvercraig, Panic, Germania. For Manila: Feliz. For Batavia and Singapore: Geffrard. For Mauritius, Penang, Singapore, Hong Kong and Shanghai: Ajax (s.s.).

At GLASGOW.—For Manila: Jose y Maria. For Singapore: Bothwell Castle. For Batavia, Samarang, and Sourabaya: County of Bute.

SPOKEN.

COSMOPOLIET, Rotterdam to Batavia, April 15, 4 N., 25 W.
BEN NEVIS, Japan to London, April 8, 30 S., 44 E.
VERENA, Sunderland to Ceylon, March 16, 1 N., 21 W.
EGMONT VAN HOORN, Liverpool to Singapore, April 2, 32 S., 26 W.
JOHN BULL, Cardiff to Shanghai, March 30.
EDITH BANFIELD, Cardiff to Shanghai, April 11.
CLIFTON, Clyde to Hong Kong, May 30, off the Bishops and Clerks.
B. K. (Austrian barque), Macao to Havana, March 28, 34 S., 28 E.
BEZOEKIE, Java to Rotterdam, April 8, 34 S., 15 W.
C. H. KNITSCAKY, Samarang to Falmouth, March 31, 34 S., 30 E.
LUCY, Colombo to London, April 2, 34 S., 23 E.
NANCY BRYSON, Singapore to London, April 2, 36 S., 23 E.
ADDISON, Liverpool to Singapore, April 5, 34 S., 29 W.
CLIO, from Batavia, May 28, 48 N., 20 W.
JAS. LONGTON, London to Japan, 26 S., 23 W.
HOTSPUR, Shanghai to New York, April 5, 27 S., 4 E.
MONKCHESTER, Yokohama to New York, April 10, 18 S., 4 W.

FREIGHTS AND CHARTERS.

Owing to the continued pressure in the money market, but little business has been done in outward freights.

Current Rates of Freight for Vessels on the Berth:—To Yokohama: 50s. weight, 40s. to 50s. meast. To Nagasaki: The same. To Shanghai: 40s. weight, 30s. to 35s. meast. To Hong Kong: 40s. weight, 30s. meast. To Singapore: 30s. weight or measurement. To Penang: 40s. weight or measurement. To Ceylon: 40s. weight, 20s. measurement.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel. For Hong Kong: £44 to £45. For Galle: £36. For Singapore: £36. For Shanghai: £51 to £52. For Saigon: £50. From Newport, Cardiff or Swansea, per ton. For Hong Kong: £2. 3s. For Manila: £2. For Galle: £1. 15s. For Singapore, £1 13s. For Shanghai: £2 10s. For Saigon: £2. 8s. For Batavia: £1 12s. 6d.

Digitized by Google

THE BANK OF HINDUSTAN, CHINA AND JAPAN (Limited).

1, BANK-BUILDINGS, LOTHBURY, LONDON.

CAPITAL	... ...	... £4,000,000
Subscribed	... ...	... 3,696,100
Paid-up	... ...	... 893,682

DIRECTORS.

William Fernceley Allen, Esq., Alderman.
William Frederick Baring, Esq.
James Nugent Daniell, Esq.
Philip Shore Fletcher, Esq.
William Harrison, Esq.
James Levick, Esq.
Sassoon David Sassoon, Esq.
J. Mackrill Smith, Esq.
Richard Spooner, Esq.
Philip Vanderbyl, Esq.
Henry Young, Esq.

BANKERS.

The Bank of England. | The National Bank. The Alliance Bank.

EDINBURGH BRANCH.

DIRECTORS.

William Forbes, Esq., of Medwyn.
Patrick Arkley, Esq., of Duninald.
James Mackintosh, Esq., jun., of La Mancha, and late of Calcutta.
John A. Macrae, Esq., W.S., 39, Frederick street, Agent.

BRANCHES.

Bombay	Colombo	Shanghai
Calcutta	Hong Kong	Yokohama

Deposits received, subject to ten days' notice, on the usual terms, and for fixed periods at rates subject to special agreement.

Drafts issued, and Bills negotiated, payable in India, China, &c. Circular Notes and Letters of Credit, payable throughout Europe, are also issued for the convenience of Travellers per Overland Route.

The purchase and sale of Indian and other Securities, and the safe custody of the same, undertaken. Dividends, Pay, Pensions, Interest, or other moneys realised, and the registry of Indian Government Loan Notes effected, so that the interest may be paid in England.

Every other description of Banking and Agency business in connection with India, China, &c., conducted on the most favourable terms.

JOHN OUSELEY, General Manager.

R. L. SOUTHERN AND Co.

MERCHANTS AND AGENTS

6, MINCING-LANE, LONDON, E.C.

PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's Establishments at the above Port afford every facility for REPAIRING and SPARRING VESSELS, and for CLEANING and PAINTING Iron and Steam Ships.

Their large Granite Dock, 286 feet long on the blocks, is in complete working order, and at average spring tides can take vessels drawing 16 to 17 feet water. The Dock is fitted with a Caisson Gate and with a Centrifugal Steam Pump of great power, ensuring despatch in all states of the tide. An ample stock is kept on hand of Timber, Oregon Spars, Sheathing Copper and Yellow Metal, and of every description of material for Dockyard use.

The premises comprise an Engineer's Workshop, Brass Foundry, a large Smithy and Carpenter's Workshops, and the works are superintended by Resident Europeans, viz., a Shipwright, an Engineer and a Blacksmith. Dry Godowns for the reception of vessel tores, &c., when requiring to discharge them.

Amoy, March, 1865.

CHARTERED MERCANTILE BANK of INDIA, LONDON, and CHINA.

Incorporated by Royal Charter.

Paid-up capital, £750,000. Reserve Fund, £250,000

BRANCHES AND AGENCIES.

Bombay.	Colombo.	Penang.	Hong Kong	Yokohama
Calcutta.	Kandy.		Shanghai.	
Madras.	Galle.	Singapore.	Hankow.	Mauritius

The Bank negotiates and collects bills and grants draft payable at the places above mentioned, issues letters of credit and circular notes for the use of travellers by the Overland Route, terms for which can be ascertained at the Head Office in London.

The Bank will effect the purchase or sale of Indian securities, undertakes the safe custody of same, and the receipt of interest, dividends, pay, pensions, and other moneys, for remittance through the Bank or otherwise.

The Bank receives money on deposit, on which interest will be allowed according to the length of time deposited. Particulars as to rates can be ascertained at the Head Office, 52, Threadneedle-street, London.

Office hours from 10 a.m. to 3 p.m.; Saturdays, from 10 a.m. to 2 p.m.

No. 52, Threadneedle-street, London, E.C.

THE CHINESE COMMERCIAL GUIDE,

CONTAINING Treaties, Tariffs Regulations, Tables, &c., useful in the trade of China and Eastern Asia, with an Appendix of Sailing Directions for those Seas and Coasts, by S. WELLS WILLIAMS, LL.D. Fifth Edition.

Hong Kong, SHORTREDE and Co.; London Agent, F. ALGAR, 11, Clement's-lane, E.C. Price Two Guineas.

CAUTION.

THE GROSS FRAUDS which continue to be practised by obscure manufacturers, more particularly in Germany, by imitating the Labels attached to JOHN GOSNELL and Co.'s PERFUMERY, render it imperative upon the Proprietors to Caution the public against such nefarious proceedings, and to request their friends and patrons to purchase only of respectable dealers, who import direct from JOHN GOSNELL and Co., and invite special attention to the address, 12, THREE KING-COURT, LOMBARD-STREET, LONDON, E.C.

JOHN GOSNELL and Co.'s SELECT PERFUMES.—Ess Bouquet, Royal Yacht Club Bouquet, Jockey Club Perfume, Essence of Wood Violet, Victoria Bouquet, Garibaldi Bouquet, Frangipanni, Military Bouquet, The Bride's Bouquet, Tea Rose, Russian Leather Perfume.

JOHN GOSNELL and Co.'s Toilet Vinegar, Inexhaustible Salts, Aromatic Vinegar, Aromatic Eau de Cologne.

JOHN GOSNELL and Co.'s Prince of Wales Perfumes

JOHN GOSNELL and Co.'s Princess Alexandra Perfume.

JOHN GOSNELL and Co.'s La Noblesse Perfume.

JOHN GOSNELL and Co.'s La Noblesse Pomade.

JOHN GOSNELL and Co.'s La Noblesse Soap.

JOHN GOSNELL and Co.'s Real Old Brown Windsor Soap.

JOHN GOSNELL and Co.'s Golden Oil—Moelline—Macassar Oil, Bear's Grease, &c., for the Hair.

JOHN GOSNELL and Co.'s Extra Highly Scented Toilet and Nursery Powder.

JOHN GOSNELL and Co.'s Stereodesmic or Dentists Tooth Brushes and Trichosaron Hair Brushes, warranted to purchasers.

JOHN GOSNELL and Co.'s Instantaneous Hair Dye.

JOHN GOSNELL and Co.'s Cherry Tooth Paste is greatly superior to any tooth powder, gives the teeth a pearl-like whiteness, protects the enamel from decay, and imparts a pleasing fragrance to the breath.

NOTHING IMPOSSIBLE.—The Greatest and most Useful Invention of the day, AGUA AMARELLA.—Messrs. JOHN GOSNELL and CO., 12, Three King-court, Lombard-street, London, Perfumers to Her Majesty, respectfully offer to the public this truly marvellous fluid, which gradually restores the human hair to its pristine hue—no matter at what age. The Agua Amarella has none of the properties of dyes; it on the contrary, is beneficial to the system, and when the hair is once restored one application per month will keep it in perfect colour. Price One Guinea per bottle; half bottles, 10s. 6d.

JOHN GOSNELL and Co., Perfumers to Her Majesty and by Special Appointment to H.R.H. the Princess of Wales, London.

Keating's Cough Lozenges.

JUDGED BY THE IMMENSE DEMAND this Universal Remedy now stands the first in public favour and confidence: this result has been acquired by the test of fifty years' experience. These Lozenges may be found on sale in every British colony, and throughout India and China. They have been esteemed wherever introduced. For COUGHS, ASTHMA, and all affections of the Throat and Chest, they are the most agreeable and efficacious remedy.

Prepared and sold in boxes and tins of various sizes, by THOMAS KEATING, Chemist, &c., 79, St. Paul's Churchyard, London. Sold retail by all druggists and patent medicine vendors in the world.

N.B.—To prevent spurious imitations, please to observe that the words "KEATING'S COUGH LOZENGES," are engraven on the Government Stamp of each Box without which none are genuine.

HOLLOWAY'S PILLS are decidedly the best remedy for all disorders of the stomach and bowels, the liver and kidneys. They act with so decided an effect, and yet so gently, that people of the most delicate constitutions may take them with the most perfect confidence. They do not contain a single grain of mercury or other noxious substance, being composed exclusively of rare balsams. They are therefore equally safe and efficacious, and, as a family medicine, nothing yet invented or discovered can be compared with them for a moment. With these inestimable pills at hand, together with the printed directions affixed to each box, no other medical advice or assistance can be needed in any ordinary case of sickness.

SOLID MAHOGANY FURNITURE FOR INDIA, CHINA AND THE COLONIES.

HEAL and SON are Manufacturing, ESPECIALLY FOR use in EXTREME CLIMATES BEDROOM FURNITURE, which is entirely Free from Veneer. A general Assortment always in Stock.

IRON AND BRASS BEDSTEADS

Suitable for all Parts of the World. Their Stock consists of 2,500 Bedsteads.

HEAL AND SON'S PATENT HORSEHAIR MATTRESS.

HEAL and SON have Patented an Improvement in the Manufacture of Mattresses, which prevents the material from felting into a mass, as is the case with all Mattresses made in the ordinary way. The Patent Mattresses are made of the very best Horsehair, are rather thicker than usual, and the prices are but a trifle higher than those of other good Mattresses.

HEAL AND SON'S ILLUSTRATED CATALOGUE

For INDIA, CHINA, and the COLONIES, of Bedsteads, Bedding, and Bedroom Furniture, SENT FREE TO EVERY PART OF THE WORLD to which there is Book Post.

HEAL and SON, Bedstead, Bedding, and Bedroom Furniture Manufacturers 196, 197, 198, Tottenham-court-road, London, W.

DYSENTERY, CHOLERA, FEVER, AGUE, ETC.

CHLORODYNE.

CAUTION.—*Vice-Chancellor Wood affirmed in Court that Dr. J. COLLIS BROWNE was undoubtedly the Discoverer of Chlorodyne; that the statements of the Defendant Freeman were deliberately untrue, and, he regretted to say they had been sworn to (see "The Times" of July 13, 1864); all others must be spurious.*

Earl Russell has graciously favoured J. T. Davenport with the following extract of a despatch from Mr. Webb, H.B.M.'s Consul at Manila, dated Sept. 17, 1864:—"The remedy most efficacious in its effects (in Epidemic Cholera) has been found to be CHLORODYNE, and with a small quantity given to me by Dr. Burke I have saved several lives." Earl Russell communicated to the College of Physicians that he had receive a despatch from Her Majesty's Consul at Manila, to the effect that Cholera had been raging fearfully, and that the ONLY remedy of any service was CHLORODYNE.—See *Lancet*, December 31, 1864. No home should be without it.

Eminent Hospital Physicians of London stated on oath that they prescribe CHLORODYNE largely, and mean no other than Dr. Browne's.

The General Board of Health, London, state as to its efficacy in Cholera and Dysentery:—"So strongly are we convinced of the efficacy of his remedy, that we cannot too forcibly urge the necessity of adopting it in all cases."

From A. Montgomery, Esq., late Inspector of Hospitals, Bombay:—"Chlorodyne is a most valuable remedy in Neuralgia, Asthma, and Dysentery. To it I fairly owe my restoration to health, after eighteen months' severe suffering, and when all other medicine had failed."

From W. Vesalius Pettigrew, M.D.:—"I have no hesitation in stating that I have never met with any medicine so efficacious as an antispasmodic and sedative. I have used it in Consumption, Asthma, Diarrhœa, and other diseases, and am most perfectly satisfied with the results."

Dr. M'Grigor Croft, late Army Staff, says:—"It is a most valuable medicine."

Dr. Gibson, Army Medical Staff, Calcutta:—"Two doses completely cured me of Diarrhœa"

Government supply both the Army and Navy with it. A Sheet of Medical Testimonials accompanies each Bottle.

Sold in Bottles, 2s. 9d. and 4s. 6d., by all Chemists. None genuine without the words

"DR. J. COLLIS BROWNE'S CHLORODYNE" on the stamp.

SOLE MANUFACTURER:—

J. T. DAVENPORT, 33, GREAT RUSSELL-STREET, LONDON, W.C.

Be not misled by the statements of unscrupulous persons, as the Defendant was termed by the Vice-Chancellor.

Digitized by Google

THE SHORTEST ROUTE TO AND FROM MANILA AND THE PHILLIPINES.

NOTICE to SHIPPERS and PASSENGERS by the OVERLAND ROUTE:—

The CHINA STEAM and LABUAN COAL COMPANY (Limited), in pursuance of an agreement entered into with the Government of Manila, have arranged to despatch their steamship "MONA," or other of their first-class steamers, with the mails and passengers monthly between Singapore and Manila, and Manila and Singapore, in correspondence with the Messageries Imperiales Overland Route. The Company's agents at Singapore will take charge of goods for transhipment. For further particulars apply at the Offices of the Company, Ethelburga-house, 70 and 71, Bishopsgate-street, London, E.C.

H. WALLER PLATT, Secretary.

OVERLAND ROUTE.

COMMUNICATION by STEAM to INDIA, AUSTRALIA, &c., *via* EGYPT.—From SOUTHAMPTON and MARSEILLES.—The PENINSULAR and ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels for Gibraltar, Malta, Egypt, Aden, Ceylon, Madras, Calcutta, the Straits, China, and Japan (Yokohama), by their steamers leaving Southampton on the 4th and 20th of every month. For Gibraltar, Malta, Egypt, Aden, and Bombay by those of the 12th and 27th of each month; and for King George's Sound, Melbourne, and Sydney, by the steamers leaving Southampton on the 20th of every month. The steamers leave Marseilles on the 5th, 12th, 20th and 28th of the Month.

For further particulars apply at the Company's Offices, 122, Leadenhall-street, London, E.C., or Oriental-place, Southampton.

OVERLAND ROUTE VIA MARSEILLES.

SERVICES MARITIMES DES MESSAGERIES IMPERIALES.

FRENCH MAIL STEAM PACKETS.

The 19th of every Month, at 2 P.M for—

MESSINA, ALEXANDRIA, ADEN, POINT DE GALLE (Ceylon), PONDICHERRY MADRAS, CALCUTTA, SINGAPORE, BATAVIA, SAIGON HONG KONG, SHANGHAI, and JAPAN.

The 9th of every Month for—

MESSINA, ALEXANDRIA, ADEN, SEYCHELLES REUNION, MAURITIUS.

For passage, freight, and information apply to B. W. and H. HORNE, 4, Moorgate-street, London; G. H. FLETCHER and Co., Liverpool; at the offices of the Services Maritimes des Messageries Imperiales in Paris, Lyons, Bordeaux, and Marseilles: or to SMITH and Co., Rotterdam.

*** Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.

ORIENTAL, AUSTRALIAN, AND GENERAL STEAM AGENCY, AND GLOBE PARCEL EXPRESS.

PARCELS, PACKAGES, and MERCHANDISE forwarded, and PASSAGES engaged to all parts of the world. Baggage collected and shipped, insurances effected, &c.

CALCUTTA, MADRAS, CEYLON, and ADEN—Overland, 4th and 20th of every month.

BOMBAY and ADEN—Overland, 12th and 27th.

CHINA, JAPAN, SINGAPORE, and EASTERN SEAS—Overland, 4th and 20th.

AUSTRALIA, TASMANIA, and MAURITIUS—Overland, 20th.

NEW ZEALAND and AUSTRALIA via PANAMA, 2nd.

INDIA, CHINA, and AUSTRALIA—Via Cape of Good Hope, Clipper Ships, weekly.

Prospectuses, with through rate to a thousand places free on application.

G. W. WHEATLEY and Co. (late Wagnorn), 150, Leadenhall-street, E.C.; CHAPLIN'S, Regent-circus, W., and 23, Regent-street, S.W.

INDIA AND CHINA.

ROBERTSON and CO. will despatch the following first-class VESSELS to their respective destinations:—

Destination.	Ships.	Docks.	To Sail.
Shanghai	Dilkhoosh ...	E.I.D.	With des.
Shanghai	Jas. Shepherd	W.I.D.	With des.
Kanagawa and Yokohama	Heroes of Alma ...	W.I.D.	With des.
Penang	Algernon ...	L.D.	With des.
Hong Kong & Whampoa	Red Riding Hood ...	W.I.D.	With des.
Nagasaki, Japan ...	Lady Alice...	W.I.D.	With des.
Singapore	Petchelee ...	W.I.D.	With des.

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.

INDIA, CHINA, AND AUSTRALIA.

SHAW, LOWTHER, & MAXTON will despatch the following high-classed VESSELS to their respective destinations:—

Ships.	Destination.	Docks.	Date of sailing.
Winchester .	Calcutta	S.I.D.	June 15
James Rus .	Hong Kong and Whampoa. ...	S.K.D.	Imm.

For Freigh or Passage apply to SHAW, LOWTHER, and MAXTON, 2, oyal Exchange-buildings, E.C.

THE BRINDISI ROUTE TO THE FAR EAST

THREE DAYS' SEA PASSAGE FROM ITALY TO EGYPT.

THE SOCIETA ANONIMA ITALIANA, DI NAVIGAZIONE ADRIATICO ORIENTALE,

Under Contract to carry the direct Mails, Despatch their first-class English built Steamers "Cairo," "Brindisi," "Principe di Carignano," or "Principe Tomaso,"

BETWEEN

BRINDISI AND ALEXANDRIA,

ONCE A WEEK.

This Route affords facilities which no other does either in going or returning from Egypt.

In GOING to EGYPT passengers can leave LONDON or PARIS after the Departure of the Indian Mail from either place, and arrive at ALEXANDRIA before its arrival.

In RETURNING from EGYPT, a Special Train is arranged to leave BRINDISI, so that a SAVING of possibly 36 HOURS may be effected. The passage from Brindisi to Alexandria is performed in 72 to 82 hours. The time of departure is as follows:—

From BRINDISI for ALEXANDRIA, on the 7th, 14th, 22nd, and 30th of each Month at 3 P.M.

From ALEXANDRIA for BRINDISI, a few hours after the arrival of the Indian mails, usually about the 5th, 12th, 20th, and 28th of each Month.

FARES:—

	1st Class.	2nd Class.	3rd Class.
BRINDISI TO ALEXANDRIA (AND *VICE VERSA*) ...	275 fr.	200 fr.	90 fr.

For further particulars apply to, at FLORENCE, VIA MONTEBELLO, 42; PARIS, RUE DE L'UNIVERSITE, 10.

LONDON: Messrs. PALMER, 44, Eastcheap, City, E.C.

CHINA, JAPAN, and SINGAPORE.—The following splendid first-class SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	Last Ship. Day.
Shanghai ...	Albuera ...	A1 13 yr.	E.I.D.	June 13.
Hong Kong & Whampoa ...	Lobelia ...	A1 13 yr.	E.I.D.	June 14.
Kanagawa (Yokohama ...	Mountain Ash ...	A1 10 yr.	E.I.D.	With des.
Singapore ...	Falcon ...	A1 13 yr.	W.I.D	With des.

For Freight or Passage apply to KILLICK, MARTIN and Co., 28, Nicholas-lane, Lombard-street, E.C.

JOHN C. CAMPBELL will despatch the following splendid first-class VESSELS:—

Destination.	Ships.	Class.	Tons.	Dock.
Hong Kong & Whampoa .	Sea Belle ...	A 1 10 yrs.	650	E.I.D.
Bombay ...	Albert Victor ...	A 1 12 yrs.	1184	E.I.D.
Colombo ...	Celestial Queen.	A 1 13 yrs	842	S.K.D.

No. 22, Great St. Helen's, E.C.

FROM LIVERPOOL.

Destination.	Ships.	Tons	Class.	To Sail.
Shanghai ...	Kate Carnie...	549	A 1 13 yrs.	Imm.
Batavia & Singapore ...	Geffrard ...	334	A 1 12 yrs.	"
Batavia & Sourabaya ...	Astrea ...	312	—	"
Calcutta ...	William Fairbairn ...	1293	—	"
Calcutta ...	Bebington ...	889	AA 1	"
Bombay ...	Tiverton ...	1174	AA 1	"
Bombay ...	City of Agra .	1073	AA 1	"

For terms of Freight or Passage apply to MCDIARMID, GREENSHIELDS, and Co., Liverpool.

Regular Line of Packet Ships.

FOR HONG KONG and WHAMPOA, the Clyde-built clipper JAMES RUSSELL, A 1 13 years, 768 tons register, JOHN GRIFFITHS, Commander; lying in the St. Katharine Docks. This ship has a full poop, with excellent accommodation for passengers.

For Freight or Passage, apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings, London, E.C.

With very quick Despatch.

FOR HONG KONG and WHAMPOA, the beautiful clipper ship SEA BELLE, A 1 ten years, 650 tons burthen, J. HIBBARD, Commander, East India Docks. This splendid vessel is well-known in the India and China Trades, and offers a first-rate opportunity to shippers of fine goods.

For Freight or Passage apply to LIVINGSTON, HOLDING and BRIGGS, 31, Great St. Helen's, Bishopsgate-street; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

FOR COLOMBO, CEYLON, Direct, will have very quick despatch, having a considerable portion of her cargo engaged, and shipping, the splendid new clipper ship JANE MARIA, A 1 nine years, 342 tons register, JOHN HUGHES, Commander; loading in the West India Docks. This beautiful vessel offers the best opportunity to shippers of fine goods.

For Freight or Passage apply to F. TALLACK (late W. A. Winkley), 23, Birchin-lane, Cornhill, E.C.

Will have very Good Despatch.

DIRECT for COLOMBO, the splendid British-built clipper ship CELESTIAL QUEEN, A 1 thirteen years, 842 tons register, WILLIAM WATT, Commander; lying in the St. Katharine Docks. This magnificent ship, from her size, high class and fast sailing qualities, having made her last passage from Calcutta in 98 days, offers an unusual opportunity to shippers of fine goods.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street; or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

With immediate Despatch.

DIRECT for BOMBAY, the magnificent clipper ship ALBERT VICTOR, A 1 twelve years, 1,184 tons register, T. J. CLARKE, Commander; lying in the East India Docks. This splendid high classed ship, built in 1864, is now quite ready for cargo, and being one of the fastest vessels afloat, offers a most desirable opportunity to shippers of fine goods.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

THE BANK OF HINDUSTAN, CHINA, and JAPAN (Limited)

Notice is hereby given, that an EXTRAORDINARY GENERAL MEETING of the Company will be held at the Banking-house of the Company, 1, Bank-buildings, Lothbury, in the City of London, on Monday, the 25th day of June next, at One o'clock P.M., and the business to be transacted will be to confirm a resolution passed by the Company at an Extraordinary General Meeting, held on Thursday, the 24th of May last, of which the following is a copy:—

Resolved,—That Clause 46 of the Articles of Association be repealed, and that in lieu thereof the following be inserted, viz.:—Subsequent Ordinary Meetings shall be held once every six months at such time and place as the Directors may from time to time determine.

Dated this 4th Day of June, 1866.

By order, R. SWIRE TOMLIN Secretary.

No. 1, Bank-buildings, Lothbury, London.

TO IMPORTERS.

The undersigned beg to remind Importer of Wearing Apparel, and Boots and Shoes, of the many advantages which their long experience as Manufacturers and Shippers, their vast resources, and their intimate knowledge of the requirements of Foreign and Colonial Markets enable them to offer.

ASSORTED SAMPLE CASES FORWARDED ON RECEIPT OF REMITTANCE OR ORDER ON LONDON AGENT.

E. MOSES AND SON,

CORNER OF MINORIES AND ALDGATE, LONDON

COWASJEE DINSHAW,

Close to the Landing Place. Depot of EUROPEAN, CHINA, AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality. Bombay-made Soda Water and Lemonade. Perfumery, Confectionery, Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.

STEAMER POINT, ADEN.

Drawing and Reading-room free to Passengers.

THE "LONDON AND CHINA EXPRESS" ON SALE

Printed for the Proprietors by WOODFALL and KINDER Milford-lane, Strand, W.C., and published by JOHN ELLISON, at the Office of the "LONDON AND CHINA TELEGRAPH," 12, George-yard, Lombard-street, E.C. in the parish of St. Edmund the King.—Monday, June 11, 1866.

Digitized by Google

The London and China 新聞紙 Telegraph.

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON ARRIVAL OF THE MAILS, about the 4th, 14th, and 28th, in connection with the "LONDON AND CHINA EXPRESS,"
A SUMMARY OF NEWS FOR THE OUTWARD MAILS OF 10th, 17th, and 26th.

VOL. VIII.—No. 213.] LONDON, WEDNESDAY, JUNE 27, 1866. [Price 9d., with Sup., 1s. 3d.—Sub. 30s. per ann. postage included, Sup. 12s. extra.

Latest Advices.

	From London.	Arrived out.	Homeward. Arrived in London this day.
JAPAN—			
Yokohama	Feb. 17	April 12	April 17
Nagasaki			„ 15
Hakodadi			
CHINA— Peking			„ 10
Tien-tsin			„ 14
Chefoo			
New-chwang			
Hankow			
Kiu-kiang			„ 19
Chin-kiang			„ 20
Shanghai	Feb. 26	April 16	„ 22
Ningpo			
Foo-Chow			
Formosa—Tamsuy			
Amoy			
Swatow			
Hong Kong	March 17	„ 27	„ 29
Canton			
Macao			
PHILIPPINES— Manila	Feb. 26	„ 16	„ 24 (via Singapore)
COCHIN-CHINA— Saigon			May 1
SIAM— Bangkok			April 26
BORNEO—			
Labuan			
Sarawak			
JAVA—			
Batavia			May 1
MALACCA STRAITS—			
Singapore	March 26	„ 30	„ 7
Penang	„ 26	„ 28	„ 9

List of Passengers.

PASSENGERS OUTWARD.

Per P. and O. steamer Pera, from Southampton, June 20.—To Hong Kong: Mr. Weeks Mr. S. Deacon, Mr. J. D. M. Thomson, and four 2nd class passengers. To Singapore: Mr. G. Henderson, and two second class passengers. To Ceylon: Mr. R. B. Carson, Mr. and Mrs. J. Affleck, and five 2nd class passengers. To Calcutta: Mr. Parker, Mrs. Parker, Mrs. T. Maynard, Capt. Walpole, Vety. Surg. Barr, Mr. Bromley, Rev. F. W. and Mrs. Homer, Mrs. Obbard, and fourteen 2nd class passengers. To Madras: Capt. A. A. Gordon, Mr. W. W. Sanderson, and eight 2nd class passengers. To Suez: Commander H. M. Dyer, and two 2nd class passengers. To Alexandria: Mr. and Mrs. Lubbock and female servant, Masters Soden, Pinsent, and Babot, and one 2nd class passenger.

From Marseilles, June 28.—To Penang: Mr. W. and Mrs. Brooke, Lieut. J. and Mrs. Lowndes, and Captain Grove. To Shanghai: Mr. H. M. Twomby. To Hong Kong: Mr. H. H. Levers, Mr. Matsmoto and four friends. To Ceylon: Col. H. C. Byrde, Mr. R. B. Tytler, and two 2nd class passengers. To Calcutta: Mr. Behrends, Mr. J. H. Mudie, Mr. P. J. Elliott, Mr. Carr Stephen, Mrs. Progose, Captain and Mrs. G. J. Reeves, Mr. A. Weekes. To Madras: Mr. and Mrs. D. White, Mr. J. R. Arbuthnot.

Per P. and O. steamer, from Southampton, July 4.—To Penang: Mr. and Mrs. Walter Scott and six children, Miss Dickson, Miss Waller. To Singapore: Mr. J. W. Campbell. To Ceylon: Capt. and Mrs. Hawthorn, R.E. To Yokohama: Mr. C. T. Bland.

From Marseilles, July 12.—To Hong Kong: Mr. J. Russell.

Per P. and O. steamer, from Southampton, Aug. 4.—To Ceylon: Mrs. Grinlinton.

Per P. and O. steamer, from Marseilles, August 28.—To Singapore: Captain A. C. Bing.

Per P. and O. steamer, from Marseilles, Sept. 12.—To Hong Kong: Mr. and Mrs. Sinclair, Mr. and Mrs. Smale, Miss Smale, Mr. Smale, jun., Mr. H. Beveridge. To Shanghai: Mrs. Forrest.

Per P. and O. steamer, from Southampton, Sept. 20.—To Hong Kong: Mr. John Brown. To Ceylon: Mr. L. Carey.

From Marseilles, Sept. 28.—To Singapore: H.H. the Tumongong of Johore and two friends.

DETENTION OF THE INCOMING MAILS.

UP to yesterday no tidings had been received of the homeward mail bringing dates from Hong Kong to the 13th ult., which is due this day. Yesterday, however, a telegram was received by the P. and O. Company announcing its arrival at Suez on the 25th inst., and stating that the detention of the *Nemesis* had been caused by foul winds. Her mails cannot, therefore, be expected in London until the 4th prox., or about the due date of the French mail; and, as usual in such cases, we go to press without waiting for them in order that the regularity of our issue may not be interfered with. Telegrams have also been received from Galle, announcing that the incoming French mail had passed there in due course; a private one received by Messrs. Sillar and Bateman states that she has 4,000 packages new teas on board.

Telegrams have also come to hand in advance of the mail of the 30th May from Hong Kong, which briefly announce the capture of Newchwang by the rebels.

THE WEST COAST OF COREA.

(*Continued from our last.*)

Nov. 12th.—We tried to tack out; owing to her rotten tackle we got on the sand bank and broke the rotten socket of our rotten helm. We stuffed pieces of wood in, and binding them round with rope managed with the helm a thumping and a creaking to move out.

13th.—Nearly got on the rocks last night, owing to our helm being so stiff, whilst passing Yen-Shan No. 1. Cold; a snow-storm; ice on deck.

14th.—Arrived at Hoang Hua Ts'ai T'o Tsy (Molito); bought rice, small pigs, eggs, &c. Our skipper has an admirable way of getting the suspicious Coreans to sell their things. Something like this:—

Skipper. I want some rice.

Corean. Havn't got any.

S. How much can you let me have?

C. Didn't I tell you I havn't got any?

S. Ha, ha, ha!

C. Oh, oh, oh!

S. Look here! Let me have 200 catties.

C. There is not that much in the island.

S. Well, bring what you can. Here! take some wine.

C. I'll let you have a little to-night.

15th.—A regular winter north-eastern gale—snow—bitterly cold.

16th and 17th.—Ditto.

18th.—Move up into Hai Chen Bay, and purchase about 160 catties of rice and 60 of beef. Waiting for a wind to be off. The junks had left the place on the 14th for Chefoo. It is to be feared they will never reach it. The gale has been too strong to allow them to "fang lautsz," *i.e.*, when driven before the wind to cast out an anchor with a plank attached to make it float, and the tugging this behind retards speed.

22nd.—Started for Peling; at midnight got on a sand bank.

23rd.—Floated off, gave the Orphan Rock (covered at high water) a wide berth, and steered for Chian Tau (Chodo) of the charts, for we were afraid, the weather looking threatening, to proceed direct to Manchuria. Half way between Peling and Chodo our helm got out of order, but as the weather looked brighter we resolved to steer boldly for Hai-Yang, an island off the coast of Manchuria, a splendid wind and fair tide.

24th.—Last night we passed an anxious night. In the open sea a cloudy sky. "When will it be light?" was the incessant question put to me by the crew.

25th.—Hai Yong visible through a slight fog. We have missed it by 10 miles, but as there are plenty of islands here we run for Chang Fy. How welcome the Chinese houses and Chinese islanders, who came off and pointed out the best an-

Digitized by Google

chorage. The island is not so favoured as many in Corea, but the industrious inhabitants make the best of it.

26th.—I can count twenty islands from the top of a hill here. This island has been very unfortunate. In June last some of the numerous bands that have been ravaging Manchuria for the last few years came over here in a stolen junk and frightened the four score unarmed islanders into paying them a ransom of $500. The villains stole everything they could lay hands on. In 1863 they had visited them in a similar manner.

A small shopkeeper produced, to my surprise, the following documents, which he appeared to treasure carefully :—

"No. 1. Her Majesty's ships *Blonde* and *Pylades* visited this island in search of water and provisions, and have been kindly and hospitably received. They beg to recommend its inhabitants to any of their countrymen or other European nations who may arrive.—Given on board the *Blonde*, 23rd day of September, 1840.

"THOMAS BOURCHIER, Commanding Officer."

No. 2 speaks of the visit of H.M.S. *Dove* in 1860.

28th.—Stormy weather since we arrived, but it is easy to land, as we all are well protected. Proceed to Kwang Li, and thence, on December 1st, to P'i-Tsy-Wo, a pretty harbour in Manchuria. At low water the bay looks one vast field of mud, but of such soft consistency that a boat can fly over or through it with great ease in a breeze. Many reports of robber bands about.

Proceeded in a cart to Newchwang (Yingtsze), and learned that two days after leaving P'i-Tsy-Wo the rebels had made a descent on it. I shall not readily forget the hospitable reception given me by the foreign community at Newchwang. H.B.M.'s Consul, T. T. Meadows, Esq., was indefatigable in preconcerting measures for the defence of the foreign settlement in case of a rebel attack. Leaving Newchwang I proceeded over the frozen river on horseback towards the Great Wall. About sixty miles from Newchwang I met a small Mandarin, who three years ago had accompanied an embassy from the Court of Peking to the capital of Corea, for the purpose of sacrificing in honour of the deceased wife of the reigning prince.

Daily rumours were rife that all parts were teeming with rebels. We were supposed to have passed within five miles of one of their camps. I met with no adventures. Aid from Peking was momentarily looked for.

Passing through the Great Wall at Shan-Hai-Kwan we met the first detachment of soldiers on their march to Shan-Yang (Moukden), and, as I had divested myself partly of my Chinese disguise, I was addressed in "pidgin" Russian, "Drashti" (How do you do), for the avant garde was composed of Solon cavalry from the banks of the Amoor. I had not proceeded many miles further when I met the "Disciplined," who chorussed at me "Fire! Halt!" Number One, in pidgin English and with a comical pinch asked me if I had seen their guns. It was biting cold, and the sheepskin coat allowed to each one of them was shoddy and comfortless-looking.

They marched in fair order. Wen Hsiang I passed early one morning. He was travelling in an ordinary Chinese cart.

Jan. 5.—I arrived here. From Pitzwo to Newchwang is about 120 miles; from Newchwang to Peking about 150.

THE NEW SEASON'S TEA CLIPPERS.

OUR very smart contemporary the *Pall Mall Gazette*, is really very serviceable in stirring up matters which the older daily papers never trouble themselves about, but pursue the humdrum style of fifty years ago. But in the following notice of the China clippers it will be seen that they have rather got out of their depth, and like many other landsmen when they touch on nautical matters become rather ridiculous. Fancy the innocence of the Editor in believing that two ships could "run side by side" from China to England! The 89 days' passage might be done, but on the occasion alluded to it was 108. The £1 per ton subscribed by the London merchants is equally verdant. The names of the ships are wrong; it was the *Serica* and not *Taeping*, which raced with the *Fiery Cross*. The following is the paragraph alluded to :—

The great ocean race of the tea ships is now being run from China to England. The following, we learn from Hong Kong, is a list of the competitors: —*Fiery Cross, Serica, Ariel, Taitsing*, which were to start first; and *Sir Lancelot, Taeping, Chinaman, Ziba, Black Prince*, and *Young Lochinvar*, which were to sail a few days after the others. The betting at Hong Kong runs very high. *Ariel*, a new ship, is the favourite; *Taeping* has also sanguine supporters, and not a few that *Fiery Cross* will be again the winner. Last year *Fiery Cross* and *Taeping* raced side by side the whole way, till they entered the Channel abreast, when the wind failed, and the *Fiery Cross*, obtaining the aid of a tug, won by a few hours, the entire voyage having been accomplished in 89 days. The *Serica* won in 1864. A prize of about £1,000 is given to the clipper which brings the first new tea to England, £1 a ton being subscribed by the London tea merchants for the purpose.

THE STRAITS TRANSFER.

In confirmation of the statement made in our last, we now have to announce that the Bill was read a first time on the 13th inst. We give the following extract from a Treasury letter, dated 2nd June :—"In order to avoid further delay, my lords consider it best that the fixed contribution of £59,300 a year should be adopted for the first five years; and, on this understanding, they assent to the introduction of the Bill into Parliament for the transfer of these Settlements. As regards that portion of your letter which refers to barrack accommodation for any troops stationed in the Settlements for Imperial purposes, my lords agree that no charge on this account ought to fall upon the Settlements. The only condition they have to make upon the subject is, that after sufficient barrack and hospital accommodation has been provided at the expense of the Settlements for the troops stationed there for local purposes, any existing barracks or hospitals which may be in excess of such accommodation, and which may be required by the War Department, shall be handed over to that department free of any charge, to be maintained at the Imperial expense during their occupation thereof. As regards the public debt of the Settlements, my lords conclude that the arrangement with the Indian Government, as explained in the Colonial Office letter of the 24th March, 1865, is to be carried out; that, as regards the convict expenditure, the whole of it from the date of transfer will be repaid by the Indian Government and that the notice for the removal of the penal establishment within three years of the date of such notice will be given not later than the date of transfer, which should take place, as recommended in the 65th paragraph of Sir Hercules Robinson's Report upon the Settlements, at the close of the colonial financial year, viz., 31st December 1866 or 1867, according as the necessary arrangements can be completed. As regards the civil establishment to be sanctioned for the Settlements, my lords will be prepared to approve of an establishment on the basis of that suggested by Sir H. Robinson, in Enclosure No. 9 of his report, subject to such modifications as experience may have since dictated, or which any change as regards the municipalities of the Settlements may hereafter render necessary."

ETHNOGRAPHY AND THE EAST.

The Ethnographical Society of Paris and the directors of the *Revue Orientale* has just issued the specimen number of a small journal entitled *La Civilization*, which is intended to embrace a very extensive and important list of subjects, namely, all those questions which affect the moral, intellectual, and physical progress of nations and individuals; geography, agriculture, rural economy, acclimatisation, industry, and commerce. One of the direct objects aimed at is to constitute an organ of communication between the various societies scattered over the world which occupy themselves with ethnographical subjects, and the editor invites contributions from all quarters. The new journal is intended to be published weekly, and its extremely low price putting all idea of profit out of the question, we have great pleasure in noting its appearance, and congratulating the French ethnographers upon the zeal which they exhibit in the pursuit of their favourite study. In the pages of this modest little first number is the announcement of an *Annuaire des Orientalistes*, to appear next year, and which will contain regal, Ministerial, and diplomatic information concerning Eastern nations; lists of Oriental decorations and their possessors; Oriental institutions and societies in France and other countries; bibliography; the press; necrology; and other matters interesting to those connected with or studying Eastern nations. Communications are invited from all who desire their names to appear in the *Annuaire*, or who have any matter of interest to supply.

THE MESSAGERIES IMPERIALES.

The Report of the Messageries Imperiales Company on the operations of 1865, presented at the recent meeting of shareholders, has been printed.

The number of vessels possessed by the company, afloat or on the stocks, was 63, of 18,640 horse-power, and of the estimated value of 83,683,581 francs. The reserve fund amounted to 2,293,445 francs. The distance traversed by the vessels of the company in 1865 was 472,215 marine leagues, and the average speed attained equalled 9.5 knots. The number of passengers carried was 153,273, and of cargo tons 169,857; the former being 10 per cent. less than in 1864, and the latter 7 per cent. more. The total receipts were 44,046,708 francs, the expenses 37,370,165 francs, and the interest on bonds absorbed 844,491 francs. The net profits were consequently 5,832,051 francs. After setting apart 291,602 francs to the reserve fund, there remained 5,400,000 francs for the shareholders, sufficient (as stated in a previous issue) for a dividend of 50 francs, and a balance of 40,448f. 97c. to be carried forward.

The report replies at great length to the attacks that were made upon it a few weeks back by the Corps Legislatif. It demonstrated the necessity of subventions to great steam navigation enterprises, and showed that the company has fairly that accorded to it, by fulfilling all the conditions of its contract; that it has rendered great service to commerce, and that in particular it has given great extension to the silk trade with China. The meeting approved of the report, and, on the proposition of the directors, sanctioned the raising of 10,000,000 francs on debentures, to be employed in establishing lines of steamers to ply on the coasts of Algeria.

M. STANISLAS JULIEN'S WORKS.

M. STANISLAS JULIEN, the eminent Chinese scholar, has addressed a letter to us, in which, referring to an article headed FRANCE AND THE FAR EAST, that appeared in our last issue, the writer says :—

It is not true that I have been a long time at work on a great work to

Digitized by Google

be entitled *Tresor de la langue Chinoise.* I should like nothing better than to make a more complete Chinese-French dictionary than exists at present, but I have neither the time nor the means. In the first place, it would be necessary that the Imprimerie Impèriale should possess a complete font of the 42,000 characters of the dictionary of the Emperor Khang-Hi, and afterwards, if the dictionary were compiled, expend in printing it a sum of from 80,000 to 100,000 francs, which it would be impossible to obtain from the Government. It is not exact that the Imprimerie has made arrangements with Peking engravers for the supply of a set of dies for a font of small Chinese characters; but a private individual has ordered from Peking, at his own cost a set of small Chinese characters cut on blocks, and according to the last letter received by him from China, the blocks are promised early in the spring. The work seems to have been finished, but the engraver asks another month to recut some that were wrong."

The information thus shown to be incorrect was taken from a publication edited by a gentleman who is a colleague of M. Stanislas Julien in the school of Oriental living languages, and to whose pages several other gentlemen holding similar positions are frequent contributors. We regret having given currency to erroneous information, but can hardly be considered to have laid ourselves open to any charge of carelessness in taking the announcement of an oriental work from the pages of a recognised oriental organ.

FRANCE AND THE FAR EAST.

(To the Editor of the *London and China Telegraph.*)

SIR,—A constant reader of the *London and China Telegraph* from its foundation, I could easily have pointed out from time to time, while reading it, articles that surprised, and even wounded me as a Frenchman. But I never should have thought of finding in it an article like that headed "France and the Far East" in your last number. The chance publicity it had received in France through a publication which is not looked on *au serieux* by any one (not even by those concerned in bringing it out) was bad enough, without seeing it reproduced in your columns where one is not accustomed to find such stuff. You will wait a long time (take that for certain) for the publication of the works you have thus announced.—Your very humble servant, PHILO-SINENSIS.

Paris, June 19, 1866.

THE CHINA STEAMSHIP AND LABUAN COAL COMPANY (LIMITED).

The directors have issued the following circular:—

The directors, in handing you herewith notice of a call of £2 per share, which they have found it necessary to make in completing the works they have in hand for the due development of the company's property, would wish to observe that they have desired to avoid calling upon the shareholders during a time of monetary pressure, and though compelled to do so, they have made the call as limited in amount, and extended the payment over as long a period as the effective conduct of the company's operations would admit of their doing. They are of opinion, however, that the progress and prospects of the company are such as to justify them in believing that they have approached the turning point in the affairs of the company, and that the next half-year will show results, accruing alike from the capital and labour which has been invested in the undertaking, such as to afford the prospect of a satisfactory dividend.

Since the directors last met the shareholders in general meeting, they continue to receive encouraging intelligence from the East; the steamship *Mona* is now running with the mails and passengers between Manila and Singapore (calling at Labuan), in pursuance of the agreement entered into with the Government of Manila to perform a monthly service in connection with the Messageries Imperiales overland route. As explained at the meeting, the board have looked upon the establishment of the line in question as developing, practically and advantageously, both the mining and shipping interests of the company. The board are, moreover, assured that an important step is herein taken towards what may be termed the colonisation of the island. In confirmation of their views in this respect, the following extract from the letter of their marine superintendent, dated Singapore, April 9th, is satisfactory, and shows evidence of a rising trade with Labuan, far exceeding what the directors could have looked for at so early a period:—

"I am arranging with the native merchants in Labuan to have their cargo ready for shipment the moment of the vessel's arrival, so that there will be no detention. To carry out this I am constructing a temporary wooden pier, with attap godown, so that the cargo awaiting shipment by the *Mona* will be always ready. By this arrangement the vessel will be filled up at Labuan each trip, and I have already received an application from the Chinese merchants to keep a space of 300 tons clear for them. I cannot, however, enter into any arrangement to this effect until I find what will be the space actually required by the Manila trade."

Mr. Pitman also reports, under date Singapore, 9th April, in respect to the *Labuan*, a small steamer the board purchased some time back at Singapore from H.M.'s Government:—

"The *Labuan* leaves to-day in tow of the *Mona* for Labuan. I have had her placed on the slip and thoroughly examined, and have every reason to be satisfied with her. Her boilers have been removed and thoroughly repaired, and are now as good as new, so that no further repairs or expense will be necessary for the next four years. The entire cost of her thorough repair will not be more than the amount I first estimated to get her ready for sea, and now the company are possessed of a steamer in every way suited for the requirements of Labuan and the coast of Borneo. I am confident before long of showing some profitable results, and I only ask three months to be able to liquidate the expense in fitting her out."

The board hope that the next mail will bring the announcement of Mr. Sinclair's arrival in Labuan, and the commencement of a large daily increase in the yield of coal. At the date of the last advices, the steamers *Fusi-yama* and *Japan*, and H.M.S. *Rattler* were coaling at the island, and a ship belonging to the Netherlands India Company was loading 700 tons coal.

Samples of the oil from the petroleum springs, and other oils have arrived, and can be seen at the company's offices. The board look for Mr. Sinclair's full report upon these springs with much interest.

The price of coal has been raised from 5 to 7½ dols. to vessels calling at the island. At Hong Kong the company's agents announce the conclusion of a contract with an old established steam line on the coast of China for the supply of coal at Labuan at 7¼ dols. per ton. A sailing vessel had just been chartered by these parties to proceed to Labuan for a cargo.

The agents also write from Hong Kong, April 14th:—"We have had further enquiries for coal, not only for steamers, but the Mint has applied for a quantity to test its excellence for smelting."—By order of the board of directors, J. D. H. ELPHINSTONE, Chairman.

HOUSE OF COMMONS.

PIRACY IN THE CHINA SEAS.

(June 12th.) Col. SYKES gave notice that on the 29th he would call attention to the parliamentary paper, No. 262, relating to the surrender to the Mandarin authorities by Her Majesty's naval officers in the China seas of alleged pirates, and ask the Secretary to the Admiralty by what Act of Parliament, Order in Council, or other instruction, naval officers serving on the coast of China held direct communication with the Chinese authorities, and surrendered crews and junks alleged to be pirates without the intervention of the consular authority, the only legal communication with the Chinese Government.

THE DISTURBANCE AT NEWCHWANG.

(12th.) Colonel SYKES inquired what amount of truth there was in statements made in letters addressed to Shanghai and Hong Kong newspapers, received that morning from China, that the American consul and his marshal, and four other Europeans, had been wounded in a conflict with an armed body at Newchwang, and that Mr. Consul Meadows had caused all British subjects to be supplied with a rifle and ammunition for their personal safety.—Mr. LAYARD stated that the Government had no official information of the nature mentioned in the question. From the various questions of this nature which had been asked by his hon. and gallant friend he was afraid that many of the statements sent to him were greatly exaggerated. There was in the papers that day a statement of the *North China Herald* that the United States consul had been engaged in some fracas at Newchwang, but that account did not agree with the statement in the hon. and gallant gentleman's statement. It appeared that during last winter, when the port of Newchwang was blocked up with ice, the British consul organised a body of volunteers, but he was not aware that anything had been done by them. When the last accounts left a number of vessels had arrived, and a flourishing trade was being carried on in the port.

Naval and Military.

The Admiralty received tenders on the 14th inst. for the conveyance of 350 tons light, 1,400 hogsheads of porter, from Mortlake Brewery, to be ready for shipment in July; 315 tons navy provisions, &c.; 35 tons naval timber, 12 to 45 feet long by 1½ to 4 inches thick to Hong Kong.

Pearl, 17, screw-corvette, Captain J. F. Ross, left Spithead on Saturday the 16th inst. for China.

Petrel, 3, screw-sloop, Commander W. E. Gordon. The crew of this vessel, in Plymouth Sound, were inspected on the 19th inst., by Captain Ewart, of Her Majesty's ship Cambridge. The Petrel is understood to be intended for the Cape of Good Hope station.

By the last accounts from Canada we have learnt that a powerful squadron, under Sir James Hope, had assembled in the St. Lawrence. Among the ships which were ready to take action against the unfortunate Fenians, the more conspicuous were the Duncan, of 81 guns, and a crew of 900; the Wolverene, of 21 guns, and a crew of 275; and the Pylades, of 21 guns, and a crew also of 275, officers and men.

Commander A. R. Owen, R.N., died in the Royal Naval Hospital at Bighi on the 8th inst. He was appointed to the command of the sloop Falcon, and was proceeding to join her on the Australian station, but on reaching Malta he had to be landed dying. His remains were interred on the 9th inst., with the usual Naval honours.

The Austrian Government has refused permission to the Hon. Colonel Foley, C.B., the Military Attache to the British Embassy at Vienna, to accompany the Imperial army in the field. General George Cadogan, C.B., is to act as Military Commissioner in Italy. The Prussian Government has given permission to Colonel Walker, C.B., Military Attache to the British Embassy at Berlin, to accompany the Prussian army in the field, and has also given him (understands the *Army and Navy Gazette*) a special position with temporary rank. Colonel Foley has been relieved at his own request, and Colonel Crealock is appointed to succeed him, and has already left for his destination.

A return on Officers' Commissions, issued on Thursday, shows that in the years 1864 and 1865, 127 officers died while on full pay, the amount of the sums which they had paid for their commissions being £110,010; that the amount of £69,524 10s. was paid, under the Royal Warrant of October 23, 1865, to the families of officers, the said officers having paid £69,915 for their commissions; and that two officers applied during the years 1863, 1864, and 1865 for leave to retire by sale of their commissions, and were not permitted to do so. These officers were Lieutenant Grimble, of the 10th Regiment, who had paid nothing for his commission, and whose application for leave to sell was refused in consequence of his recent exchange from the 102nd Regiment; and Ensign Coskinas, for whose commission £450 had been paid by the public, and who was consequently not allowed to realise by sale of his commission.

The Coast-guard ships stationed in the English and Scotch ports are under orders to embark a large portion of the men doing duty on shore, but entered on the books, on the 30th inst., and to proceed to sea, on Monday, the 2nd of July, for a cruise of a month or six weeks. The ships on the coast of Ireland are not included in the order, and they will, therefore, remain at their several stations.

Digitized by Google

11TH REGIMENT.—The officers of the 2nd battalion intend to erect a tablet in Exeter Cathedral to the memory of those of the battalion whose bones rest in the "Happy Valley" at Hong Kong.

20TH REGIMENT.—Ensign Moore, 1st battalion, has sick leave to Europe. Ensign George Gordon Ferguson, 1st battalion, died at Fort William, Calcutta, in May. The deceased entered the service as ensign, by purchase, April 1, 1862.

On the 15th April, a small craft, the Amoor, 247 tons burthen, L. Gyllenpalen, captain, arrived at Simon's Bay from St. Petersburg, bound to the Russian settlements up the Amoor River, after being out 163 days, without touching at any port. She is victualled for three years, carries Government stores, and a solitary man in the shape of a "bill of lading." It appears to be a custom with the Russian Government, when chartering ships for some purposes, instead of giving the captain, according to the English custom, a bill or bills of lading, to put one of their own—perhaps as in this instance, a military—officer on board the vessel, who goes as the "bill of lading." The Amoor being a Swedish ship she carries a Swedish crew; but the "bill of lading" not knowing their language, nor they his, is like a human being with a lost tongue, or one who has lost his power of speech. He is a suave, gentlemanly man, thoroughly cut off from conversation with those around him. The little vessel, after leaving Copenhagen on the 3rd November, had the misfortune to be caught in one of the devastating gales which sent so many noble ships to the bottom of the English Channel and on to the coast, between the Christmas and the middle of January last. The captain was ordered on leaving his port to go to some English port in the channel; but, seeing so many ships falling victims to the gales, and that he would very seriously jeopardise his ship and cargo, which is believed to be one of very great value, he thought it right and wise to save both; and though the ship was damaged, to try to avoid the wildest part of the storms if possible. To do that he had to make for the North Atlantic, although without proper charts, and so he got away round the Shetland Isles, where he must have seen old winter, cold, dark, boisterous, and dreary. She now lies comfortably enough in Simon's Bay, and will leave again shortly.

Continental Intelligence.

HOLLAND.

(FROM OUR CORRESPONDENT.)

ROTTERDAM, JUNE 24.

The great conflict between the German States creates here the highest interest. Whatever the result of this war may be, so much seems certain, that the Treaties of 1815 will be entirely swept away from European international law, which of course is of the greatest importance for us in relation to our connection with the German Confederation. The fear that we should be involved in this war has departed. Our Government will remain neutral, and being of opinion that the German Confederation has been broken up, the representative of Luxemburg at the Federal Diet was ordered to present a declaration stating that the Netherlands declined to take part in any course of action which should imply a recognition of the continuance of the federal pact. As to Austria, it seems that State sympathises with our neutrality, for it has desired that our ministers at Berlin and Florence should be charged with the interests of the Austrian subjects in Prussia and Italy. The statement that our Minister for Foreign Affairs, Count van Zuylen, had asked a credit for the mobilisation of the Limburg contingent, which was put forward in the French papers, is not agreeable to truth.

The stirring incidents abroad of the past days have somewhat drawn public attention from what has been passing here at home. The principal topics undergoing discussion in the papers are the new Cabinet and its opinions, and the law concerning the lower class instruction, notwithstanding that nothing new can be said about either. When the new Chamber meets in September it will be seen immediately that the Cabinet was called to office by his Majesty, because the Liberal Government had palpably lost the confidence of the Second Chamber, and could not retain office with any prospect of dignity or utility. How this mixed Cabinet will be able to go on is still for me an enigma, now that three-fourths of the seats in the House are filled by members of the Opposition. I think they will soon be obliged to come to a dissolution and to make an appeal to the country, or that the Cabinet will keep itself alive by paying a heavy price in concessions to the spirit of the age, as Tories are obliged now to do.

The report of the sections of the Second Chamber about the Indian Budget for 1867 has been issued. Many are the remarks and explanations embodied in it. The reorganisation of the Inland Government and the abolition of the culture percentage are justly defended by the majority, but not so as to the proposed increase in the salaries of the inland chiefs. Some of the members insisted that the Indian pensions should be regulated by law. The high sums for unforeseen expenses and the extraordinary high figures for the military and marine forces were severely attacked. The general opinion was that the budget showed no principle of frugality, but on the contrary increasing administrative prodigality, which would become onerous for the Indian finances as well as those of the mother country.

In several parts of our kingdom appeals are made to the citizens to constitute volunteer corps. You will remember that in a former letter I told you that the Utrecht students were the first who formed such a corps. The present Minister of the War Department highly approves this movement.

On Thursday last the General Exhibition of Dutch Industry and Art was inaugurated in the Crystal Palace at Amsterdam, in the presence of Prince Frederick, some of the Ministers, and other high authorities. The exhibition is said to be most successful. Mr. Sarphati—so well known in the East and West Indies—who projected the building of the palace, was not present, owing to severe illness, and, indeed, died the day after the opening took place.

On the 19th inst. the annual meeting of the Dutch-Indian Commercial Bank was held at Amsterdam. The profits made during 1865 showed a sum of f.165,762. 53c., out of which a dividend of f.6.74c. per share of 125f. was proposed and adopted. According to the report the business in India, especially at Sourabaya, promises to be very lucrative.

The cholera epidemic spreads itself more and more. Since it broke out in the provinces of South Holland and Utrecht 4,008 cases have occurred, of which 2,410 have proved fatal. Our beautiful bathing place, Scheveningen, suffers much by this epidemic, because it prevails very heavily in the immediate neighbourhood of the Hague.

In consequence of the German war, by which many of the post and telegraphic lines are stopped, the Minister of the Home Department has announced that the mail line *via* Trieste to India is closed.

Since the cholera made its appearance about 600 persons were attacked here; at Leyden, 622; at the Hague, 184; at Delft, 363; at Gouda, 96; at Utrecht, 263; of which 50 to 60 per cent. proved to be fatal.

The Prince of Schleswig-Holstein arrived some days ago at the Hague. It is widely rumoured that a marriage with Princess Marie was the aim of his visit. This, however, has not been confirmed, notwithstanding that the Prince has already taken his departure. Our Royal family has left the Hague for their seat "het Loo," where the members, including the Prince of Orange, will remain till the 30th inst.

The Amsterdam Canal Company has held its first annual meeting of shareholders. The report about the business done and the financial state is said to be satisfactory. The Prince of Orange was chairman, *honoris causa*. This was the first time that the heir to the throne has shown any interest in public affairs. Some time ago I wrote you about the plan for turning into dry land the greater part of the Zuyder Zee. This plan seems now to be on a good way for being realised. By this work 200,000 hectares of good ground will be won. When the monetary crisis has passed the plans will be made public. The capital wanted is 40,000,000f.

His Majesty has granted his dismissal to Mr. J. des Amorie van der Hoeven as Consul of the Netherlands in China, and a pension of 4,000f. to Mr. N. Olivier, formerly Minister of Justice.

COMMERCIAL.

Trade in general is very dull, and only a very trifling business is done, so that it nearly can be said that transactions have stopped. Of course this must be attributed to the monetary condition of the market and the war in Germany.

SUGAR.—In the last week 3,000 mats Java were sold at 2f. under May value. Holders decline now to operate at these prices; the market closes, however, dull.

COFFEE.—The market is artificially kept up firm.

TOBACCO.—In Amsterdam 1,821 b. Java, DMVO, were sold at 30 cs.

VANILA (Bourbon).—220 kilo. were sold in auction at 3f. to 7¾f. On the 26th 750 kilo. Java, ex Copernicus, from Samarang, will be offered in auction.

BANCA TIN.—800 slabs were sold at 45½f., and 1,700 slabs at 45f.

TEA firm, with much attention for ordinary Congou. On the 11th of July 2,200 chests Congou, ex Yeavering Bell and Hydra, will be offered in public sale.

MONEY.—There has been but very little doing in the Funds during the last week. The dulness of the weather, the financial difficulties, and the want of information from Germany, owing to most of the telegraphic communications having been destroyed, had a tendency to limit business. The next accounts are fully expected to announce that a collision has taken place between the Austrian and Prussian troops; thus commencing a war the duration of which is impossible to foresee. Dutch Two-and-a-Half per Cents., 54; Three per Cents., 63⅜; Four per Cents.,82; Netherlands Bank, 233; Central Railway (shares), 68; Rotterdam Bank, 90; Austrian Metalliques, 40; do. Amts., 57¼; Nation., 42⅛; Trading Company, 132 (the dividend announced is 94f. per share of 1,000f.). The demand for discount is quiet. The Bank rate unaltered.

Digitized by Google

'CHANGE.—London, 3 mo., f.11.42; 2 mo., f.11.50; short, f.11.67. Paris, 3 mo., f.46; 2 mo., f.46.25; short, f.46.80. Hamburg, 3 mo., f.34.40; 2 mo., f.34.60; short, f.35.40. Bremen, 3 mo., f.188.

SHIPPING.—ARRIVALS.—May 28, at Texel, from Samarang, Andrew Jackson; June 3, at Brouwershaven, from Batavia, Minister Thorbecke; 4, at Brouwershaven, from Batavia, Adriana Petronella; from Cheribon, Affghan; from Banjoewangie, John Moore; at Texel, from Padang, Uneas; 5, at Texel, from Pasaroeang, Ruby, Rifleman; from Panaroekan, Tjielingsie; from Tjilatjap, Zes Gezusters; from Banjoewangie, Telanak, Jacoba Helena; 5, at Brouwershaven from Batavia, Johannes Martinus; from Panaroekan, Bezoekie; from Pasaroeang, Panama; 7, at Brouwershaven, from Banjoewangie, County of Lanark; from Pasaroeang, Minister Fransen van de Putte; from Java, Maria Elizabeth; at Texel, from Sourabaya, General Wyndham; from Macassar, Indus; 8, at Texel, from Batavia, Admiraal de Ruyter; 13, at Texel, from Batavia, Advance; from Banjoewangie, Thusnelda; 14, at Brouwershaven, from Pasaroeang, Bilderdyk; June 14, at Brouwershaven, from Pasaroeang, Bilderdyk; at Texel, from Banjoewangie, Robertus Henrikus.

DEPARTURES.—May 24, from Brouwershaven, for Batavia, Jason; from Zierikzie, for Batavia, Burgemeester Hoffman; 26, from Hellevoet, for Hong Kong (via Cardiff), Patriarch Samhiri; 27, from Texel, for Batavia, Gerard Pieter Servatius; 29, from Hellevoet, for Hong Kong (via Newcastle), Jacobus; 30, from Brouwershaven, for Batavia, Hendrik Ido Ambacht; 31, from Texel, for Sourabaya, Baltimore; for Macassar (via Sunderland), President van Ryckevorsel; June 1, from Texel, for Batavia, Maria Veronica; 9, from Texel, for Sourabaya, Constantia Estafette; June 21, from Hellevoet, for Singapore (via Newcastle), Batavia; for Batavia (via Newcastle), Louis Meyer; from Texel, for Singapore via Newcastle, Delft, Grootmeester Nationaal. June 24, from Brouwershaven, for Batavia, Cornelis Anthonie; for Sourabaya, Rotterdam. June 23, from Texel, for Padang, Almelo.

READY TO SAIL.—For Singapore, Ellina; for Batavia, Anna Sophia; for Java, H.M.'s steamer Willem.

PASSENGERS INWARD.

From Java, per Minister Thorbecke, Messrs. J. Gudde and H. Kip, Mrs. van Hees and family; per Telanak, Mr. Grouw and family, Mr. Roelands and family, Messrs. G. T. Waterschout, J. Scheerhout, J. Sens, and Mousset.

PASSENGERS OUTWARD.

For Java, per Hendrik Ido Ambacht, Mr. G. A. Malga; per Maria Veronica, Mr. A. W. van Ravenswaay; per Estafette, Mr. H. Verhelft and family, Messrs. V. E. Schouzer and L. F. Bufle.

RUSSIA, GERMANY, &c.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, JUNE 19.

Business is totally at a standstill, and it is quite impossible to communicate anything under the heading of "Commercial" as usual. Money is very scarce, and discount has risen to 9 per cent. for first-rate paper. Though several houses are more or less in difficulties, owing to the stagnation of all mercantile affairs, there have been as yet no failures of importance.

Railway communication is broken in various places and the regular postal service is interrupted. The Hamburg Post-office has given notice that for the present all mail matter for England, France, Spain, and Holland will be forwarded by the merchant steamers from this port to London and Hull; but as they are not all swift or regular, it is impossible to guess when this letter will reach you.

From St. Petersburg we learn that the Emperor, accompanied by the Grand Duke heir apparent, the other Grand Dukes, and Admiral Grabbe, Naval Minister, and attended by a numerous suite, embarked last week in the Imperial steam yacht *Alexandra* for Cronstadt, and paid a visit to the screw corvette *Bogatyr*, lately returned from the Far East. After minutely inspecting the ship, the crew were put through their great gun exercise and other manœuvres, such as lowering boats, getting down top-gallant-masts, &c., and acquitted themselves so much to the Emperor's satisfaction that on steaming away the *Alexandra* signalled to the corvette, "The Emperor is so pleased with the condition of the *Bogatyr* and discipline of her crew that he has given orders to distribute a sum of money among them at the rate of a silver rouble per head." All the officers of the vessel have been promoted to higher rank in the navy respectively.

At the last sitting of the Imperial Academy of Sciences the academician Baer read letters from M. Schmidt containing intelligence about the scientific expedition sent to examine the Mammoth recently discovered in the north of Siberia, which letters are to be printed for the information of the public. M. Brandt exhibited a fragment of the skin of the same animal, sent by M. Schmidt to the Zoological Museum.

SHIPPING.—ARRIVED.—June 15, Superb, from Batavia and Sourabaya.

SAILED.—June 18, Alsen, to Hong Kong.

Literature.

Ti-Ping Tien-kwoh; the History of the Ti-Ping Revolution, including a Narrative of the Author's Personal Adventures. By LIN-LE. 2 Vols. 8vo. London: Day and Son.

In China there have been at all times since foreign traffic to its shores began, a number of adventurers of doubtful antecedents, who try to push their fortunes among the inhabitants in a clandestine manner. They are of no particular nationality, but generally they are seafaring men, who leave the dull occupation of life on board ship for the more exciting and venturous life on shore. Upon the opening of the treaty ports this class of men increased considerably, and they became a source of trouble to the foreign consuls by their violation of the treaties. This was especially the case during the latter part of the Taiping rebellion, when the rebels held Nanking and devastated the country between that city and Shanghai. These "rowdies," as they are termed by respectable foreigners in China, carried on a contraband trade in arms and munitions of war between the two places, and many of them enlisted in the rebel ranks for the sake of plunder and profit. Of this class is the author of the work before us, according to his own statement, where he glories in his questionable acts with foolish vanity. And notwithstanding the very pretentious appearance of these two gilded volumes, illustrated in the gaudiest possible manner, it is true to its colour a "rowdy" book. It is a pity that so much elegance of "get up" should have been expended on such literary rubbish. The outside of the book might grace the drawing-room, while the language and subject-matter inside would disgrace the kitchen. The author claims to be an Englishman, under the Chinese sobriquet of "LIN-LE," which is simply the way they pronounce the common name of Lindley. It would appear as if he were ashamed of being known by his English name. And well might he be so; for of all the tirades of abuse against English policy, institutions, and Englishmen in China, this is the foulest that has appeared.

In the first chapter we are treated to a namby-pamby love adventure, in which the author tries to make himself a hero in kidnapping a half-caste girl from the Portuguese colony of Macao. This is about the most sickly piece of sentimentalism it has been our misfortune to peruse; and as it crops out every now and then in the subsequent chapters, forming an episode to his lumbering compilation and narrative, it becomes disgusting. Not only is a large portion of the letter-press taken up with maudlin expressions of passion and feeling towards his *cher-ami*, but he furnishes what purports to be a portrait of her. We are very doubtful about the truthfulness of that, and the majority of the illustrations, which evidently have been "cooked up" in England from the inflated descriptions of the author. In like manner we doubt the author's "hair-breadth 'scapes," in pursuit of this girl, where he describes himself taking her out of a Portuguese lorcha, after having shot one or two men, and conveying her in safety to Nanking. This part of the narrative is got up in the true "sensational" style, and might be tolerated in the flimsy novels of the day, but not in a book which professes to give us an insight into one of the bloodiest and greatest religious impostures of the age. The only genuine portions of the book are where the writer assumes his real character as an adventurer among his companions of the same stamp. There he is witty and amusing, only the language is vulgar and the ideas smack of the forecastle. So also are his views on religion, with which a portion of the work is taken up. Here pitch and piety seem to go together in his admiration of the *quasi*-Christianity professed by the Taipings. In his opinion Hung-seu-tsouen and his fellow impostors were the purest Christians on the face of the earth; and he has the impudence to compare their dupes and followers in this respect favourably with his own countrymen and women. Such comparisons and inuendoes are only to be treated with silent contempt.

Had the author confined himself to his foolish love adventure, and some account of the inner life of the Taipings, he might have furnished a small volume of a harmless character, which we might have reviewed as suitable for romantic readers. But when he has the impertinence to befoul the characters of such men as Admiral Sir James Hope, Sir Frederick Bruce, Sir Harry Parkes, Colonel Gordon, and other British military, naval, and civil officers during their service in China, he deserves the severest castigation at the hands of the critic. Here is a vulgar sailor, a *mauvais sujet*, attaching himself to a horde of Chinese blasphemers and rebels, who use him as their tool in smuggling arms and ammunition, while he joins them in fighting against the constituted authorities; and he, forsooth, puts himself forward as an authority on the principles of British policy and the acts of British representatives in China. To judge of his position among the foreign community at Shanghai, or any of the treaty ports where a British consul resides, we must consider that had he been taken prisoner by the Imperialists and claimed protection as a British subject, the consul would have refused it and handed him over to the Chinese authorities as an outlaw—a renegade without a legitimate claim on his country. Yet this individual has the

Digitized by Google

effrontery to come to England and publish the following foul aspersions against the reputation of Colonel Gordon, who commanded the disciplined Chinese army, through whose prowess the Taiping Rebellion was suppressed :—

"Unfortunately for the reputation of Major Gordon, since his elevation to the position of General of Futai Le's Anglo mercenaries, he had been too much accustomed to intrigue and encouragement of treachery to have felt a proper indignation at the Soo-chow affair; and it is possible he might have had some knowledge of the planned perfidy before it was up into execution, and so was not sufficiently horrified to throw up his 1,200 taels (£400) per month. Gordon's behaviour in the treachery of the Burgevine-Ti-Ping legion is one specimen, and a very strong one, too, of the conduct referred to. He induced the Europeans who went over to him to desert the Ti-Ping cause by his promises of office, bribes, and safe conduct to Shanghai for such as were tired of fighting. Some mistaken individuals have ascribed this proceeding to the humane disposition of the man who condoned the ruthless massacre of his paroled prisoners, who assisted as the principal agent in the vast destruction of life and desolation of country during the unjustifiable British hostilites against the Ti-Pings, and who never put himself to the trouble of saving the lives of those he assisted to vanquish."

Those who may not be conversant with the history of the circumstances to which these false accusations allude, might conclude that this person who calls himself "Lin-le" stood in the same position among the Taipings as Colonel Gordon did in the service of the Emperor of China, and that he was cognizant of the alleged facts. As already shown, the one was a bandit, prowling among the loyal Chinese for the sake of plunder and contraband traffic, afraid to show himself among the foreign community in the light of day; while the other was a British officer of great military skill, who conducted the operations of a disciplined army, through a hundred engagements, with unexampled generalship and success in the Far East. For these acts, and the noble manner in which he maintained the honour of the British name, he has been rewarded by promotion in the corps of Royal Engineers, to which he belongs, and Her Majesty has conferred upon him the honourable title of Companion of the Bath. These are sufficient guarantee for his reputation, which cannot be sullied by the literary dirt thrown by an anonymous writer; who, by his own showing, lived an obscure life of lawlessness among a horde of banditti and blasphemers of the Christian religion.

However, we can readily understand his virulence and animosity against Colonel Gordon, and those gallant soldiers who succeeded in crushing the Hydra-headed monster of Taipingism. Now that the last remnant of the imposture has been scattered to the winds, and the strongholds wrested from the Taipings, the occupation of "Lin-le" is gone. No longer can he smuggle from Shanghai to Nanking foreign muskets imported as umbrellas, and percussion caps as religious tracts, to sell at exorbitant profits, receiving in payment the dollars and sycee which his customers had stolen from the industrious inhabitants. With his ill-gotten gains he returns to England, apparently hires some needy artist, and in all probability an amanuensis to dish up his ideas in the most rabid, and sensational style. Never have we been so disappointed in perusing a book on China, which is calculated to throw discredit upon the British community resident in that country among the public at home, who are apt to conclude that the writer of this work is a sample of our countrymen there. In taking up this work we contemplated reading a faithful account of the suppression of the Taiping Rebellion, but in this we have been disappointed. Though there are a dozen books on the Rise and Progress of that extraordinary movement its Decline and Fall has yet to be written. It would be a most interesting sequel to the story, and is worth the attention of some competent author and enterprising publisher to bring out.

Mr. Henry Rutter, already most favourably known as the author of "Exchange Tables and Arbitrations of Exchanges between England, India, and China," has just published, through the agency of Mr. Effingham Wilson of the Royal Exchange, a very curious and useful book under the title of *The Metric System of Weights and Measures Compared with British Standard Weights and Measures.* The author is evidently a zealot in favour of the metric system, in respect to which, however, opinion is not so universally in favour as he would have us believe. Though facilitating calculations in the closet, there are doubts whether it would so readily accommodate itself to the counter. M. Michel Chevalier, the well-known political economist, has pointed out as one defect in the system that neither the third nor the fourth of the *ten* can be given in one figure; and yet those are proportions into which quantities and purchases are continually resolving themselves. However, for all persons having business with countries where the metric system has been adopted these Tables are invaluable, including, as they do, comparative tables of measures of length and surface, of cubic measures, measures of capacity, weights, and comparative prices. To perfect its completeness as a reference for all connected with the Far East, Mr. Rutter, whose past labours fitted him for the task, has added to his book tables adapting the metric system to Chinese weights and money and to British Indian weights. Another merit of the work—and a very great one to all who have to consult such things—is that the figures are so excellently and distinctly arranged that the eye would never weary while looking at them. The author deserves the thanks of the whole mercantile community for the pains and skill he has bestowed for their ease and economy of time.

THE UNITED STATES MINISTERS TO CHINA AND JAPAN.—By late advices from San Francisco we notice that on the 4th instant Mr. ANSON BURLINGHAME, the U. S. Minister at Peking, sailed for Shanghai, his on return to his post. By the same vesse General R. B. VAN VALKENBURGH departed for Japan, to which country he is accredited as U. S. Minister.

THE RUSSIAN-AMERICAN TELEGRAPH.—We hear from San Francisco of the arrival at that port of 1,300 tons of telegraph wire, in three vessels, for the Russian-American line of telegraph.

As the military arrangements for Hong Kong are mixed up with Singapore, we forward copies of the official correspondence to our agents at Singapore, Penang, and Hong Kong for the information of subscribers who may be desirous of perusing them.

THE correspondence on the subject of the Japanese Exchange question has not yet been published, and from the manner in which our inquiries are answered we very much doubt if it is the intention of Government to produce the same.

THE steam transport *Ardeche*, under orders for Cochin China, has been countermanded, her services being required in conveying mules from Algiers to France, in preparation for coming events.

Births, Marriages, and Deaths.

(Announcements for subscribers are made free of charge.)

BIRTHS.

CUSHNY—On the 12th June, at Invery House, Kincardineshire, the wife of A. Cushny, of a son.

LORING—On the 11th June, at 4, Anglesey-crescent, Stokes Bay, near Gosport, the wife of Rear-Admiral Loring, C.B., of a daughter.

REINHARD—On the 23rd June, at No. 13, Albion-square, Dalston, the wife of Hugo Reinhard, Esq., late of China, of a son.

RONEY—On the 14th June, at 10, Gloucester-crescent, Regent's-park, the wife of Richard Cusack Roney, Esq., of a son.

SOUTHERN—On the 16th June, at 2, Cranworth Villas, Dingwall-road, Croydon, the wife of R. L. Southern, Esq., of a son.

THYNNE—On the 22nd June, at Paris, Lady Edward Thynne, of a daughter.

WRIGHT—On the 14th June, at Wentworth-terrace, Aldeburgh, Suffolk, the wife of W. Algernon Wright, Esq., of Shanghai, of a daughter.

MARRIAGES.

AINSLIE—MENDEL.—On the 12th June, at St. Margaret's Church, Whalley Range, Manchester, by the Rev. H. W. Cookson, D.D., Master of St. Peter's College, Cambridge, assisted by the Rev. H. Cottam, M.A., curate of the parish, Gilbert, elder son of the Rev. Gilbert Ainslie, D.D., of Hall Garth, near Lancaster, and Master of Pembroke College, Cambridge, to Eliza, eldest daughter of Sam Mendel Esq., of Manley Hall, near Manchester.

BOWMAN—HULCOOP.—On the 9th June, at the parish church, Walton-on-Thames, by the Rev. J. McCowan, James Bowman to Emma Heard, second daughter of William Hulcoop, farmer, Alton, Hants. No cards.

CORBET—CROFT.—On the 14th June, at All Saints' Church, Ennismore-place, by the Rev. Rowland Corbet, M.A., brother of the bridegroom, the Rev. Athelstan Corbet, M.A., rector of Adderley, Shropshire, third son of Richard Corbet, Esq., of Adderley, to Julia Helen, only daughter of the late Sir Archer Denman Croft, Bart.

DORMER—TENISON.—On the 14th June, at St. George's, Hanover-square, by the Hon. and Rev. Adalbert Anson, Captain the Hon. John B. Dormer, eldest son of Lord Dormer, to Louisa, eldest daughter of Colonel and Lady Louisa Tenison.

GEORGE—FARLAM.—On the 14th June, at St. James's Church, Piccadilly, by the Rev. Robt. Holme, A.M., and the Rev. John Oakley, A.M., Major-General Frederick Darley George, C.B., to Mary Ann, youngest daughter of the late John Farlam, Esq., late of Blackheath. Cards not sent.

HAMILTON—WADDELL.—On the 9th June, at the parish church, Edgbaston, by the Rev. George Lea, M.A., incumbent of St. George's, assisted by the Rev. B. P. Clarke, B.A., chaplain of St. Jude's, Isle of Man, the Rev. George Hamilton, B.A., T.C.D., British Consular Chaplain, Foo-chow-Foo, China, to Lucy, youngest daughter of the late Thomas Waddell, of Edgbaston. No cards.

HEYGATE—MOUNSEY.—On the 14th June, at the parish church of St. Mary, Rockliffe, Cumberland, by the Rev. John Heysham, M.A., vicar of Lazonby uncle of the bride and the Rev. George Topping, incumbent of the parish, Robert Henry John, youngest son of the late Sir William Heygate, Bart., of Roecliffe, Leicestershire, to Isabella Dorothea, only daughter of George Gill Mounsey, Esq., of Castletown, Cumberland.

HOOD—BLACKETT.—On the 14th June, at Thorpe Church, by the Rev. Leigh Bennett, vicar of the parish, assisted by the Rev. J. Drury, William C. Hood, Esq., Lieut. 2nd Regt. (Queen's Royals), eldest son of W. Coombes H. Hood, Esq., of 57, Westbourne-terrace, Hyde-park, to Mary Patience, eldest daughter of John C. Blackett, Esq., of Thorpe Lee, Surrey, granddaughter of the late Sir William and niece of the present Sir Edward Blackett, Bart., of Matfen Hall, Northumberland. No cards.

MATTHEWS—TRIGGS.—On the 14th June, at Kensington Church, Thomas Matthews, Esq., of Old Quebec-street, Hyde-park, to Flora Elizabeth, youngest daughter of the late Captain Triggs, of China. No cards.

PARSONS—SPRYE.—On the 20th June, at Kensington Church, by the Ven. Archdeacon Sinclair, assisted by the Rev. George James, Minor Canon of Gloucester Cathedral, Charles Parsons, Esq., M.D., of Dover, to Venetia Digby Spry, youngest daughter of Captain Richard and Henrietta Digby Sprye, of Kensington. No cards.

Digitized by Google

DEATHS.

FAWCETT—On his passage from Macao to London, on board the ship Queen of the Age, Capt. John F. Fawcett, late of Hong Kong.

GRAHAM—On the 15th June, at 131, Park-street, Sir Bellingham Reginald Graham, Bart., in his 77th year.

GORE—On the 19th June, at Horsham Park, in the 95th year of her age, of bronchitis, Lady Grace Gore, widow of Sir Ralph Gore, Bart., and daughter of Barry, Earl of Farnham.

HANCOCK—On the 12th June, at 12, Devonshire-road, Holloway, N., Charles Hancock, Esq., aged 65, for 44 years the highly esteemed and valued friend of Messrs. Kilburn, Kershaw, and Co., of St. Mary-axe, E.C.

MACNEE—On the 5th March, at sea, on board the ship County of Ayr, on her passage home from Singapore, James, third son of Daniel Macnee, F.S.A., Glasgow; and at Kurrachee, on the 2nd May, Robert, Lieutenant 95th Regiment, eldest son of the above.

MAR AND KELLIE—On the 19th June, at Alloa Park, N.B., the Right Hon. John Francis Erskine, Earl of Mar and Kellie, &c.

NICOLSON—On the 30th May, at Aberdeen, after a short illness, John Nicolson, Esq., late Superintending Engineer of the P. and O. Company at Sydney, and formerly of Bombay, aged 54.

ORD—On the 6th May last, on board the ship Durham, off the Island of Ascension Belissa Jane, the beloved wife of Captain Ord, 80th Regt., aged 35.

POTTINGER—On the 2nd June, at Rome, at the residence of her father, the Rev. E. H. Shipperdson, Mary Adeline, wife of Sir Henry Pottinger, Bart., aged 24.

ROSSLYN—On the 16th June, at 12, Lower Belgrave-street, General the Earl of Rosslyn, Colonel 7th Hussars, aged 64.

SANDILANDS—On the 16th June, at his mother's residence, 56, Belsize-park, Walter James Sandilands, Esq., of 155, Fenchurch-street, in his 23rd year.

SWINHOE—On the 18th June, at Eslington house, Cheltenham, General S. Swinhoe, Royal Bengal Army, aged 79.

URE—On the 13th June, at his residence, 18, Upper Seymour-street, Portman-square, Alexander Ure, Esq., F.R.C.S., one of the Senior Surgeons of St. Mary's Hospital, eldest son of the late Dr. Andrew Ure, F.R.S.

COMMERCIAL POSTSCRIPT.

ARRIVAL NOT INCLUDED IN THE TABLES.—June 9, at New York from Manila, Santee.

DEPARTURE.—June 25, from London for Hong Kong and Canton, Sea Belle.

SPOKEN.—Joseph Gilchrist, Cardiff to Manila, May 17, 1 N., 27 W.

CLEARED.—New York, June 5, Gamecock, Sherborne, for Hong Kong.

ACTION AGAINST THE CHARTERED MERCANTILE BANK.—The case of Fry *v.* the Chartered Mercantile Bank was brought to try the right of the plaintiff, as owner of a ship, *Her Majesty*, chartered with goods from Shanghai to Liverpool, to a general lien for freight on a parcel of 185 packages of tea and 42 bales of cotton shipped, of which a bill of lading had been given, and transferred for advances to the defendants. The goods had been delivered and sold, and the defendants had tendered the freight according to the bill of lading at £3 10s. per ton, but the plaintiff demanded to have lien on the goods for the whole balance of freight of the ship's cargo, amounting to £1,760, under the words in the bill of lading, "freight payable for said goods in Liverpool, as per charter party." These words, the plaintiff contended, incorporated the right to a general lien of this particular parcel of goods for the whole amount of the freight, the defendants contending that they only referred to the time, manner, and amount of payment to be made per ton mentioned in the charter party. Mr. Watkin Williams (with whom was Mr. M'Leod) argued for the plaintiff, and Mr. Quain (with whom was Mr. Field, Q.C.) for the defendants. The Court thought that judgment should be for the defendants, and that the true construction of the words relied upon was to refer to the charter party for the rate of freight, which was found to be £3 10s. per ton, and that amount the defendants were willing to pay.—Judgment for the defendants.

SMITH, FLEMING, AND CO., *v.* THE COMMERCIAL BANK CORPORATION OF INDIA AND THE EAST.—This company, which is being wound up, were the holders of bills of exchange accepted by Messrs. Smith, Fleming, and Co., who were creditors of the company. Some days ago, after the winding-up order, but before the appointment of the official liquidator, an injunction was obtained exparte to restrain the negotiation of these bills. The official liquidator on being appointed applied in chambers for leave to negotiate them, and his application stood over till this motion, to discharge the exparte order should have been disposed of. The Master of the Rolls had deferred judgment, he said, as the case was one which must be of frequent occurrence, and in which it was very desirable to lay down a general rule as to the course proper to be adopted. His lordship added that the official liquidator, or rather the court conducting the whole matter, being in the nature of a trustee for all parties, it was not justifiable to take any proceedings which should give advantage to one set of *cestuis que trustent* over another, and that this was a fundamental principle of equity in all winding-up cases. It was not for the court to interfere and say that one class of creditors was preferable to another; its duty simply was to adjudicate upon the rights of the parties on the principles of law and equity administered in all such cases. In the case before his lordship it was certain that Messrs. Smith, Fleming, and Co. were creditors of the bank when they gave the acceptances in question, and that if the bills had remained in the hands of the bank until they had become due, the right of set-off would have been obviously clear. The application was for leave to allow the official liquidator to discount these bills, and so to enable a third party, a stranger, to do that which the bank clearly could not do. His lordship thought such a course could not be adopted, and as he had said on various occasions, as the tree fell so it must lie. The rights of het parties must be determined as they stood, whether they were worked out or became matured by an effluxion of time, it being the duty of the court not to give one set of persons advantage over another. The usual course was that bills in the hands of the official liquidator were retained by him until maturity, when they were presented, there being generally a loss when they were good bills, and the same if they were not, in discounting them. His lordship then expressed his opinion as to the course that should be adopted in these matters. He doubted whether the proper course of proceeding was what had been adopted here. It was quite clear that the applicant might have filed a bill; but the proper form of proceeding in future would be as follows. The official liquidator was not to be at liberty to negotiate any bills without the leave of the judge in chambers, and where anybody was either a creditor or shareholder—that is to say, one of the persons for whom the liquidator was in the position of what might be called a quasi trustee—notice should be given to such person to show cause why the court should not give leave to the official liquidator to negotiate the bills. If such person did not choose to come in that was his own affair; if he came in then the court could determine the question between the parties at chambers, or adjourn it into court. His lordship said that questions were likely to arise in these winding-up cases which had not yet been dealt with by the court, and the mode suggested seemed the best way of dealing with such as that now before it. He wished to express that opinion publicly, thinking it the cheapest and most proper course with regard to the practice of the court. Upon the present occasion his lordship said no order would be made other than to direct the official liquidator not to negotiate the bills.

BANK OF HINDUSTAN, CHINA, AND JAPAN (LIMITED).—An extraordinary general meeting of the shareholders in this bank was held on the 25th at the company's offices, Mr. J. Mackrill Smith in the chair, to confirm a resolution passed on the 24th of May last, viz., "That clause 46 of the articles of association be repealed, and that in lieu thereof the following be inserted, viz. Subsequent ordinary meetings shall be held once every six months, at such time and place as the directors may from time to time determine." A resolution confirming the foregoing resolution was agreed to.

APPOINTMENTS.—The Queen has appointed the Honourable Charles Augustus Murray, C.B., now Her Majesty's Envoy Extraordinary and Minister Plenipotentiary to the King of Saxony, to be Her Majesty's Envoy Extraordinary and Minister Plenipotentiary to the King of Denmark, and Sir Augustus Berkeley Paget, K.C.B., now Her Majesty's Envoy Extraordinary and Minister Plenipotentiary to the King of Denmark, to be Her Majesty's Envoy Extraordinary and Minister Plenipotentiary to the King of Portugal. The Queen has appointed Victor de Magnus, Esq., to be Her Majesty's Consul-General at Berlin. The Queen has appointed John Savile Lumley, Esq., now Secretary to Her Majesty's Embassy at St. Petersburg, to be Her Majesty's Envoy Extraordinary and Minister Plenipotentiary to the King of Saxony. The Queen has approved Mr. J. W. May, jun., as Consul-General in London for His Majesty the King of the Netherlands.

THE BISHOP OF MORAY AT ST. PETERSBURG.—A correspondent writes:—"I may close this with a few words on the Bishop of Moray, Ross and Caithness, who is here on a mission from the Bishop of London to confirm such of the English residents in this country as have not yet formally renewed the vows made by their sponsors. On Sunday last his lordship confirmed about forty ladies and about fifteen young men in the handsome chapel of the British factory in this city. The address on this interesting and solemn occasion was admirable in its tone and in the manner in which it was delivered. Visitations of such a kind are productive of much good; they renovate the national as well as the religious feeling of the British exile. The number of English residents in Russia is very considerable, there being no fewer than 3,000 in St. Petersburg and its immediate vicinity. The old mercantile families have to a great extent died out, or returned to their own country, and the bulk of the English population in this neighbourhood is composed of cotton spinners and mechanics who are mostly in receipt of excellent wages. Nevertheless few of them remain to die in the country. The facilities for going home are so much greater than they were that few stay here through the later stage of life. Nor is there any very great amalgamation between the British and Russian races, owing also to the facilities for going home to be married, and to a great extent no doubt to the plentiful supply of comely English damsels brought up in the country. The English and French retain their national characteristics very strongly, while the Germans, on the contrary, merge easily into ultra-Russians. The Bishop has left to visit the lesser flock at Moscow, where, it appears, he has a difficult task to perform. The community are at the present moment divided—one party is for low church practices, the other for high church performances. The latter taunt the former with dissent and methodism, and these retaliate by pointing to the Pope of Rome. The dispute has arisen since the appointment of a young and zealous clergyman who, the disaffected allege, 'will not perform Divine service as it has been performed in the chapel at Moscow since its foundation in 1825.' It is believed here that the Bishop is anxious to promote the union of the Anglican and Russian churches, for the practical purposes of intercommunion. The question is one very willingly entertained by the Russian clergy until it comes to the disputed point of apostolical succession of our bishops. On this head they cannot agree, and whether the Bishop of Moray and Ross will be able to make out his case to the metropolitan Philaretes your correspondent will probably not be able to discover."

THE AMERICAN NAVY.—The American naval squadrons are at present distributed as follows:—European squadron, Rear-Admiral Golds, borough, eight vessels, 107 guns; Asiatic squadron, Rear-Admiral Bell-four vessels, 47 guns, South Pacific squadron, Rear-Admiral Pearson, eight vessels, 93 guns; North Pacific squadron, Commodore Rodgers, nine vessels, 107 guns; South Atlantic squadron, Rear-Admiral Gordon, ten vessels, 103 guns; North Atlantic squadron, Rear-Admiral Palmer, nine vessels, 87 guns; Atlantic Coast squadron, Commodore Lanman, seven vessels, 61 guns; Gulf squadron, Commodore Winslow, seven vessels, 86 guns; Naval Academy practice squadron, seven vessels, 58 guns; Home squadron, five vessels, 58 guns; receiving ships, seven vessels, 123 guns.

ACCIDENT TO ADMIRAL DE LA GRAVIERE.—An accident which might have been attended with very serious consequences lately occurred to Admiral Jurien de la Gravière, his wife and daughter. During a drive in an open carriage, which they were taking in the neighbourhood of their chateau at Juvisy, the carriage was upset, and all three occupants thrown violently out. The Admiral's thigh was fractured, and Madame de la Gravière sustained several contusions; their daughter fortunately escaped without further injury than a severe shock.

THE CHINESE IN CALIFORNIA.—A San Francisco paper informs us that news has been received there of an attack by Indians on fifty Chinamen near Owzhee river, killing forty-nine of them and stealing several trains of horses and mules and sixty head of cattle right in sight of the fort.

THE MANILA CONSULATE.—The departure of Mr. Rainals is doubtful and probably another gentleman will be nominated.

FOREIGN OFFICE, JUNE 14.—The Queen has been pleased to approve of M. J. Menke as Consul at Hong Kong for his Royal Highness the Grand Duke of Oldenburg.

Digitized by Google

NOTICES TO CORRESPONDENTS.

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be authenticated by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

A REGISTER is kept of the addresses of all persons connected with the FAR EAST and reference can be made to the same by personal application at the office or by letter.

Any information required by Subscribers, in reference to Commercial or General matters in CHINA, JAPAN, SINGAPORE, *and other parts of the* FAR EAST, *will be supplied on application at the Office, where files may be seen of the Journals published in those countries.*

THE LONDON AND CHINA EXPRESS.

PUBLISHED on the departure of the Mails *via* Marseilles on the 10th, 17th, and 26th, contains a Summary of European, American, and General News; Commercial and Shipping Reports, and Special notices of Trade with the FAR EAST.

Subscription 54s. per annum, including Postage. Export Supplement 12s. extra.

The London & China Telegraph.

LONDON, WEDNESDAY, JUNE 27, 1866.

THE FINANCIAL CONDITION OF HONG KONG.

IT is always unsatisfactory, whether to an individual, a municipality or a Government, to find a long-standing source of revenue suddenly exhausted, more especially when it has flown on to the last with its accustomed fullness, and is not supplemented by increased supplies in another direction. The sums drawn by the colony of Hong Kong by sales of Crown lands have proved of unquestioned service in the past by making good, deficits, and now with no additional lands at disposal, the colony is called upon to meet increased charges. We have the authority of the Auditor-General that the revenue is increasing in the same ratio as the expenditure; but even allowing this, the failure of further receipts from Crown lands leaves a given sum to be annually overtaken, provided the current outlay is not proportionately reduced. But how is this to be done? The GOVERNOR, whilst favouring the principle of retrenchment, is very properly opposed to that false economy which is calculated to interfere with projects sanitary and otherwise, the execution of which is essential to the well-being and progress of Hong Kong. If contemplated expenditure is to be arrested, that most vital of all improvements connected with the executive administration, the better organisation and equipment of the police ashore and afloat, must be suspended. To the maturing of arrangements to this end Sir R. MACDONNELL gave much time and attention during his stay in London, previous to his departure; and aware, as he is, of the advantages that would attend the realisation of the project, we cannot conceive that he would readily forego it. Indeed, we find him adverting, in a discussion on the subject of the colonial finances by the members of the Council, to the duty of a Government maintained at the cost of the colonists doing something for the progress of the colony. Certain of the schemes in view are calculated to yield eventually, directly or indirectly, satisfactory returns, and where this is the case we do not see why the colony should not proceed to meet the pressing necessities engendered by colonial requirements, by discounting to some extent future gains by the adoption of credit forms. The improvements that have been mapped out cannot be long delayed consistently with the comfort of the inhabitants and the demands of trade. Sanitary reforms are necessarily costly, but they are also imperious. It is easy to admit the hardship of the tax made on Hong Kong for £20,000 per annum in the shape of a military contribution, but when the *China Mail* advises that a petition against the impost be presented to the House of Commons from the indignant and protesting colonists, we would remind it that Mr. GLADSTONE is the financial autocrat in the House; most obstinate in defending any position once taken, and too intimately identified with the details of the scheme for compelling the colonies to contribute on local as well as on Imperial account to allow us to anticipate anything but failure. The argument of the petition would not be answered; at the same time it would be refused.

We should, looking at the matter in a practical point of view—at what can be done, rather than what should be done if justice held the scales, and especially guided by the experience of Ceylon—advise that an application be forwarded to the Treasury, praying that the Government will postpone the exaction of the contribution, meanwhile debiting the colony with the amount, and supplying the deficit from the surplus of the successive Budget, charging interest for the same only in the event of the instalment of the debt not being paid at stated and given periods. Thus the colony would be sensibly relieved for the present, and opportunity allowed for improvements in hand or in contemplation to be carried out, and on a scale that would render them more remunerative than would otherwise be the case. It is not a pleasant position for the new GOVERNOR, and very much increases his difficulties; but we are disposed to look more hopefully than certain of the members of the Council on the proceeds of the seignorage to be charged by the Hong Kong Mint, or, in other words, the extent of its business when it comes into operation. Our belief is that the Mint profits will after a given time materially exceed working expenses. The position of the Hong Kong Mint, indeed, is necessarily exceptional, and no analogy can be drawn from the experience of like institutions at Sydney, Victoria, and India. Our Hong Kong friends, now that they have paid the last instalment of building expenses, must not forget the arguments they formerly pleaded in favour of the Mint. The new coinage will serve to enlarge local transactions and stimulate increased trade, not only with other Chinese ports, Japan, and British India, but with the vast outlying Archipelago. What is more, the general acceptance of such a coinage will do much to concentrate trade more it European, and less proportionately in Chinese hands. Amongst other deliberations of the Council the pension to the late Bishop SMITH, of Victoria—which was described by *Punch* at the time as "Economical Munificence"—came under discussion in consequence of the Bishop writing to Mr. CARDWELL, the Secretary of State for the Colonies, inquiring if the Colonial Legislature would consider it against the spirit of the grant for him to accept a chaplaincy or lectureship on the Continent, and if so, if the revocation of the pension would be final or be resumed on such appointment being lost or given up through ill-health or other causes. We think there was no necessity for this application, and considering that there were strong opponents to the pension it was unwise to have the affair again brought before the Council. However, we are glad to see that the GOVERNOR put a construction on the matter which was consistent with the original vote, and Bishop SMITH now has his doubts settled by the following resolution:—

"That it is the desire of the Council that the Bishop's pen-
"sion should not cease with, but be in abeyance, during his
"occupancy of any other preferment. And that the interpreta-
"tion of the word preferment should be left to the SECRETARY
"of STATE for the COLONIES."

TREATY PORTS IN CHINA.

THE news which lately reached this country of the confiscation of the steamer *Prince Albert*, for trading to the at present unrecognised port of Kiung-chow, has been followed by a notification from the Committee of the Privy Council for Trade, intimating that such Chinese ports as have not hitherto been opened to British trade are not to be considered open without a formal declaration to that effect. The notification also sets forth that the harbour-master at Hong Kong will in future be instructed to issue no clearances for Kiung-chow until a British Consul shall have been duly installed at that port, and its opening has been publicly notified; an event which will in all probability never happen, as the trade is at present so insignificant and shows such little promise of improvement that it will most likely be either dropped altogether or exchanged for some other port better situated for foreign trade.

Like most things of the sort, this notification is over late in making its appearance. If any doubt existed in the minds of the authorities as to the expediency of appointing a Consul at Kiung-chow, some step should at all events have been taken to prevent any misconception regarding the true position of the port. Being declared open by treaty, and the trade having been allowed to be carried on for some time, the owners of the *Prince Albert* might easily fall into the belief that they were justified in sending her there, and it appears to us that they have been somewhat too hardly dealt with by the confiscation of the vessel.

THE CHINESE VISITORS.

HIS Excellency the Chinese Commissioner and suite left our shores on Sunday the 24th inst. for Holland, after a some-

Digitized by Google

what short but very actively employed sojourn. On the 16th inst. his Excellency, attended by Major Brine, R.E., Mr. E. Bowra, and M. E. de Champs, proceeded to Strood for the purpose of visiting the *Great Eastern*. On arriving at the station his Excellency was received by Mr. Pender, who had kindly placed his yacht at the service of the party, and by the Earl of Wilton, Lord De Grey and Wilton, Mr. Tollemache, and Captain Forbes R.M. His Excellency the Commissioner was deterred from visiting the *Great Eastern* by the threatening appearance of the weather, and returned to town, but deputed some of his suite to pay the visit on his behalf. On returning the mainmast of Mr. Pender's yacht was carried away by an accident, but fortunately no damage was done to life or limb. On the following day (Sunday) the mission visited the Zoological Gardens, Regent's Park, and on Saturday, the day preceding their departure the afternoon was devoted to a visit to the Crystal Palace where the principal "rose show" of the season took place on that day. The Commissioner made the circuit of the rose tables in a Bath chair, and was attended in his progress by Mr. Bowley, the manager, and a sufficient escort of police. The company were, as usual, very curious, and the anxiety to shake hands with Oriental diplomacy was universal, but the Commissioner kept his head pertinaciously turned towards the counters, and thus avoided a good deal of well-meant but rather obstreperous greeting. After a lengthened inspection of the flowers, with which he expressed himself delighted, the Commissioner was conducted by Mr. Bowley to the Queen's box overlooking the garden, where he had a fine sight of the fountains, which suddenly began to dance and sparkle just as he had taken his seat. Their novelty struck him very much—fireworks, not waterworks, being the great speciality of the Chinese. Whilst thus admiring the fountains, and the prospect, which his excellency pronounced to be the most beautiful sight he had ever witnessed, some one suggested that his countryman, Chang, and family, were exhibiting in another part of the building, whereupon the commissioner at once expressed the greatest anxiety to see the greatest of the Chinese. Chang was accordingly sent for; but, very much to the surprise of both the commissioner and the palace authorities, he stoutly refused to budge, intimating that he was at that moment receiving a large and distinguished party in the Egyptian court, whither the commissioner might come if he liked, but that under any circumstances he, Chang, would not go to the Commissioner!

Thus ends the first Chinese mission to this country. Much disappointment has been expressed at its entirely unofficial character; but we have, nevertheless, good reason to regard it with satisfaction, as the probable prelude to a duly accredited embassy.

COOLIE EMIGRATION TO THE WEST INDIES.

EACH incoming mail seems now to bring, as an ordinary item of intelligence, news of a massacre, or at least of a mutiny, on board some unfortunate coolie-ship. And of the last half-dozen cases, all but one—the *Napoleon Canevaro*, bound for Callao—occurred to vessels bound for the West Indies. We have no intention of recapitulating here all the arguments so frequently brought forward against this iniquitous traffic, for our readers must by this time be as heartily tired of its sickening horrors as ourselves. But at the present time anything which tends to throw a new light on the question is more than usually interesting, and for this reason we insert the following letter, written by a correspondent of the *Pall Mall Gazette*, who has recently visited the scenes of coolie labour in the West Indies. In Canton, we are told, the emigration is now carefully watched over, and kidnapping and other abuses are no longer practised in Macao. We are informed that the Governor is using strenuous exertions to place the traffic on a legitimate footing; and it certainly does appear that on that side the evils attending it have of late been in some degree mitigated. But how about the other side? Let "A Visitor to Cuba" reply:—

SIR,—Reference having been made in your journal to the subject of coolie labour in Cuba, I beg to send you the following facts which I learned during a recent visit to the island. On arrival in Cuba the coolies, probably much reduced in number during the voyage, are readily disposed of. Labour is scarce, sugar is profitable, and the planter can well afford the £350 (the price at which you say coolies are quoted) for seven years' labour, and that sum will handsomely pay the importer. Seven years is the term fixed by Government for coolies to work out the expenses of their passage, and for that period they are apprenticed with no pay whatever, and are as much in the power of their masters as regards hours of labour and punishments as are the slaves. Their lodging, food, and clothing are the same as that of the negroes, and their condition during the term of apprenticeship only differs in that, while the planter is interested in the health and life of his slave, his only object as regards the coolie is to reward himself for the money he has paid for his services, and it is a matter of indifference to him whether he lives after his service is over or not. Indeed, it is usual to work the coolie to save the slave. When the seven years' term has expired, the coolie is permitted to change his master, but he is bound in law to re-engage himself for another seven years under penalty of being sent to the chain-gang. In that well-ordered country no idle coolies are allowed, and unless he has money, which it has been impossible for him to earn, to take him out of the country, he is obliged to re-engage himself, and if he fails to do so is made to work on the roads and public works, and is treated as a criminal convict. During the second term the coolie is at liberty to make the best bargain he can with the planter, under the unfavourable circumstances that he must at once engage himself. But as regards the second seven years, we need not now consider—few live to the end of the first seven.

Exposed to a heat their constitutions are scarcely fitted to encounter, compelled to do work their physical strength is unequal to—work under which the strong and acclimatised negro often sinks—disheartened, demoralised by cruel wrong and oppression, is it wonderful these unfortunate Chinamen should die like rotten sheep? Is it wonderful that, as I was told by a Cuban planter as an objection to coolies, "they *will* commit suicide in spite of the strictest supervision, and the ingenuity they display in the different modes of putting an end to themselves is inconceivable?'

Let me add but one more piece of information: the hours of work of the slaves on many sugar estates in Cuba and the coolies work at least as hard. In crop time, which lasts at least six months in the year, and of all labour perhaps sugar-making is the most severe, the gang works from sunrise to sunset, allowing two hours' rest for meals, and every day in the week, including Sunday; the gang is divided into two parties for night-work, so that each man works sixteen hours out of the twenty-four. Out of crop every alternate Sunday is allowed as a day of rest, and there is little or no nightwork.

The above facts I can vouch for: they have been communicated to me in a great measure by planters themselves, and I feel confident that any disinterested man who knows Cuba will corroborate my statements—I am, Sir, your obedient servant, A VISITOR TO CUBA.

Monetary and Commercial.

The Bank of England has not yet reduced its rate of discount. It remains still at 10 per cent. One cause of its long continuance is, that when it is reduced the authority granted by Government to exceed the limits of the Bank Act will cease and determine.

The feeling against the present custom in India and China of drawing at six months' sight is increasing, and no doubt the present is a favourable opportunity for abolishing what has long been felt to be a door for overtrading, and in a very great measure caused the over shipments of that reckless year 1864 which injured so much the *morale* of the China trade. The following on the subject is from the *Economist*:—

The objections to six months' acceptances are so grave and manifold that in the course of a short time there must be great difficulty in inducing any London bank of the first rank to put its name to such an obligation. For not only is the term itself most objectionable even for single bills, but it becomes doubly objectionable and doubly dangerous, in consequence of large masses of these bills having to be accepted, and, therefore, to be made payable on some single day, from the circumstance that the Indian mails arrive at particular periods and bring masses of bills, all of which are of course presented for acceptance within an hour or two after the delivery of the letters. On the 9th inst., for example, it is said that the amount of acceptances by the Agra Bank due on that particular day was not less than half a million sterling. The bank had closed two days before, and the bills were not met; but it is quite supposable that the certainty of having to meet a large amount of acceptances on the 9th had a good deal to do with the resolution of the directors to close their doors on the 7th.

In order to hasten and fortify the adoption of a change pointing in so sound a direction, it would be no undue exercise of the discretion of the Bank of England directors if they were to intimate that six months' sight bills drawn from India would after some specified date be regarded as beyond the Bank's rules of admissibility. It will be a reflection on the practical sagacity of the country if we permit so conspicuous and costly an opportunity as the present to pass away without the accomplishment of some real reforms in our system of credit.

Our merchants must, therefore, prepare for the reduction from six months to three months as a step which will inevitably be carried out.

The China Steamship and Labuan Coal Company have made a call of £2 per share, £1 of which is payable on the 1st of July, and the other moiety on the 1st September.

Creditors of the Commercial Bank Corporation of India and the East are required to send the particulars of their claims by the 10th November to Mr. W. H. Holyland, the official liquidator, the Master of the Rolls having appointed the 3rd of December for adjudicating upon them.

The Chartered Mercantile Bank of India, London, and China have declared a dividend of 5 per cent., free of income-tax, for the half-year ending the 30th inst. It will be payable on the 2nd of July.

Digitized by Google

The fourth annual meeting of the Ceylon Company (Limited) was held on the 19th inst. The report stated that the net profit, including £3,905 11s. 8d. brought forward from last year's account, amounted to £34,812 11s. 6d., of which the directors transferred £5,000 to the reserve fund, and proposed a dividend at the rate of 10 per cent. per annum. This, with the interim dividend paid in December, absorbed £28,125, leaving a balance of £6,687 11s. 6d. to be carried forward to next account. The report was adopted.

The liquidator of the Commercial Navigation Company of India (Limited) has made a fourth call of £6 (making £26 paid) on the A shares, payable by the 25th July.

The biddings for bills on India took place at the Bank of England. The proportions allotted were: to Calcutta, 365,000 Rs.; to Madras, 30,000 Rs.; and to Bombay, 110,000 Rs. The *minimum* price was fixed at 1s. 10⅛d. on Calcutta and Madras, and 1s. 10⅜d. on Bombay. Tenders at and above these prices will receive in full. These results show how great a check has been given to remittances of specie to India. Although Government have abated their terms ⅛d. per rupee, or equal to about 2 per cent., they have only succeeded in selling bills to the amount of £50,500 out of a total of £350,000 offered, but it is known that some further sales were concluded the day after.

The following communication has been addressed to Messrs. Thomson, Bonar, and Co., the consignees of the Peruvian Government for guano to Great Britain :—

"Foreign Office, June 19.

"Gentlemen,—I am directed by the Earl of Clarendon to inform you, with reference to your letter of the 22nd of January last, that Her Majesty's Minister at Madrid has reported to his lordship that in a conversation which he had held with the Spanish Minister for Foreign Affairs his Excellency informed Sir John Crampton that the Spanish squadron had been ordered home from the Pacific, and that, consequently, the projected occupation of the Chincha Islands would not now take place.—I am, Gentlemen, your most obedient humble servant, "E. HAMMOND.

"Messrs. J. Thomson, T. Bonar, and Co."

At a general meeting of shareholders and creditors of the Consolidated Bank it was decided to re-open on the 2nd July. The business will be conducted on the premises purchased from the Bank of London in Threadneedle-street, and the old premises in Fenchurch-street will be sold.

The Stock Exchange Committee has decided again that it is not expedient to make any alterations in the mode of dealing in shares. A Bill has been framed by some non-mercantile M.P.s for the purpose of restraining the present system, but it has no chance of being even seriously considered.

An application has been made to the Court to wind up a concern called the Oriental Commercial Bank, and the *Solicitors' Journal*, by a blunder on the part of their reporter or printers omitted the word "Commercial." On the following day the subjoined communication appeared. It is surprising that when this undertaking was established the Oriental Bank did not apply for an injunction to restrain the company from adopting a title so closely resembling their own, and so very far inferior in standing. The past few months, however, have demonstrated that not even the strongest institutions are proof against rumours.

The editor of the *Solicitors' Journal* presents his compliments to the editor of the *Daily News*, and will feel much obliged if he may be permitted to correct in that journal an error of which he has inadvertently been guilty. It is stated in the *Solicitors' Journal* of the 16th inst. that the above-named corporation is about to be wound up. This is entirely erroneous. The company which was intended to be named is the Oriental Commercial Bank—a totally different company. So far as the editor of the *Solicitors' Journal* knows, or believes, there is no ground whatever for supposing that the Oriental Bank Corporation is in any way than a most prosperous condition, and he is desirous of publicly expressing his regret that the similarity of name in the companies should have led to so unfortunate a mistake; and as the *Solicitors' Journal* will not appear again for a week, and he is very desirous that the error should not remain uncorrected a moment longer than he can avoid, he will feel much obliged if a place can be found for this letter in the columns of the *Daily News*.

A very significant confirmation of the hardness of the times is to be found in a notification posted at the Jerusalem, that the consignees and freight are required for—W P 1227 and F. P. (in diamond) 1254 packages tea, per *Earl Dalhousie*, from Singapore, which vessel arrived on the 5th April.

The suspension has been announced of Messrs. William Rattray and Co., in the West India trade.

At the meeting of the Agra and Masterman's Bank held on the 22nd the utmost consideration and forbearance were shown by all present, and the statements and estimates submitted were on the whole as satisfactory as could have been hoped. Colonel Holland, one of the directors, took the chair, and mentioned that, whatever might have been the errors of management, the Board had always had perfect faith in the soundness of the bank, as was evidenced by the fact that with their immediate connections they held one-sixth of the entire capital. A resolution in favour of a voluntary winding up was then moved, and the following statement was read by Mr. Cannan, of the firm of Kemp, Ford, Cannan, and Co., showing the total of direct liabilities to be £7,906,893, while the assets are estimated at £9,057,497, leaving a probable surplus of £1,150,604 toward meeting the paid-up capital of £1,500,000. As the estimated loss of paid-up capital is thus £350,000, and the reserve of £500,000 is absorbed, together with accrued profits of £150,000, the actual total loss will represent a million. After the presentation of this statement the Chairman called on Sir Fitzroy Kelly, who has a large interest in the bank, both for himself and as trustee, who explained to the shareholders the probable effect of the modes of liquidation, and pointed out the enormous advantage, not only for themselves but for the creditors, of a voluntary as compared with a forced winding up. He expressed at the same time a strong belief that the comtemplated effort to re-establish the institution would prove successful, and promised his support and advice in all questions that might arise. On the motion of Colonel Dalzell, Mr. Cannan was then appointed liquidator. The meeting occupied less than an hour.

AGRA AND MASTERMAN'S BANK (LIMITED).—APPROXIMATE STATEMENT OF AFFAIRS, JUNE 6, 1866.

	London.		London.	
Amount of liability upon which dividend will be payable	..	£5,356,032	Estimated amount of assets after deducting £664,000 losses .. (Deficiency, £128,480)	£5,227,552
	Branches.		Branches.	
Liabilities	..	2,550,861	Assets (after deducting £336,000 losses) .. (Surplus, £1,279,084)	3,829,945
		£7,906,893		£9,057,497
Surplus..	..	1,150,604		
		£9,057,497		
Capital ..	..	1,500,000	Surplus brought down	£1,150,000
Reserve..	..	500,000	Losses estimated :—	
Sundries	..	150,000	London £664,000 / Branches 336,000	1,000,000
		£2,150,000		£2,150,000

A meeting of the Assam Company took place on the 19th. The net profit for the year amounted to £32,324, and a dividend was declared at the rate of 20 per cent. This will amount to £37,432, of which one-half was paid in December last, and the remainder will be distributed on the 25th inst.

There has also been an active demand for Bar Silver for the Continent, and the price is very firm, at 5s. 2 d., but the supply in the market is very limited. There is, as yet, no revival in the demand for India. The *Pera* on the 20th took £9,500 in silver, nearly the whole of which consisted of Mexican dollars for Shanghai. For this latter coin the demand for China is very limited, and the price remains unchanged at 5s. 0⅜d. per oz., which is the price at which they were last taken for refining.

The following appeared in *The Times* with regard to the unexpected interruption of telegraphic communication with India :—

"London, June 20.

"Sir,—In confirmation of what was stated in your money article of this morning with reference to telegrams to India, I beg to inform you that to-day my firm has received from Alexandria the following—viz.:

"'Your 4.883 to Calcutta in depôt to Cairo, Turkish Government refusing Indian messages.'

"Subjoined to the above is the following from the Submarine Telegraph Company :—

"'The above service refers to your message of the 18th June, No. 4.883. The message is at Cairo, and cannot be sent further, as Turkish Government refuse to receive Indian messages.'

"I may mention the telegram was a purely commercial one, for the transmission of which £13 6s. was paid, and that the detention may prove serious.

"Surely either the Turkish Government, or the India-office, or both, are bound to give the public some explanation.—I am, Sir, your obedient servant, "A CITY MERCHANT."

As usual in such cases, the "explanation" so very reasonably asked for is not forthcoming. Homeward telegrams from the Far East appear, however, to come without interruption at present.

The amount of bullion by the P. and O. Company's steamer *Pera*, from Southampton June 20, was in gold to Gibraltar £1,000; to Galle, £600; in silver to Hong Kong, £1,542; to Shanghai, 8,050. Total in gold £1,600; in silver £9,592.

Digitized by Google

BANK AND MISCELLANEOUS SHARES.

Shares.	Joint-Stock Banks.	Paid.	Closing Prices.	Prices June 16.
£20	Asiatic Bank Corporation, new shares	£10	2 to 4	2 to 4
50	Agra and Masterman's	25	21 to 19 dis.	23 to 20 dis.
20	Chartered Bank of India, Australia, and China	All	13 to 15	11 to 13
25	Chartered Merc. of India and China	All	32 to 34	30 to 35
20	Eastern Exchange	5	4 to 2 dis	4 to 2 dis.
50	London Joint Stock	15	44 to 45	44 to 46
100	London and Westminster	20	91 to 93	92 to 94
25	Oriental Bank Corporation	All	35 to 37	35 to 38
50	Union of London	15	44 to 45	46 to 48
100	Hindustan, China, and Japan	25	4 to 6	3 to 5
100	Do. Issued at 2 pm.	25	4 to 6	3 to 5
100	Do. New	25	4 to 6	3 to 5
25	Bank of Egypt	All	25 to 30	25 to 30
20	Bank of London	10	9 to 7dis.	10 to 9 dis.
20	Land Mortgage Bank of India	4	1 to ¼ dis.	1½ to 1 dis.
	MISCELLANEOUS.			
10	Mediterranean Extension Telegraph	All	2¼ to 3½	3 to 4
50	P. and O. Steam Company	All	65 to 67	66 to 68 x.d.
50	Do. New	35	9 to 11 pm. xd.	9 to 11 pm xd.
20	China Steamship & Labuan Coal Co	9	10 to 8 dis.	9 to 8 dis.
5	Bombay Gas	All	4 to 4½	4½ to 4¾
10	Hong Kong Gas	All	2 dis to par	2 dis. to par
5	Singapore Gas	5	—	—
20	E. I. Irrigation and Canal	13½	7 to 5 dis.	7 to 5 dis.
20	Madras Irrigation and Canal.	All	18 to 19	19 to 20
5	Oriental Gas	All	4¾ to 5¼ x.d.	4¾ to 5¼ x.d.
10	O. Inland Steam	All	1 to 2	1 to 2
100	West India Steam Company	60	98 to 103	98 to 103
—	Ceylon Deb., Nov. 1868, 6 per cent.	100	101 to 103	101 to 103
—	Do. Do. 1878	100	104 to 106	104 to 106
20	Ceylon Company	8½	1 dis. to par	par to 1 pm.
20	Do. A shares	2	1½ to ¼ dis.	¼ dis. to ¼ pm.
10	Ceylon Coffee Estates Co.	10	—	—
20	International Finance Society	5	1¾ to 1½ dis	2¼ to 1¾ dis.
20	General Credit & Finance Company	4	2⅛ to 2¼ dis.	2⅞ to 2⅝ dis.
20	Egyptian Com. & Trading Company	9	6 to 5¼ dis.	6¼ to 5⅝ dis.
20	Société Financiére d'Egypte	10	8 to 6 dis.	8 to 6 dis.
10	Upper Assam Tea	5½	4¼ to 3¼ dis.	4¼ to 3¼ dis.
10	Do.	All	6 to 8	6 to 8
50	Overend, Gurney and Co.	15	20 to 15 dis.	20 to 15 dis.
20	Credit Foncier & Mobilier of England	5	1⅛ to 1¼ dis.	3¼ to 3¼ dis.

MANCHESTER MARKETS.

Under the influence of the actual declaration of war on the Continent, and the continued financial stringency, the steadiness observable here in the early part of last week, has entirely disappeared and a marked depression has ensued. This has been intensified by an increased apprehension of commercial disaster in Eastern markets. Quotations are:—Grey Shirtings 7 lbs., 11s. 6d. to 11s. 9d.; 8 lbs. 4 oz., 14s. Yarn, No. 16-24, 1s. 5d. to 1s. 6d.; 28-32, 1s. 7d. to 1s. 8d.

PRODUCE MARKETS.

TEA.—The public sales have gone with great steadiness considering the quantity offered without reserve was 25,000 packages. The only alterations quoted were in new-make Canton Congous (of which about 8,000 packages were offered) and in Hysons; the former declined 1d. to 1½d. per lb., and the latter 2d. to 3d. per lb. Low and dusty kinds of Congou show no alteration. Good common are still quoted 1s. to 1s. 0½d. per lb. In fair to good flavoury kinds there has been but little alteration, the sales being limited. Fine to finest Kaisows show no change. Common blackish-leaf kinds have been saleable to a fair extent for export at 11¼d. to 1s. per lb. Fair to good kinds remain much as before, with only a moderate inquiry. Fine have sold to a small extent at the decline last quoted. In finest business has been very trifling. In new-made Canton kinds prices have given way 1d. to 1½d. per lb. In Amoy kinds there is no change to report. Oolongs remain much as before. Medium Souchongs have sold rather lower at public sale. Flowery Pekoes are only saleable at low prices. Common to fair Scented Capers have sold at former prices. In other qualities there is no material change. Common to fair Orange Pekoes have been in fair demand at the decline last quoted, but good and fine remain difficult of sale. In uncoloured Japans there is nothing new to report. Green teas have been, with the exception of Hysons fairly supported. The demand for export for Moyune Young Hysons, and Imperials continues, but the supply on offer is limited. Common to fair qualities are only saleable at comparatively low prices. Gunpowders show but little alteration. Hysons have sold 2d. to 3d. per lb. lower. Sales of Canton Gunpowder have been made from 9d. to 1s. 8d. per lb. for common to good quality.

SILK.—The state of the silk trade is thus referred to in the circular of Messrs. Durant and Co.:—"The periodical public sales are concluded. The quantity offered was about 1,000 bales Bengal, 2,500 bales China, 800 bales Japan, and 900 bales Canton. The whole was allowed to pass rapidly without any biddings, a result that had been fully anticipated. All the repressing influences of the last few weeks or months still exist more or less in their fullness so that we have no 'market.' When we shall recommence business is still uncertain, whether in a week or a month no one can foretell. This state of things is almost without precedent, but the actual position of all consumers as to stocks is positively without precedent—very few hold a month's consumption—many barely sufficient for a week.

CHINA.	Usual Imports					
	s.	d.		s.	d.	
CHINA:—Tsatlee, No. 1 & 2	28	0	to	29	0	
" No. 3 & 4	24	0	to	27	0	
" Hangchow	23	0	to	25	0	
Yucnfa and Hamin, No. 1 & 2	26	0	to	27	0	
" " " No. 3 & 4	21	0	to	25	0	
Taysaam, No. 1 & 2	24	0	to	26	0	
" No. 3 & 4	16	0	to	23	0	
Long Reel	16	0		20	0	
Skeins	19	0	to	20	0	
Canton	17	0	to	22	0	
JAPAN:—Mibush & Sinchew, No. 1 & 2	29	6	to	33	6	
No. 3 & 4	26	6	to	29	0	
Ida, Bricks, No. 1 & 2	26	0	to	31	0	
No. 3 & 4	23	0	to	25	0	
Sodai, No. 1 & 2	25	6	to	29	0	
No. 3 & Inf.	22	0	to	24	6	

COTTON.—The market was in a very depressed state during the week just past, and holders having met the demand freely quotations were called ¼d. to ⅜d. per lb. lower. On Saturday, the 23rd, some of this fall was recovered, and in the Liverpool market there was a general advance of ¼d. to ⅜d. per lb. In the London market 110 bales Japan went at 10d. for fully fair. The *Aerolite* has arrived at Liverpool from Shanghai with 2,828 bales, and the *Engel* from Hong Kong with 1,121 bales. The Liverpool quotations at the end of the week were:—New Orleans, 13½d.; Mobile and Uplands, 12½d.; Fair Bengal, 6d.; Western Madras, 9¼d.; China, 9½d.; Fair Egyptian, 18¼d.

SUGAR.—The market continues to exhibit a dull appearance; the business done has been to a fair extent, but easier prices have had to be submitted to. We have no sales of this article from the Far East to record.

COFFEE.—1,176 casks, 370 barrels and bags Plantation Ceylon, brought to public sale, meeting materially lower bids, were mostly withdrawn, and a reduction of 5s. to 7s. per cwt. has been submitted to, at which the bulk has since been placed; fine fine ordinary to low middling 65s. to 70s., middling to good middling colory 71s. to 80s. 26 casks, 2,220 bags Native were held for about previous rates, and principally bought in, but part has since been taken at a decline of 2s. per cwt., viz., good ordinary 57s., fine ordinary 61s. 6d. to 62s. 6d. On Friday, the 22nd, the market had a firmer tone, and the public sales, comprising 620 casks, 240 barrels and bags Plantation Ceylon, went off with some competition at an advance of 6d. to 1s. per cwt. on the reduced rates above quoted.

RICE.—The market has continued very inactive, and only a moderate business has been done, viz., about 10,000 bags, including a landed cargo of Ballam and red Rice at 12s. 3d., fair Bassein at 10s., fair to good Ballam 12s. 4½d. to 12s. 9d., and white Bengal at 14s. 3d. to 15s.

CAMPHOR.—Nothing whatever doing.

CASSIA LIGNEA.—Limited business privately in Cassia Lignea upon former terms, but nothing doing in Buds.

CINNAMON (CEYLON).—We quote 1st sort 1s. 11d. to 3s. per lb.; 2nd, 1s. 8d. to 2s. 8d.; 3rd, 1s. 7d. to 2s. 4d.; and 4th, and Jungle 1s. 3d. to 1s. 9d. Small sales made at moderate prices.

COCOA-NUT OIL.—This market has again been most quiet, with very limited business at barely the former value; 7 casks Cochin, 98 casks Ceylon, and 130 casks Sydney at auction.

DRUGS.—Cubebs: Remain very flat; no business. Dragon's Blood: Flat; 8 cases at auction retired. Rhubarb: Again rather dearer, supply continuing inadequate to requirements; and 94 cases at auction mostly sold at 9s. to 11s. 5d. per lb. for middling to very fair flat and round, and 2s. 9d. to 5s. 7d. low and ordinary.

GUMS.—Benjamin: Very quiet; of 60 cases Siam at auction, a single one only sold at £30 15s. per cwt. for good drop, showing a large reduction; of 53 cases Sumatra, very few sold at £11 for fair 2nd quality being about the former value. Damer: Nothing doing. Gamboge: A single case at auction retired.

HEMP (MANILA).—Owing to present scarcity, holders have been able to establish an advance of £3 per ton; and 700 to 800 bales good roping have been placed at £39 to £42, with a few bales up to £43.

HORNS.—Buffalo: Have sold irregularly; the larger and the smaller sizes generally 2s. to 4s. per cwt. lower, and the medium 2s. to 3s. higher. Auctions have comprised 35 tons Calcutta, 28 tons Madras, and 6 tons Singapore, nearly all sold at 47s. 6d. to 49s. per cwt. for 3 to 3¼ oz. average; 37s. 6d. to 43s. for 1¾ to 2; and 24s. to 27s. for 1¼ to 1½. 5 tons Calcutta tips sold at 33s. to 33s. 6d., being 2s. cheaper. Deer: Firm; and 12 tons Madras, 6 tons Singapore, and 2 tons Ceylon at auction, sold at 55s. to 61s. per cwt. for 1¾ to 1¼ lbs., and 46s. 6d. to 61s. 6d. for 2¼ to 2 lbs.

INDIA RUBBER.—Nothing doing privately; 78 cases Assam at auction sold at 1s. 3½d. to 1s. 4d. per lb. for slab, and 1s. 1¾d. ball, being the former value.

JAPAN WAX.—Quiet; 169 boxes at auction, all retired.

OILS.—Anniseed: For retail quantities 9s. 6d. per lb. has been obtained, but there are sellers rather than buyers of quantity at 9s. 3d. Cassia: Nothing of importance doing. Citronelle: Steady; and of 34 cases at auction, one-fourth sold at 3¾d. per oz. Lemon-grass: Quiet; 4 cases at auction retired.

PEPPER.—Black: This market is remarkably flat; and of 594 bags Singapore and 440 bags Penang at auction, a few of the latter only sold at 3d. per lb. Private transactions equally insignificant. White: Not any business of consequence doing.

SPICES.—Cloves: A single case good Penang sold at auction at 1s. 2½d. per lb.; 3 casks Amboyna and 50 bags Zanzibar retired. Mace: Steady; 9 cases Penang at auction sold at 1s. 10d. to 2s. 9d. per lb. for middling red to good bright reddish. Nutmegs: Steady; 24 cases Penang at auction mostly sold at 1s. 10d. per lb. for medium.

SAGO.—Is fully 6d. per cwt. lower; and of 1,225 bags at auction, a small portion only sold at 19s. for good small, and 17s. middling large. Flour: Firm, but quiet: 823 bags at auction all retired at high prices.

TERRA JAPONICA.—Cutch, Pegue: Some little demand, but at rather lower prices; 30s. per cwt. offered for fine. Gambier: Demand has recently been rather more active, and moderate business done at 21s. to 21s. 6d. per cwt.; 1,282 bales at auction retired.

TIN.—This market has been tolerably active, with rather large transactions within our quotations of £78 to £80 for Banca, and £75 to £78 for Straits, especially in the latter.

MISCELLANEOUS.—Blacklead: Has not experienced any further decline; 526 barrels at auction, mostly sold at 10f. 3d. to 16s. 6d. per cwt. for middling to good lump, and 8s. 6d. to 9s. 6d. dust. Ebony Wood: Nothing doing, 49 tons at auction retired. Galls: All Galls of the Bussorah character remain very flat, and good Turkey blue cheaper, sales having been made at £5 per cwt. China and Japan both also dull and lower; of 140 chests. China at auction, one-third sold at 57s. 6d. per cwt. for smooth; and 405 boxes Japan all retired, 230 small boxes of which since sold at 60s. Musk: Flat; and of 20 caddies at auction two only sold at 20s. to 20s. 5d. per oz. for ordinary; 3 tins Grain retired. Rattans: Demand still very restricted; but 53,956 bundles Penang at auction all sold at 1s. 10d. to 6s. per 100. Sapanwood: Very flat, and nothing doing. Mother o'Pearl

Digitized by Google

Shells: Sales of Manila made privately at £7 17s. 6d. per cwt., showing undiminished firmness. Star Anniseeds: Flat; some inquiry, but at lower prices. Sticklac (Siam): Remains very dull, with nothing of interest doing. Vermilion: Scarce, and much wanted; 5 boxes at auction retired; 4s. realised privately in retail.

ARTICLES OF EXPORT.

IRON.—The quotations in London are for Welsh bars. £7 10s. to £8; nail rod, £8 10s. to £8 15s.; hoops, £9 12s. 6d. to £10; sheets, single, £10 10s. to £10 15s.; Staffordshire bars, £8 10s. to £8 15s.; rails, £6 10s. to £6 15s.

STEEL.—Swedish keg, £15 15s.

COPPER.—Sheet and Sheathing, £91 per ton; yellow metal, 7½d. per lb.

TIN.—£83 to £85 for block; £84 to £86 for common bars. Tin plates, best charcoal, I.C., 32s. to 33s.

LEAD, &c.—English pig, W.B., £22 10s.: shot, patent, £23 10s. to £24; sheet, £21 10s.; spelter, £25; zinc, English sheet, £29 to £30; quicksilver, £7.

The following is from the Circular of Messrs. French and Smith:—All business in this market continues dull. Iron: Is quiet. Copper: Very flat, and cheap second-hand parcels offered on all sides. Tin: English selling much under official quotations. For foreign there is some demand, and prices are rather higher, owing not so much to large orders as to the small quantity offering. Tin Plates: Quite neglected. Lead: Prices unchanged, but more inquiry. Spelter: Flat.

EXPORT OF BULLION TO CHINA, &c.

The following return shows the shipments of bullion from Southampton from the 1st January by the P. and O. Company's mail steamers.

	Gold.	Silver.
Shanghai	—	£84,584
Foo-chow-Foo	—	4,446
Amoy	—	—
Hong Kong	—	134,241
Singapore	£5,650	46,910
Penang	—	—
Yokohama	—	900

FROM MARSEILLES.

(BY THE P. AND O. COMPANY'S STEAMERS.)

	Gold.	Silver.
Singapore	£144	—
Penang	—	—
Hong Kong	—	—
Foo-chow-Foo	—	—
Shanghai	—	£53,178
Yokohama	—	2,332

PER FRENCH MAIL STEAMERS.

	Gold.	Silver.
To Singapore	£516	£93,800
To Saigon	—	113,806
To Batavia	5,186	2,261
To Hong Kong	—	266,955
To Shanghai	—	69,032
To Yokhama	—	9,052

GOLD AND SILVER.

Bar Gold (per ounce)	£3 17 9
Spanish Doubloon	3 16 0 to 3 17
United States Gold Coin	3 16 4
Silver in Bars	0 5 2¼
Mexican Dollars	0 5 1½

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
June 7	Iris	Neiland	Hong Kong.	Hamburg.
— 7	Indus	Foulard	Macassar	Texel.
— 7	County of Lanark	Battersby	Banjoewangie	Brouwershaven.
— 7	Min. van. de Putte	Browning	Pasaroeang	Do.
—	Indus	—	Shanghai	New York.
May 28	Quick	Vibert	Nagasaki	Do.
— 28	Fritz and Anton	Kemp	Singapore	Do.
— 29	Bengal	Ingersoll	Manila	Boston.
Jun 11	Ferozepore	Wolterton	Do.	London.
— 7	Clio	Wynmalen	Tjilatjap	Texel.
— 7	Admiral de Ruyter	Witting	Batavia	Do.
— 9	Manus	Petersen	Macao	Cuxhaven.
— 10	Sagitta	Bakker	Tjilatjap	Texel.
Apr. 27	Com. M. del Peru No. 2	Sphralo	Macao	Callao.
— 27	Carl	Baas	Do.	Do.
Jun 12	Nancy Brysson	Thorne	Singapore	Deal
— 12	Lucy	Harroway	Colombo	Do.
—	Grasmere	—	Shanghai	New York.
—	Chusan	Clark	Ceylon	Deal.
— 4	St. Vincent de Paul	—	Saigon	Toulon.
May 20	Josefita Almira	Remedios	Macao	Havana.
— 21	Emigrante	Tremoya	Do.	Do.
— 24	Sovinto	Whitman	Do.	Do.
— 25	Ville de St. Lo	Dubois	Do.	Do.
— 30	Mindoro	Allen	Manila	Boston
— 30	Goethe	Jones	Do.	Do.
Jun 14	Sanderson	Sanderson	Ceylon	Deal.
— 14	Francis	Hill	Do.	Off Salcombe.
— 14	Clodian	Phillips	Do.	London.
Jun 13	Thusnelde	Heincken	Batavia	Texel.
May 31	Agnes	—	Penang	Boston.
Jun 15	Engel	Appel	Hong Kong	Liverpool.
— 13	Advance	Taylor	Batavia	Texel.
— 13	Lord Collingwood	Dodds	Rangoon	Helvoet.
— 14	Felix	Labarbe	Singapore	Bordeaux.
— 13	Bilderdyk	Victor	Pasaroeang	Brouwershaven.
— 14	Robertus Hendricus	Mulder	Sourabaya	Texel.
—	Anglo-Saxon	—	Foo-chow-Foo	New York.
— 1	Penang	Knapp	Penang	Boston.
—	County of Ayre	Waters	Batavia	Deal.
— 17	Roslin Castle	Nicoll	Singapore	Clyde.
— 20	Aerolite	—	Shanghai	Liverpool.
— 8	Ludwig	Haeslop	Colombo	New York.
— 7	D. of Northumberland	—	Sourabaya	Off Boston.
— 21	Nordcap	Wulff	Zebu	Queenstown.
— 23	Jas. Shepherd	—	Shanghai	London.

DEPARTURES.

Date.	Ship.	Captain.	For	From
May—	Maria Verenica	Scholl	Batavia	Amsterdam.
—	Peter Godefroy	Meyer	Hong Kong	Hamburg.
June 8	Tyndale	—	Do.	Shields.
—	Johann Christoph	Wehrmann	Shanghai	Hamburg.
— 5	Catharina	Visman	Batavia	Liverpool.
— 14	Tavistock	Tate	Hg. Kong & Canton	London.
June—	Vesta	Van Eyk	Singapore	Rotterdam.
— 13	Schoonderloo	Lamen	Do.	Cardiff.
— 16	Hamilla Mitchell	Branscombe	Cardiff & Shanghai.	London.
— 16	Jacobus	Vandartes (?)	Batavia	Sunderland.
— 17	Pres. v. Ryckevorsel	Vogelensang	Do.	Do.
— 18	Albuera	Levack	Shanghai	London.
—	Camdati	Krynen	Macassar	Sunderland.
—	Estafette	Oepkes	Sourabaya	Amsterdam.
— 20	Celestial Queen	Watt	Colombo	London.
— 20	Jane Maria	Hughes	Do.	Do.
— 20	Heroes of Alma	Richards	Yokohama	Do.
— 20	Rudderkirk	—	Sourabaya	Shields.
— 21	Lobelia	Hulman	Hg. Kong & Canton	London.
— 4	Cordillera	Berry	Yokohama via Baltre	New York.

(*See Commercial Postscript.*)

LOADING.

At LONDON.—For Yokohama: Mountain Ash, Capiolani. For Nagasaki: Lady Alice. For Shanghai: Dilkhoosh, Peter Denny, Jas. Shepherd. For Hong Kong and Canton: Sea Belle, James Russell, Red Riding Hood, Chusan. For Singapore: Falcon, Petchelee, Sree Singapura. For Penang: Algernon. For Batavia and Sourabaya: Rota.

At LIVERPOOL.—For Shanghai: Kate Carnie. For Singapore: Silvercraig, Panic, Germania, Sophie. For Manila: Feliz. For Batavia and Singapore: Geffrard, Oscar. For Batavia and Sourabaya: Coquetdale. For Mauritius, Penang, Singapore, Hong Kong and Shanghai: Ajax (s.s.)

At GLASGOW.—For Manila: Jose y Maria. For Singapore: Both well Castle.

SPOKEN.

CHAA SZE, London to Japan, April 2, 33 S., 30 W.
LOCKETT, Shanghai to Liverpool, April 16, 12 N., 111 E.
KOSMOPOLIET II., Rotterdam to Batavia, April 15, 4 N., 25 W.
HENDRIK IDO AMBACHT, Rotterdam to Batavia, June 2, 49 N., 8 W.
SAGITTA TJILATJAP, to Amsterdam, March 7, 27 S., 65 E.
MITCHELL, Cardiff to Hong Kong, April 23, 22 S., 24 W.
LOTA, New York to Shanghai, April 24, 21 N., 40 W.
AMOR PATRIA, from Macao, June 1, 39 N., 28 W.
ADVANCE, Batavia to Falmouth, June 8, 49 N., 8 W.
CLEUGHS, Newcastle to Galle. May 9, 1 N., 24 W.
WILLIAM HENRY, of Ham., from Hong Kong, 15 days out, 4 N., 107 E.
CARMELINE, Canton to Havana, 10 N., 110 E.
AVON, Colombo to London, March 13, 3 N. 79 E.
PRINCE FREDERICK WILLIAM, Colombo to Lon., March 14, 2 N., 79 E.
BILDERDYK, Java to Rotterdam, June 3, 38 N., 27 W.
FELIX, Singapore to Bordeaux, June 4, 39 N., 26 W.
COUNTY OF AYR, Singapore to London, May 13, 21 N., 30 W.
MARTIN v. ROSSEM, Bat. to Rotterdam, May 8, off Cape St. Blaize.
PIETER, Newcastle to Singapore, May 5, 6 N., 26 W.
CORNELIA HENDRIKA, Cardiff to Singapore, April 28, 3 N., 22 W.
TAJO, Manila to Boston, March 22, 28 S., 39 E.
MONTROSE, Cardiff to Galle, May 9, 10 S., 33 W.
CONGRESS, Newport to Hong Kong, March 18, 12 S., 30 W.
ADEN, Colombo to London, April 9, 27 S., 52 E.
BREM. BARQUE, No. 176, Cardiff to Singapore, May 19. 6 N., 25 W.
MARY NICHOLSON, London to Hong Kong, April 20, 35 S., 11 E.
LIEUT. BELLOT, Canton to Havana, May 16, 9 N., long. 42.

FREIGHTS AND CHARTERS.

The continued high rate of discount has caused much depression throughout the export market, consequently we have no improvement to report in outward freight.

Current Rates of Freight for Vessels on the Berth:—To Yokohama: 50s. weight, 40s. to 50s. meast. To Nagasaki: The same. To Shanghai: 40s. weight, 30s. to 35s. meast. To Hong Kong: 40s. weight, 30s. meast. To Singapore: 30s. weight or measurement. To Penang: 40s. weight or measurement. To Ceylon: 40s. weight, 20s. measurement.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel. For Hong Kong: £47. For Galle: £36. to £38. For Singapore: £35. For Shanghai: £52. For Saigon: £50. From Manila: £14. From Newport, Cardiff or Swansea, per ton. For Hong Kong: £2. 5s. Manila: £2. For Galle: £1. 15s. For Singapore, £1 12s. 6d. For Shanghai: £2 10s. to £2 12s. 6d. For Saigon: £2. 8s. For Batavia: £1 12s. 6d.

CASUALTIES.

The Anglo Saxon, Plummer, which arrived at New York from Foochow, June 6, had lost several sails and sprung her rudder.

MISCELLANEOUS.

At ST. HELENA.—May 17, from Batavia, Newcastle, Blanch, and sailed 18 for Boston; 18, from Colombo, Cambridge, Dennison, Champion, Osmond, and both sailed for London; 19, from Manila, Margaret Wilkie, Drummond, and sailed for London; 20, from Singapore, Rio de Janeiro, Sass; from Java, Duc de Richelieu, Bernard, and sailed 21 for Falmouth; from Trincomalee, Ferania, Hutchinson; from Singapore, Leontine, Bremer; from Sourabaya, Padang Packet, Hurdekoper, and sailed for Amsterdam; from Banjoewangie, Acadia, v. Reenen; 22, from Macao, Independant, Dehunean.

Off ASCENSION.—May 6, from Bali, Hugo Grotius; 9, from Padang, Helena; 24, from Manila, Margaret Wilkie.

At TABLE BAY.—May 7, from Macao, Bengali, Demiaux.

At SIMON'S BAY.—May 6, from Colombo, Avon, Edmonds, and sailed 9, for London; 8, Amur, Palm, and sailed for Amoor.

Digitized by Google

THE BANK OF HINDUSTAN, CHINA AND JAPAN (Limited).

1, BANK-BUILDINGS, LOTHBURY, LONDON.

CAPITAL	... £4,000,000
Subscribed	... 3,696,100
Paid-up	... 893,082

DIRECTORS.

William Ferneley Allen, Esq., Alderman.
William Frederick Baring, Esq.
James Nugent Daniell, Esq.
Philip Shore Fletcher, Esq.
William Harrison, Esq.
James Levick, Esq.
Sassoon David Sassoon, Esq.
J. Mackrill Smith, Esq.
Richard Spooner, Esq.
Philip Vanderbyl, Esq.
Henry Young, Esq.

BANKERS.

The Bank of England. | The National Bank.
The Alliance Bank.

EDINBURGH BRANCH.

DIRECTORS.

William Forbes, Esq., of Medwyn.
Patrick Arkley, Esq., of Duninald.
James Mackintosh, Esq., jun., of La Mancha, and late of Calcutta.
John A. Macrae, Esq., W.S., 39, Frederick-street, Agent.

BRANCHES.

Bombay | Colombo | Shanghai
Calcutta | Hong Kong | Yokohama

Deposits received, subject to ten days' notice, on the usual terms, and for fixed periods at rates subject to special agreement.

Drafts issued, and Bills negotiated, payable in India, China, &c. Circular Notes and Letters of Credit, payable throughout Europe, are also issued for the convenience of Travellers per Overland Route.

The purchase and sale of Indian and other Securities, and the safe custody of the same, undertaken. Dividends, Pay, Pensions, Interest, or other moneys realised, and the registry of Indian Government Loan Notes effected, so that the interest may be paid in England.

Every other description of Banking and Agency business in connection with India, China, &c., conducted on the most favourable terms.

JOHN OUSELEY, General Manager.

CHARTERED MERCANTILE BANK of INDIA, LONDON, and CHINA.

Incorporated by Royal Charter.

Paid-up capital, £750,000. Reserve Fund, £250,000

BRANCHES AND AGENCIES.

Bombay. Colombo. Penang. Hong Kong Yokohama
Calcutta. Kandy. Shanghai.
Madras. Galle. Singapore. Hankow. Mauritius

The Bank negotiates and collects bills and grants draft payable at the places above mentioned, issues letters of credit and circular notes for the use of travellers by the Overland Route, terms for which can be ascertained at the Head Office in London.

The Bank will effect the purchase or sale of Indian securities, undertakes the safe custody of same, and the receipt of interest, dividends, pay, pensions, and other moneys, for remittance through the Bank or otherwise.

The Bank receives money on deposit, on which interest will be allowed according to the length of time deposited. Particulars as to rates can be ascertained at the Head Office, 52, Threadneedle-street, London.

Office hours from 10 a.m. to 3 p.m.; Saturdays, from 10 a.m. to 2 p.m.

No. 52, Threadneedle-street, London, E.C.

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, 30th August, 1851.

PAID-UP CAPITAL, £1,500,000.
RESERVE FUND, £444,009.

COURT OF DIRECTORS.

CHAIRMAN—HARRY GEORGE GORDON, Esq.
DEPUTY-CHAIRMAN—WILLIAM SCOTT BINNY, Esq.
James Blyth, Esq.
John Lewis Bonhote, Esq.
William Walter Cargill, Esq.
Lestock Robert Reid, Esq.
Patrick F. Robertson, Esq., M.P.

Alexander Mackenzie, Esq.
Charles J. F. Stuart, Esq., Chief Manager.

BANKERS.

The Bank of England.
The Union Bank of London.

The Corporation grant Drafts and negotiate or collect Bills payable at Bombay, Calcutta, Madras, Pondicherry Ceylon, Hong Kong, Shanghai, Yokohama, Singapore, Mauritius, Melbourne, and Sydney, on terms which may be ascertained at their office. They also issue Circular Notes and Letters of Credit for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India, the purchase and sale of Indian Securities, the safe custody of Indian Government Paper, the Receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named dependencies.

They also receive deposits of £100 and upwards, repayable at 10 days' notice and also for longer periods, the terms for which may be ascertained on application at their office. Office hours, Ten to Three; Saturdays Ten to Two.

Threadneedle-street, London, 1866.

CHARTERED MERCANTILE BANK of INDIA, LONDON, and CHINA.

A DIVIDEND of Five Per Cent. (free of Income Tax) for the Half-year ending the 30th current, will be PAID to the PROPRIETORS on the London Register on and after the 2nd July next.

The Transfer Books of the Bank will be closed from the 22nd to the 30th current inclusive.

By order of the Court of Directors,
D. T. ROBERTSON, Chief Manager.

52, Threadneedle-street, E.C., June 20th, 1866.

COWASJEE DINSHAW,

Close to the Landing Place. Depot of
EUROPEAN, CHINA, AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality. Bombay-made Soda Water and Lemonade. Perfumery, Confectionery, Oil man's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.

STEAMER POINT, ADEN.

Drawing and Reading-room free to Passengers.
THE "LONDON AND CHINA EXPRESS" ON SALE

Now ready, 8vo, price 12s.

RUTTER'S METRIC SYSTEM OF WEIGHTS and MEASURES compared with the British Standard Weights and Measures in a complete Set of Comparative Tables; also, Tables of Equivalent Prices under the Two Systems, and of Chinese and Indian Weights compared with Metric Weights, &c.

By HENRY RUTTER,
Author of Exchange Tables and Arbitrations of Exchanges between England, India, and China.

Now ready, Ninth Edition, revised and enlarged, price 25s., cloth lettered,

RUTTER'S EXCHANGE and BULLION TABLES; being a complete Guide to Exchange Operations between England and the East, in sterling rupees, and dollars, extended so as to meet the requirements of Shanghae rates under any possible variation. To which is now added an Appendix, containing a guide to the negotiation of short-sighted Bills; with other information relative to Exchanges between England, India and China.

By HENRY RUTTER, late Agent of the Commercial Bank of India, Hong Kong.
London: EFFINGHAM WILSON, Royal Exchange.

THE MONEY MARKET REVIEW

A WEEKLY JOURNAL OF THE HIGHEST CLASS,

EXCLUSIVELY DEVOTED TO THE DISCUSSION OF COMMERCIAL AND FINANCIAL TOPICS.

PUBLISHED EVERY SATURDAY

TERMS OF SUBSCRIPTION.

PAYABLE IN ADVANCE.

Single Paper ... ... 6d. Yearly ... ... £1 6s.

BY POST.

Single Paper ... ... 7d. Yearly £1 10s

*** Post-office orders to be made payable to FRANCIS FISHER, 23, Birchin-lane, Cornhill, London, E.C.

"CHINA MAIL" OFFICE.

PUBLISHED at this Office, No. 2, WYNDHAM-STREET (back of the Club):—

1.—THE EVENING MAIL,

EVERY DAY.

PRICE,—2 dols. per month.

TERMS OF ADVERTISING.—First insertion, en line and under, 1 dol.; each additional line, 10 cents. Subsequent insertions, per week, 50 cents and 5 cents—"Auction" Notices excepted, for which only One Charge per week is made).

2.—THE CHINA MAIL,

ONCE A WEEK.

(On Thursday Night.)

PRICE—15 dols. per annum; Single Copies, 44 cents.

ADVERTISING.—First insertion, Five lines, 1 dol.; each additional line, 20 cents. Subsequent insertions, 50 cent. and 10 cents.

3.—THE OVERLAND MAIL.

ONCE A FORTNIGHT.

(The Morning of the Mail's despatch.)

PRICE—To Subscribers to the Weekly issue, 8 dols. to Non-subscribers, 12 dols. Single copies, 50 cents.

ADVERTISING.—The same as in the Weekly. All "Notices of Firms" appearing in the Weekly will be inserted in the *Overland*, and charged for, unless otherwise ordered.

A. SHORTREDE & CO.

Hong Kong, Jan. 1, 1864.

THE CHINESE COMMERCIAL GUIDE.

CONTAINING Treaties, Tariffs Regulations, Tables, &c., useful in the trade of China and Eastern Asia, with an Appendix of Sailing Directions for those Seas and Coasts, by S. WELLS WILLIAMS, LL.D. Fifth Edition.

Hong Kong, SHORTREDE and Co.; London Agent, F. ALGAR, 11, Clement's-lane, E.C. Price Two Guineas.

PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's Establishments at the above Port afford every facility for REPAIRING and SPARRING VESSELS, and for CLEANING and PAINTING Iron and Steam Ships.

Their large Granite Dock, 286 feet long on the blocks, is in complete working order, and at average spring tides can take vessels drawing 16 to 17 feet water. The Dock is fitted with a Caisson Gate and with a Centrifugal Steam Pump of great power, ensuring despatch in all states of the tide. An ample stock is kept on hand of Timber, Oregon Spars, Sheathing Copper and Yellow Metal, and of every description of material for Dockyard use.

The premises comprise an Engineer's Workshop, Brass Foundry, a large Smithy and Carpenter's Workshops, and the works are superintended by Resident Europeans, viz., a Shipwright, an Engineer and a Blacksmith. Dry Godowns for the reception of vessel tores, &c., when requiring to discharge them.

Amoy, March, 1865.

R. L. SOUTHERN AND Co.

MERCHANTS AND AGENTS

6, MINCING-LANE, LONDON, E.C.

CAUTION.

THE GROSS FRAUDS which continue to be practised by obscure manufacturers, more particularly in Germany, by imitating the Labels attached to JOHN GOSNELL and Co.'s PERFUMERY, render it imperative upon the Proprietors to Caution the public against such nefarious proceedings, and to request their friends and patrons to purchase only of respectable dealers, who import direct from JOHN GOSNELL and Co., and invite special attention to the address, 12, THREE KING-COURT, LOMBARD-STREET, LONDON, E.C.

JOHN GOSNELL and Co.'s SELECT PERFUMES.—Ess Bouquet, Royal Yacht Club Bouquet, Jockey Club Perfume, Essence of Wood Violet, Victoria Bouquet, Garibaldi Bouquet, Frangipanni, Military Bouquet, The Bride's Bouquet, Tea Rose, Russian Leather Perfume.

JOHN GOSNELL and Co.'s Toilet Vinegar, Inexhaustible Salts, Aromatic Vinegar, Aromatic Eau de Cologne.

JOHN GOSNELL and Co.'s Prince of Wales Perfumes

JOHN GOSNELL and Co.'s Princess Alexandra Perfume.

JOHN GOSNELL and Co.'s La Noblesse Perfume.

JOHN GOSNELL and Co.'s La Noblesse Pomade.

JOHN GOSNELL and Co.'s La Noblesse Soap.

JOHN GOSNELL and Co.'s Real Old Brown Windsor Soap.

JOHN GOSNELL and Co.'s Golden Oil—Moelline—Macassar Oil, Bear's Grease, &c., for the Hair.

JOHN GOSNELL and Co.'s Extra Highly Scented Toilet and Nursery Powder.

JOHN GOSNELL and Co.'s Stereodesmic or Dentists Tooth Brushes and Trichosaron Hair Brushes, warranted to purchasers.

JOHN GOSNELL and Co.'s Instantaneous Hair Dye.

JOHN GOSNELL and Co's Cherry Tooth Paste is greatly superior to any tooth powder, gives the teeth a pearl-like whiteness, protects the enamel from decay, and imparts a pleasing fragrance to the breath.

NOTHING IMPOSSIBLE.—The Greatest and most Useful Invention of the day, AGUA AMARELLA.—Messrs. JOHN GOSNELL and CO., 12, Three King-court, Lombard-street, London, Perfumers to Her Majesty, respectfully offer to the public this truly marvellous fluid, which gradually restores the human hair to its pristine hue—no matter at what age. The Agua Amarella has none of the properties of dyes; it on the contrary, is beneficial to the system, and when the hair is once restored one application per month will keep it in perfect colour. Price One Guinea per bottle; half bottles, 10s 6d.

JOHN GOSNELL and Co., Perfumers to Her Majesty and by Special Appointment to H.R.H. the Princess of Wales, London.

Keating's Cough Lozenges.

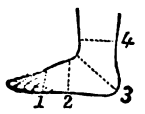
JUDGED BY THE IMMENSE DEMAND this Universal Remedy now stands the first in public favour and confidence: this result has been acquired by the test of fifty years' experience. These Lozenges may be found on sale in every British colony, and throughout India and China. They have been esteemed wherever introduced. For COUGHS, ASTHMA, and all affections of the Throat and Chest, they are the most agreeable and efficacious remedy.

Prepared and sold in boxes and tins of various sizes, by THOMAS KEATING, Chemist, &c., 79, St. Paul's Churchyard, London. Sold retail by all druggists and patent medicine vendors in the world.

N.B.—To prevent spurious imitations, please to observe that the words "KEATING'S COUGH LOZENGES," are engraven on the Government Stamp of each Box without which none are genuine.

HOLLOWAY'S PILLS for the Cure of Biliousness, Liver and Stomach Complaints, and General Debility.—This medicine is so well known in every part of the world, and the cures effected by it are so wonderful, that it now stands in no need of public eulogy. Its pre-eminence as a remedy for bilious and liver complaints, and disorders of the stomach and chest, is no longer a matter of dispute or doubt. In these cases the beneficial effects of these invaluable Pills are so permanent and extensive that the whole system is renovated, the organs of digestion strengthened, a free and easy respiration promoted, and both physical and moral energy are increased. Plain directions for the use of this admirable medicine, at once so mild and efficacious, are affixed to each. Holloway's Pills are always safe and act as gentle aperients.

Digitized by Google

ELASTIC  BOOTS.

W. SPARKES HALL & CO. beg to call attention to their PANNUS CORIUM BOOTS, which are peculiarly adapted for India or any warm climate. They have the appearance of leather, and are cleaned with ordinary Blacking, but the material is much softer than any leather ever introduced. Pannus Corium Boots are now coming into general use in India, and will be found a great luxury to Ladies and Gentlemen in any climate with tender feet.

A Printed Circular, with fu l particulars of Prices, forwarded free to any part of the world.

W. SPARKES HALL & CO.,

BOOTMAKERS TO THE PRINCE AND PRINCESS OF WALES,

310, REGENT-STREET, LONDON.

N.B.—SELF-MEASUREMENT.—Stand on a sheet of paper and mark round the outline of the foot. Take the size of the foot in the places marked in the above drawing.

The Greatest Luxury in a Hot Climate!

PEARS'S TRANSPARENT SOAP

HAS enjoyed the highest reputation amongst the aristocracy for the past half century on account of its absolute PURITY and MILD and SOOTHING Properties. It renders the skin beautifully SOFT, WHITE, and CLEAR, and for its delightful perfume stands unrivalled. For Nursery use, and in all cases of delicate skin, it is strongly recommended by the Medical Profession.

PEARS'S TRANSPARENT SOAP is sold for WASHING, in Tablet Balls and Square Cakes at 1s., 1s. 6d. and 2s. 6d. each. The 2s. 6d. size Tablet and Square Perfumed with Otto of Rose.

For SHAVING, in Round Cakes or in Sticks (in neat cases), at 1s., 1s. 6d., and 2s. 6d. each.

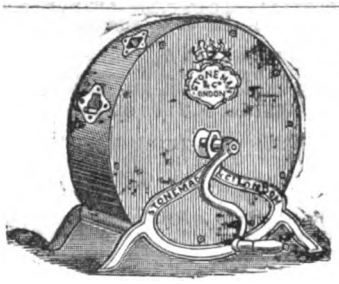
MANUFACTURED BY THE INVENTORS,

A. & F. PEARS, Soap Refiners, and Perfumers,

DEPOT:—91, GREAT RUSSELL-STREET, LONDON.

MANUFACTORY:—LANADRON WORKS, ISLEWORTH, NEAR LONDON.

Shippers Supplied on Liberal Terms.



THE CHEAPEST AND BEST

ROTARY KNIFE CLEANING AND POLISHING MACHINE

EVER INTRODUCED TO THE PUBLIC.

MANUFACTURED BY

MESSRS. STONEMAN & CO.,

(FROM KENT'S),

No. 3, POSTERN-ROW, TOWER-HILL, LONDON

1st Size, to Clean	9	Knives & 1	Carver—High Stands	£9	9	6th Size, to Clean	4	Knives & 1	Carver—High Stands	£4	4
2nd	„	8	„	„	8	8	7th	„	4	„	Low Stands	3	3
3rd	„	7	„	„	7	7	8th	„	3	„	„	2	2
4th	„	6	„	„	6	6	9th	„	2	„	„	1	10
5th	„	5	„	„	5	5							

A VERY LIBERAL DISCOUNT ALLOWED TO MERCHANTS AND SHIPPERS

Orders can be sent direct or through any of the Agents for this Paper.

PEACOCK & BUCHAN'S COMPOSITION FOR IRON SHIPS.

THIS is now established as the best and cheapest Composition known for keeping the Bottoms of Iron Ships CLEAN and free from Corrosion or GALVANIC ACTION. Apply to the Manufacturers direct, at SOUTHAMPTON, or to their accredited Agents at all the principal sea ports of the world.

From Captain John Ralph Engledue, Managing Director of the Thames Iron Works Ship Building Engineering, and Dry Dock Company, Orchard-yard, Blackwall:—

"The Thames Iron Works, Ship Building, Engineering, and Dry Dock Company (Limited),
"Orchard-yard, Blackwall, E., September, 26th, 1865.

"Messrs. Peacock and Buchan.

"Gentlemen,—I shall at all times have much pleasure in bearing testimony as to the value and superiority of your Compositions for Ships' bottoms.

"I have used the No. 2 extensively for the last fifteen years, more particularly on the bottoms of the iron ships belonging to the Peninsular and Oriental Steam Navigation Company, and in every instance successfully. It is easily applied, economical, keeps the bottom CLEAN, and also has the property of preserving the iron.

"I visited, in dock, an iron SAILING vessel, called the 'Chile,' a few weeks since, and found her bottom perfectly clean, which had been coated with your Composition for upwards of twelve months, having made a voyage to New Zealand and back, and in salt water the whole time.

"I have also used your No. 1 Composition for the bottoms of wooden ships, coppered, and found it most advantageous, making the copper last double the usual time, and then only taken off to recaulk.

"I have at various times tried preparations of copper on iron ships, and in every case found the iron and rivets damaged.—I am, Gentlemen, yours faithfully,

"(Signed) J. R. ENGLEDUE."

"Egyptian Navigation Company, Azeeziah Mussriah, 61, Mark-lane, 7th July, 1865.

"Messrs. Peacock and Buchan, 39, Upper East Smithfield.

"Dear Sirs,—I have received orders to send to Egypt three tons of your patent Composition for ships' bottoms, same as supplied me in July, 1864. I now wish to know the soonest time you could have this packed and ready for shipment, as there is one of the Company's steamers leaving London about the end of next week. Please reply by return, and state price.—I remain, yours obediently,

(Signed) D. ABDUL HAMID BEY,
"I. FRICKEN."

ANGLO-GERMAN. £1. 11s. 6d. to £4. 10s.

L. LACHENAL,

20 YEARS MAKER OF WHEATSTONE & CO.'S

ENGLISH PATENT £3. 2s. to £9 0

PATENT CONCERTINAS,

ADOPTED BY ALL THE LEADING PROFESSORS.

All Warranted, with Iron Screwed Brass Notes, &c.

Shippers and the Trade supplied on the most Liberal Terms.

DESCRIPTIVE PRICE LISTS POST FREE.

8, LITTLE JAMES STREET, BEDFORD ROW, LONDON, W.C.

ENGLISH GARDENS IN THE EAST.

THE Fourth Season has now confirmed the complete success of MR. CHRISTY'S Cases for conveying Fruit Trees, Vines, Plants, Flowering Shrubs, and Seeds, to the East, when shipped in the holds of Steamers like ordinary Case Goods. Mr. John Waterer, junr., the American Nursery, Bagshot, Surrey, or Mr. Christy, 98, Pall Mall, London, are prepared to execute orders for gentlemen in the East, and beg to call attention to the list of prices and conditions. FRUIT TREES, including PEARS, APPLES, PLUMS, CURRANTS, GOOSEBERRIES, PEACHES, NECTARINES, APRICOTS, CHERRIES, and QUINCES, per case, 10 Guineas.

	Guineas.
20 FRUIT TREES, with Ten venes, per case	14
ROSES of the best kinds ... ... „	15
RHODODENDRONS and AZALIAS, &c.	15
GARDEN SEED (various) ... ... „	5 upwds

The number depends on the size of the roots; the cases average 30 plants each.

All the above prices include freight, insurance, and all charges to any port where the P. and O. steamers call. The season for shipment commences about September and ends in January. All orders must be accompanied by a remittance or orders for payment. The name of the agent at the port of arrival must be furnished, to prevent delay in forwarding.

REVUE ORIENTALE,

Conducted by M. LEON DE ROSNY,

Professor of Japanese in the Imperial School of Living Oriental Languages of Paris.

DEVOTED specially to Ethnography, History, Literature, and Commerce of Asia, Africa, and Oceana.

The last issue (No. 57) contains, amongst other matters,—

THE INEXORABEE COURTESAN, a Hindoo Story translated by M. Garcin de Tassy, Member of the Institute of France.

COMMERCIAL RELATIONS of the EAST and WEST, in Ancient Times, by M. A. Castaing.

OCEANIC STUCIES, by G. Delonore.

VOYAGE in the HOLY LAND, by M. F. de Sauley, of the Institute.

ORIGINAL CORRESPONDENCE.

MISCELLANEOUS NEWS relating to the East.

Agents in London: TRUBNER AND CO.

IMPORTANT ANNOUNCEMENT

JOSEPH GILLOTT,

Metallic Pen Maker to the Queen,

BEGS to inform the Commercial World Scholastic Institutions, and the Public generally that, by a novel application of his unrivalled Machinery for making Steel Pens, he has introduced a NEW SERIES of his useful productions, which, for EXCELLENCE OF TEMPER, QUALITY OF MATERIAL, and above all, CHEAPNESS IN PRICE, must ensure universal approbation, and defy competition.

Each Pen bears the impress of his name as a guarantee of quality; they are put up in boxes containing one gross each, with label outside, and the fac-simile of his signature.

At the request of numerous persons engaged in tuition J. G. has introduced his WARRANTED SCHOOL and PUBLIC PENS, which are especially adapted to their use, being of different degrees of flexibility, and with fine medium, and broad points, suitable for the various kinds of Writing taught in Schools.

Sold Retail by all Stationers and Booksellers. Merchants and Wholesale Dealers can be supplied at the Works, Graham-street, Birmingham; at 91, John-street New York; and 37, Gracechurch-street, London.

PIGNATEL & CO.,

GENERAL MERCHANTS AND COMMISSION AGENTS

NAGASAKI,

JAAPN.

WIGGINS, TEAPE, AND CO.,

MANUFACTURERS AND EXPORT STATIONERS,

10, ALDGATE LONDON.

ALL kinds of Paper and Stationery supplied in quantities on the lowest terms. NEWSPAPER PROPRIETORS SUPPLIED WITH PAPER FOR THEIR JOURNALS. Samples forwarded on application. References to the Proprietors or Agents of this Journal.

CHUBB'S PATENT SAFES,

AND

PATENT DETECTOR

LOCKS,

CASH, PAPER, AND WRITING BOXES

ILLUSTRATED PRICE LISTS GRATIS & POST FREE.

57, ST. PAUL'S CHURCHYARD, LONDON

Digitized by Google

SOLID MAHOGANY FURNITURE FOR INDIA, CHINA AND THE COLONIES.

HEAL and SON are Manufacturing, ESPECIALLY FOR use in EXTREME CLIMATES BEDROOM FURNITURE, which is entirely Free from Veneer. A general Assortment always in Stock.

IRON AND BRASS BEDSTEADS

Suitable for all Parts of the World. Their Stock consists of 2,500 Bedsteads.

HEAL AND SON'S PATENT HORSEHAIR MATTRESS.

HEAL and SON have Patented an Improvement in the Manufacture of Mattresses, which prevents the material from felting into a mass, as is the case with all Mattresses made in the ordinary way. The Patent Mattresses are made of the very best Horsehair, are rather thicker than usual, and the prices are but a trifle higher than those of other good Mattresses.

HEAL AND SON'S ILLUSTRATED CATALOGUE

For INDIA, CHINA, and the COLONIES, of Bedsteads, Bedding, and Bedroom Furniture, SENT FREE TO EVERY PART OF THE WORLD to which there is Book Post.

HEAL and SON, Bedstead, Bedding, and Bedroom Furniture Manufacturers 196, 197, 198, Tottenham-court-road, London, W.

GELLÉ FRÈRES' PERFUMERY.

CHIEF ESTABLISHMENT, 35, RUE DES VIEUX AUGUSTINS, à PARIS.

THE house of GELLÉ FRÈRES, celebrated for the superiority of its Perfumery, addresses itself to the fashionable world as much for its essentially hygeianic, refreshing, and tonic preparations as for its delicate and distingué perfumes.

STEAM WORKS AT NEUILLY SUR SEINE

1st Class Exhibition Paris Medal.

DEPOT: BLUMBERG & CO., 55, CANNON-STREET WEST, LONDRES.

DEPOT: H. BRULÉ, 23, RUE DE L'HOPITAL, BRUXELLES.

1st Class London Exhibition Medal

Commission. Articles specially Recommended. Exportation

REGENERATEUR GELLÉ FRÈRES, a superior pomade for preserving, beautifying, and reproducing hair.
EAU D'ALBION for the toilet, an exquisite production from the juice of flowers and aromatic plants.
CARBOQUINA ROSE superior toothpowder, composed of carbon quinine and Province roses.
CUCUMBER SOAP for softening the skin, the best of all toilet soaps.
LAIT PROPHYLATIC to remove freckles and improve the appearance of the skin.
COMPOSITION ZOUAVE, for the instantaneous dyeing of the whiskers and moustache.
COLD CREAM, AU LOTUS LE LYBIE, to soften and refresh the skin.
NIGRITINE VEGETALE, an incomparable dye for the hair and beard, not staining the skin.
VIOLET ESSENCE and VIOLET WATER for the handkerchief.
CONCENTRATED EAU DE COLOGNE for the toilet.

SPECIAL PERFUMERY WITH A BASIS OF GLYCERINE,
SOAP, TOOTH-PASTE, POMMADE, CREAM FOR THE COMPLEXION, EAU DE TOILETTE.
To be obtained of all the principal Perfumers and Hairdressers in Europe and other parts of the world.

FURTHER REDUCTION IN PRICE—FIRST QUALITY.

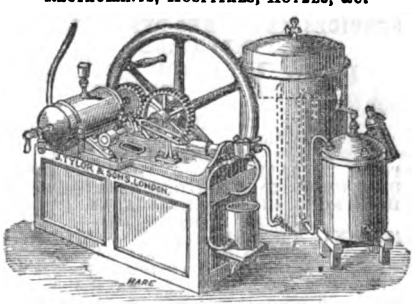
SODA WATER MACHINES

J. TYLOR AND SONS' EXHIBITION PATTERNS.
JUROR INTERNATIONAL EXHIBITION, 1862.
PRIZE MEDALS LONDON, PARIS, AND DUBLIN.

Description	Dozens Daily.	Weight About	Measurement About	Price
Double No. 1	600	20 Cwt.	130 cubic feet	£110 0
Single ,, 1	300	12 ,,	90 ,,	54 10
Ditto ,, 2	200	10 ,,	70 ,,	50 5
Ditto ,, 4	150	8 ,,	55 ,,	41 15
Bottling Machine add	2 ,,	10 to 15 ,,		£8 8 0

Recipes for aerated waters are sent. Wire bottles, corks, acid, soda, whiting, essences, &c. Illustrated Catalogues free. Orders executed by any merchant or on receipt of cash, including shipping charges, by the manufacturers.
J. TYLOR AND SONS, WARWICK-LANE, NEWGATE STREET, LONDON.

SODA-WATER MACHINE FOR REGIMENTAL MESSES, RESTAURANTS, HOSPITALS, HOTELS, &c.



THIS Machine makes 3 dozen an hour, and weighing only 2½ cwt., can accompany the Regiment from station to station. £25. Wood counter not included Catalogues free.
J. TYLOR & SONS, MANUFACTURERS,
WARWICK-LANE, NEWGATE-STREET, LONDON.

DYSENTERY, CHOLERA, FEVER, AGUE, ETC.

CHLORODYNE.

CAUTION.—*Vice-Chancellor Wood affirmed in Court that Dr. J. COLLIS BROWNE was undoubtedly the Discoverer of Chlorodyne; that the statements of the Defendant Freeman were deliberately untrue, and he regretted to say they had been sworn to (see "The Times" of July 13, 1864); all others must be spurious.*

Earl Russell has graciously favoured J. T. Davenport with the following extract of a despatch from Mr. Webb, H.B.M.'s Consul at Manila, dated Sept. 17, 1864:—"The remedy most efficacious in its effects (in Epidemic Cholera) has been found to be CHLORODYNE, and with a small quantity given to me by Dr. Burke I have saved several lives." Earl Russell communicated to the College of Physicians that he had receive a despatch from Her Majesty's Consul at Manila, to the effect that Cholera had been raging fearfully, and that the ONLY remedy of any service was CHLORODYNE.—See *Lancet*, December 31, 1864. No home should be without it.

Eminent Hospital Physicians of London stated on oath that they prescribe CHLORODYNE largely, and mean no other than Dr. Browne's.

The General Board of Health, London, state as to its efficacy in Cholera and Dysentery:—"So strongly are we convinced of the efficacy of his remedy, that we cannot too forcibly urge the necessity of adopting it in all cases."

From A. Montgomery, Esq., late Inspector of Hospitals, Bombay:—"Chlorodyne is a most valuable remedy in Neuralgia, Asthma, and Dysentery. To it I fairly owe my restoration to health, after eighteen months' severe suffering, and when all other medicine had failed."

From W. Vesalius Pettigrew, M.D.:—"I have no hesitation in stating that I have never met with any medicine so efficacious as an antispasmodic and sedative. I have used it in Consumption, Asthma, Diarrhœa, and other diseases, and am most perfectly satisfied with the results."

Dr. M'Grigor Croft, late Army Staff, says:—"It is a most valuable medicine."

Dr. Gibson, Army Medical Staff, Calcutta:—"Two doses completely cured me of Diarrhœa"

Government supply both the Army and Navy with it. A Sheet of Medical Testimonials accompanies each Bottle.

Sold in Bottles, 2s. 9d. and 4s. 6d., by all Chemists. None genuine without the words

"DR. J. COLLIS BROWNE'S CHLORODYNE" on the stamp.

SOLE MANUFACTURER:—

J. T. DAVENPORT, 33, GREAT RUSSELL-STREET, LONDON, W.C.

Be not misled by the statements of unscrupulous persons, as the Defendant was termed by the Vice-Chancellor.

THE CAPE, INDIA, AND CHINA AGENCY.

ORDERS for GOODS of all descriptions executed, and Shipped by the Overland Route or by Clipper Sailing Vessels. Consignment of Produce realised. The Goods are selected by parties who have had personal experience of the requirements of the markets at the

CAPE COLONIES, INDIA, CHINA, AND JAPAN.

TERMS:—One-half the estimated cost to be remitted with the order, and the balance on receipt of Bill of Lading and Invoice.

Commission, 2½ per cent. on Orders over £50, and 5 per cent. on amount under £50

Orders and remittances should be addressed to the MANAGER.

Office, 12, George-yard, Lombard-street, London, E.C.

Digitized by Google

THE SHORTEST ROUTE TO AND FROM MANILA AND THE PHILIPPINES.

NOTICE to SHIPPERS and PASSENGERS by the OVERLAND ROUTE :—

The CHINA STEAM and LABUAN COAL COMPANY (Limited), in pursuance of an agreement entered into with the Government of Manila, have arranged to despatch their steamship "MONA," or other of their first-class steamers, with the mails and passengers monthly between Singapore and Manila, and Manila and Singapore, in correspondence with the Messageries Imperiales Overland Route. The Company's agents at Singapore will take charge of goods for transhipment. For further particulars apply at the Offices of the Company, Ethelburga-house, 70 and 71, Bishopsgate-street, London, E.C.

H. WALLER PLATT, Secretary.

OVERLAND ROUTE.

COMMUNICATION by STEAM to INDIA, AUSTRALIA, &c., *via* EGYPT.—From SOUTHAMPTON and MARSEILLES. — The PENINSULAR and ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels for Gibraltar, Malta, Egypt, Aden, Ceylon, Madras, Calcutta, the Straits, China, and Japan (Yokohama), by their steamers leaving Southampton on the 4th and 20th of every month. For Gibraltar, Malta, Egypt, Aden, and Bombay by those of the 12th and 27th of each month; and for King George's Sound, Melbourne, and Sydney, by the steamers leaving Southampton on the 20th of every month. The steamers leave Marseilles on the 5th, 12th, 20th and 28th of the Month.

For further particulars apply at the Company's Offices, 122, Leadenhall-street, London, E.C., or Oriental-place, Southampton.

OVERLAND ROUTE VIA MARSEILLES.

SERVICES MARITIMES DES MESSAGERIES IMPERIALES.

FRENCH MAIL STEAM PACKETS.

The 10th of every Month, at 2 P.M for—

MESSINA, ALEXANDRIA, ADEN, POINT DE GALLE (Ceylon), PONDICHERRY MADRAS, CALCUTTA, SINGAPORE, BATAVIA, SAIGON HONG KONG, SHANGHAI, and JAPAN.

The 9th of every Month for—

MESSINA, ALEXANDRIA, ADEN, SEYCHELLES REUNION, MAURITIUS.

For passage, freight, and information apply to B. W. and H. HORNE, 4, Moorgate-street, London; G. H. FLETCHER and Co., Liverpool; at the offices of the Services Maritimes des Messageries Imperiales in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

*** Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.

ORIENTAL, AUSTRALIAN, AND GENERAL STEAM AGENCY, AND GLOBE PARCEL EXPRESS.

PARCELS, PACKAGES, and MERCHANDISE forwarded, and PASSAGES engaged to all parts of the world. Baggage collected and shipped, insurances effected, &c.

CALCUTTA, MADRAS, CEYLON, and ADEN—Overland, 4th and 20th of every month.

BOMBAY and ADEN—Overland, 12th and 27th.

CHINA, JAPAN, SINGAPORE, and EASTERN SEAS—Overland, 4th and 20th.

AUSTRALIA, TASMANIA, and MAURITIUS—Overland, 20th.

NEW ZEALAND and AUSTRALIA via PANAMA, 2nd.

INDIA, CHINA, and AUSTRALIA—Via Cape of Good Hope. Clipper Ships, weekly.

Prospectuses, with through rate to a thousand places free on application.

G. W. WHEATLEY and Co. (late Wagnorn), 150, Leadenhall-street, E.C.; CHAPLIN'S, Regent-circus, W., and 23, Regent-street, S.W.

INDIA AND CHINA.

ROBERTSON and CO. will despatch the following first-class VESSELS to their respective destinations :—

Destination.	Ships.	Class.	Docks	To Sail.
Shanghai ...	Jas. Shepherd ...	A1 13 yr.	W.I.D.	With des.
Hong Kong & Whampoa ...	Chusan ...	A1 14 yr.	W.I.D.	With des.
Singapore ...	Petchelee	A1 12 yr.	W.I.D.	With des.
Penang	Algernon	A1 ...	L.D.	With des.
Nagasaki, Japan.	Rifleman	A1 13 yr.	W.I.D	With des.
Nagasaki, Japan.	Lady Alice	A1 10 yr.	W.I.D.	With des.
Kanagawa and Yokohama ...	Capiolani	A1 10 yr.	W.I.D.	With des

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.

CHINA, JAPAN, and SINGAPORE.—The following splendid first-class SHIPS will be despatched as under :—

Port.	Ship.	Class.	Dock.	Last Shipping Day.
Shanghai ...	Peter Denny.			
Kanagawa (Yokohama ...	Mountain Ash ...	A1 14 yr. A1 10 yr.	E.I.D. E.I.D.	July 14. With des.
Singapore ...	Falcon ...	A1 13 yr.	W.I.D.	With des.

For Freight or Passage apply to KILLICK, MARTIN and Co., 28, Nicholas-lane, Lombard-street, E.C.

THE BRINDISI ROUTE TO THE FAR EAST.

THREE DAYS' SEA PASSAGE FROM ITALY TO EGYPT.

THE SOCIETA ANONIMA ITALIANA, DI NAVIGAZIONE ADRIATICO ORIENTALE,

Under Contract to carry the direct Mails, Despatch their first-class English built Steamers

"Cairo," "Brindisi," "Principe di Carignano," or "Principe Tomaso,"

BETWEEN

BRINDISI AND ALEXANDRIA,

ONCE A WEEK.

This Route affords facilities which no other does either in going or returning from Egypt.

In GOING to EGYPT passengers can leave LONDON or PARIS after the Departure of the Indian Mail from either place, and arrive at ALEXANDRIA before its arrival.

In RETURNING from EGYPT, a Special Train is arranged to leave BRINDISI, so that a SAVING of possibly 36 HOURS may be effected. The passage from Brindisi to Alexandria is performed in 72 to 82 hours. The time of departure is as follows :—

From BRINDISI for ALEXANDRIA, on the 7th, 14th, 22nd, and 30th of each Month at 3 P.M.

From ALEXANDRIA for BRINDISI, a few hours after the arrival of the Indian mails, usually about the 5th, 12th, 20th, and 28th of each Month.

FARES:—

	1st Class.	2nd Class.	3rd Class.
BRINDISI TO ALEXANDRIA (AND *VICE VERSA*) ...	275 fr.	200 fr.	90 fr.

For further particulars apply to, at FLORENCE, VIA MONTEBELLO, 42; PARIS, RUE DE L'UNIVERSITE, 10.

LONDON: Messrs. PALMER, 44, Eastcheap, City, E.C.

JOHN C. CAMPBELL will despatch the following splendid first-class VESSELS :—

Destination.	Ships.	Class.	Tons.	Dock.
Colombo ...	Excelsior ...	A 1 12 yrs.	494	S.K.D.
Colombo ...	Alvington ...	A 1 13 yrs.	313	W.I.D.

No. 23, Great St. Helen's, E.C.

FROM LIVERPOOL.

Destination.	Ships.	Tons	Class.	To Sail.
Shanghai ...	Kate Carnie...	549	A 1 13 yrs.	Imm.
Shanghai ...	Magellan ...	613	A 1 —	"
Batavia & Singapore ...	Geffrard ...	334	A 1 12 yrs	"
Batavia & Sourabaya ...	Eliza Henriette ...	312	—	"
Calcutta ...	Bebington ...	889	AA 1	"
Bombay ...	Tiverton ...	1174	AA 1	"
Bombay ...	City of Agra ...	1073	AA 1	"

For terms of Freight or Passage apply to MCDIARMID, GREENSHIELDS, and Co., Liverpool.

A Regular Trader.

Has a large portion of her Cargo already engaged, and will meet with quick despatch.

FOR COLOMBO, COCHIN, BEYPORE, and MANGALORE, the beautiful British-built clipper ship EXCELSIOR, A 1 thirteen years, 494 tons register, ——, Commander; lying in the St. Katharine Docks. This splendid ship, well known in the trade, offers a first-rate opportunity to shippers.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, C.E.; or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

Will have very quick despatch, having a large portion of her Cargo engaged.

DIRECT for COLOMBO, the beautiful new clipper ship ALVINTON, A 1 thirteen years, 313 tons register, JOHN ADAMS, Commander; loading in the West India Docks. This magnificent ship has just returned from Colombo in ninety-six days, and offers a first-rate opportunity to shippers of fine season goods.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

T. & H. SMITH'S

ESSENCE OF COFFEE.

GIVES instantaneously a delicious Cup of Coffee with boiling water or milk merely. To be had in bottles at 1s. and 2s. each, of all respectable Grocers, Chemists, and Italian Warehousemen.

69, COLEMAN-STREET, CITY, AND 21, DUKE-STREET, EDINBURGH.

T. & H. SMITH'S

CODEIA LOZENGES.

THESE Lozenges have a remarkable effect in allaying Cough and Irritation of the Throat and Chest.

Prepared only by T. and H. SMITH and Co., 21, DUKE-STREET, EDINBURGH, and 69, COLEMAN-STREET, LONDON. In boxes at 1s. 1½d. and 2s. 9d. each.

TO IMPORTERS.

The undersigned beg to remind Importers of Wearing Apparel, and Boots and Shoes, of the many advantages which their long experience as Manufacturers and Shippers, their vast resources, and their intimate knowledge of the requirements of Foreign and Colonial Markets enable them to offer.

ASSORTED SAMPLE CASES FORWARDED ON RECEIPT OF REMITTANCE OR ORDER ON LONDON AGENT.

E. MOSES AND SON,

CORNER OF MINORIES AND ALDGATE, LONDON

Bottled Ales and Wines, &c.

"NO BUYERS for the BEST BRANDS, unless RE-PACKED," in consequence of repeated BREAKAGE.—Melbourne Journal of Commerce, Nov. 16. Heating and Breakage entirely prevented, and 15 per cent. saved in Freight of Cases by using SEYMER'S BOTTLE PACKINGS AND COOLERS.

Price 7½d. per doz. Bottlers contracting for large quantities effect so great a saving in labour, &c., that they can supply them at one-fourth less in price to Shippers, who will find it most profitable to order their goods to be so packed in future. In use by all the leading London houses.—T. WHITEHEAD, 37, EASTCHEAP, E.C Sole Manufacturer.

TUPPER AND COMPANY,

MANUFACTURERS OF PATENT GALVANISED IRON in Sheets, Tiles, Iron Roofs, Sheds, Cisterns, Pails, Gutters, Wire for Fencing, &c.

WORKS AT BIRMINGHAM AND LONDON.

OFFICES: 61A, MOORGATE STREET, LONDON.

Merchants' orders executed with despatch.

THE LONDON AND CHINA TELEGRAPH.

THE EIGHTH Volume of this JOURNAL commenced on the 4th of January, 1866. The Subscription for the three numbers per month is 30s. per annum, including Postage, and to the Export Supplement 12s. Terms for advertising, 2s. 6d. per five lines; and 6d. for each additional line.

Subscriptions and Advertisements received abroad by the following Agents :—

Paris ...	G. W. YAPP, 4, Place Pentagonale, Boulevard Pereire.
Hamburg ...	Mr. ONCKEN.
Amsterdam ...	LOMAN AND VERSTER.
Rotterdam ...	HOOG & KRUYT.
New York ...	WILMER AND ROGERS.
Gibraltar ...	W. SPEED.
Malta ...	A. MILLER.
Alexandria ...	P. CUMBO, St. Catherine's-square.
Aden ...	COWASJEE DINSHAW.
Suez ...	
Bombay ...	CHESSON AND WOODHALL
Calcutta ...	SANDERS, CONES, AND Co.
Point de Galle ...	G. D. ANTHANISZ.
Colombo ...	J. W. VANDORT.
Kandy ...	W. A. ARCHBALD.
Labuan, Sarawak, and Singapore ...	JOHN LITTLE & Co., Singapore.
Penang ...	SANDILANDS, BUTTERY AND Co.
Bangkok ...	
Batavia ...	HUNTER, HOUGHTON, AND Co.
Anjer—Straits of Sunda	G. SCHUIT, Anjer Hotel.
Manila ...	PHILLIPS, MOORE, AND Co.
Hong Kong, Canton, Macao, & Swatow,	J. B. MORRIS, Hong Kong.
Amoy ...	BELLAMY AND Co.
Foo-Chow-Foo ...	HEDGE AND Co.
Shanghai ...	H. FOGG AND Co.
Tien-Tsin ...	JAMES HENDERSON.
Nagasaki—Japan ...	PIGNATEL AND Co.
Yokohama ...	HANSARD AND BLACK.

OFFICE, 12, GEORGE-YARD, LOMBARD-STREET, LONDON, E.C.

Printed for the Proprietors by WOODFALL and KINDER Milford-lane, Strand, W.C., and published by JOHN ELLISON, at the Office of the "LONDON AND CHINA TELEGRAPH," 12, George-yard, Lombard-street, E.C. in the parish of St. Edmund the King.—Wednesday, June 27, 1866.

Digitized by Google

PER FRENCH MAIL.]

The London and China 新聞紙 Telegraph.

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON ARRIVAL OF THE MAILS, about the 4th, 14th, and 28th, in connection with the "LONDON AND CHINA EXPRESS,"
A SUMMARY OF NEWS FOR THE OUTWARD MAILS OF 10th, 17th, and 26th.

VOL. VIII.—No. 214.] LONDON, MONDAY, JULY 9, 1866. [Price 9d., with Sup., 1s. 3d.—Sub. 30s. per ann. postage included, Sup. 12s. extra.

Latest Advices.

	From London.	Arrived out.	Homeward. Arrived in London this day.
JAPAN—			
Yokohama	March 17	May 7	May 11
Nagasaki			„ 12
Hakodadi			
CHINA—Peking			„ 8
Tien-tsin			
Chefoo			
New-chwang			
Hankow			„ 10
Kiu-kiang			
Chin-kiang			
Shanghai	March 26	May 13	„ 18
Ningpo			
Foo-Chow			„ 18
Formosa—Tamsuy			
Amoy			
Swatow			
Hong Kong	April 10	May 20	„ 25
Canton			
Macao			
PHILIPPINES—			
Manila			
COCHIN-CHINA—			
Saigon			May 30
SIAM—Bangkok			
BORNEO—			
Labuan			
Sarawak			
JAVA—			
Batavia			„ 27
MALACCA STRAITS—			
Singapore	April 26	„ 28	June 2
Penang	„ 26	„ 26	

Telegrams through Reuter's agency of Shanghai June 7 state that Min-Hoang is in danger of capture by rebels. Total export of silk 54,500 bales. The next mail, due on 13th, arrived at Suez on the 6th, and will probably be delivered on the 16th.

List of Passengers.

PASSENGERS INWARD.

Per French mail, arrived at Marseilles on the 6th.—From Hong Kong for Suez: Mr. Von Brandt. For Marseilles: Rev. Mr. Fessard, Messrs. P. H. Penny, Winch, T. Hogg, M. Milo, Fayard, Rohler, De Blanca, F. G. Pereira, De Court, Gallet, G. Clark, H. D. Kelsh, Cousin, Rouston, Jaffain, Toque, Rocher, Kestrcet, Lefevre, Cortichiato, and Miss A. Meyer.

By last mail, per P. and O. Company's steamer Ripon, arrived at Marseilles July 2.—From Shanghai: Mr. Saurin. From Hong Kong: Messrs. G. A. Archer, Hewlett, and G. W. Caine. From Singapore: Mr. J. A. Prathyn, Mr. and Mrs. Cruikshank, and Mr. W. H. Dickman. From Penang: Mr. P. H. Adlard.

To Southampton, per Syria, expected to arrive July 9.—From Ceylon: Mr. Ferguson and child, Mr. and Mrs. Thompson and three children, Mrs. Parsons, Messrs. Plumptre, Culpepper, and Steele, Mrs. Pickford and three children, Messrs. Vandort, Gawin, Pater, and Davis. From Penang: Mr. W. Hardie. From Singapore: Mr. and Mrs. Kenchennies and child, Mr. Johnson, Mrs. Sutcliffe and infant, Captain and Mrs. Hewatt and two children, Mr. W. Hewatt. From Hong Kong: W. Orr, Mrs. Hofferegan, Mrs. Balmicott's infant, Mrs. Fisher and infant, Dr. Browning, Captain O'Sullivan, and J. Hamilton. From Shanghai: Dr. Bell.

PASSENGERS OUTWARD.

Per P. and O. steamer, from Southampton, July 4.—To Penang: Mr. and Mrs. Walter Scott and six children, Miss Dickson, Miss Waller. To Singapore: Mr. J. W. Campbell. To Ceylon: Capt. and Mrs. Hawthorn, R.E. To Yokohama: Mr. C. T. Bland.

To Calcutta: Mr. W. McCulloch, Captain McAdam, Mr. G. H. Holley, Mr. C. H. Barnes, Mr. Seale, Mrs. Templer. To Madras: Major F. M. Davis, Mr. R. Brunton, Mr. G. Outram.

From Marseilles, July 12.—To Hong Kong: Mr. J. Russell. To Calcutta: Lt.Col. J. Eliot. To Madras: Mrs. Silver, Mr. J. Ratcliff, Major and Mrs. E. H. Power, Major McHutchins.

Per P. and O. steamer from Southampton, July 20.—To Hong Kong: Mr. W. Laidlaw. To Singapore: Captain and Mrs. Playfair. From Marseilles, July 28.—To Shanghai: Mr. J. Wilson.

Per P. and O. steamer, from Southampton, Aug. 4.—To Ceylon: Mrs. Grinlinton.

Per P. and O. steamer, from Marseilles, August 28.—To Singapore: Captain A. C. Bing.

Per P. and O. steamer, from Southampton, Sept. 4.—To Hong Kong: Mr. H. Beveridge.

From Marseilles, Sept. 12.—To Hong Kong: Mr. and Mrs. Sinclair, Mr. and Mrs. Smale, Miss Smale, Mr. Smale, jun. To Shanghai: Mrs. Forrest.

Per P. and O. steamer, from Southampton, Sept. 20.—To Hong Kong: Mr. John Brown. To Ceylon: Mr. L. Carey.

From Marseilles, Sept. 28.—To Singapore: H.H. the Tumongong of Johore and two friends.

Per P. and O. steamer, from Southampton, Oct. 4.—To Shanghai: Miss J. T. Blackwell.

Per P. and O. steamer, from Southampton, Nov. 20.—To Singapore: Mrs. Meldrum.

Summary of News from the Far East.

JAPAN.

The *Overland Times* of the 11th May says:—

"We have but little of importance to record. Business remains in the same dull and unsatisfactory state, and a garrison Race Meeting has really been the most noteworthy incident of the time. The English and French mail steamers arrived on the 1st and 7th instant respectively, and we are in possession of news from Europe to the 19th of March, with telegraphic advices up to the 5th April. The letters brought by the latter steamer have had a depressing effect on the market for our principal staple, and the market has been for the last few days very bare of buyers.

"The Chamber of Commerce has sustained a severe loss in the abdication of Messrs. Frank Hall (of the house of Walsh, Hall and Co.,) and Mr. A. J. Macpherson (of the well-known firm of Macpherson and Marshall) from the chairs of President and Vice-President. Both these gentlemen are on the point of leaving the settlement.

"A ballot took place yesterday, resulting in the election, by very considerable majorities, of Mr. R. Lindau, (Lindau and Co.) as chairman and Mr. L. A. Joseph (David Sassoon, Sons and Co.) vice-chairman.

YOKOHAMA.

We deeply regret having to announce the untimely death of Mr. John Macdonald, the Senior Assistant in Her Majesty's Legation in Japan, which melancholy event occurred on the 20th of April at Yokohama. The *Japan Herald* says:—"For some past he (Mr. Macdonald) had not been well, as was evident to the other members of Legation, rather by occasional incoherence and a non-disposition to speak except in monosyllables, which was quite foreign to his ordinary habit. On Wednesday, the 18th April, he was at a pic-nic, and nothing at all remarkable was observable; but on Thursday morning Dr. Willis, who had watched his changed manner for several days, told him that he had been expecting that he would consult him, but as he did not, he thought it his duty to speak to him and urge that he should seek some change of air and scene. In this Mr. Macdonald seemed to acquiesce, and probably would have either taken a trip home, or paid a visit to his old chief, Sir Rutherford Alcock, at Peking. He intended to go to Yeddo that morning, but felt so tired from the preceding day's pic-nic that he postponed his journey. About a quarter-past five on the same afternoon he was walking with two friends near the store of Messrs. McKechnie and Co., when he was seized with paralysis, and having been first taken into McKechnie's he was immediately after removed to the Commercial Hotel. Dr. Willis and Dr. Jenkins were speedily with him, and did everything that could be done for him; but from the first it was evident there was very little hope of recovery. His right side was completely paralysed—and to all enquiries there was but one reply—that the worst fears might be entertained. Sir Harry Parkes and Mr. Myburgh and several gentlemen of the Legation were with him very quickly, and remained for a considerable time. The Rev. Mr. Bailey also arrived on the instant he heard of the

Digitized by Google

seizure, but found Mr. Macdonald quite unconscious. He remained throughout the night, that he might be of service either in his vocation or otherwise assist Dr. Willis and other watchers. The sufferer rallied slightly about 6 A.M. on Friday, the 20th, but never fully regained consciousness, and soon relapsed into his former hopeless condition. He died at 4.20 P.M. on that day. He was 28 years of age, and was a native of Inverness, although principally brought up in London. He was much esteemed not only for his abilities and business-like habits, but for his gentlemanlike demeanour and thorough amiability of character. The funeral was attended by all the Foreign Ministers and Consuls, by the Commandant of the garrison and most of the military officers off duty, by several naval officers, officers of the Marine Imperiale, and by the majority of the foreign residents of all nationalities."

Mr. Macdonald will be well remembered by many persons in this country as having accompanied the first Japanese mission to England, in the year 1862, on which occasion his services were found of great value.

An incident is recorded as having occurred at Lagami, near Miako, which shows how strongly the rivalry and ill-feeling existing between the Tycoon and Choshio is reflected in the minds of the populace. Some farmers' sons, to the number of nearly a hundred, had assembled for play, and it was proposed by one of them that they should form themselves into two bands, one to represent the Tycoon's army and the other that of Choshio. What commenced in play ended in earnest, for some of the lads became so excited that it was well they had not all deadly weapons in their hands. One boy unhappily had a knife upon him, and drawing it, rushed upon the chief of the Choshio party and stabbed and cut him in such a manner that he died upon the spot. Of course, the poor boy, whose excitement had carried him so far, when his blood cooled was extremely sorry for the death of his playfellow. He was taken in charge by the officials and remains in custody, but as yet it has not been decided what shall be done with him.

Robberies are again becoming rife. A godown belonging to Messrs. A. Marks and Co. was recently entered at night and goods to a very large amount were taken. We have not heard of the capture of the thieves.

The cordiality that has been for a long time existent between foreigners and Japanese occasionally experiences a wrench, when such a fracas as the unhappy one in Kosaki-matchi, which led to the death of a French sailor and the decapitation of a Japanese, takes place. Another trial of its solidity has lately occurred. Two British officers were riding on the New-road when they met three Japanese soldiers—green-coated men. One of the Samourai was drunk and drew his sword, and was only prevented attacking the officers by the two comrades, who rushed upon him and held him back. The promptness of the Japanese authorities on this occasion has been most commendable. Upon the requisition of Her Majesty's Minister the man was arrested within twenty-four hours, and found to be one of the soldiers of the Japanese garrison. The authorities on the spot being satisfied of his guilt, the Japanese Government ordered his general to deal with him, who sentenced him to twelve months' imprisonment. A parade of the whole garrison was held, and his sentence was read out to him before all the troops, and the conduct of the two men who had kept him back was highly applauded. In consideration of the excellent feeling hitherto entertained between the Japanese soldiers and the foreign troops, which has been in a marked manner promoted on all occasions by General Kubota Sentaro, Colonel Brown has asked Her Majesty's Minister to apply for a mitigation of the penalty—and there is every reason to believe that the Japanese authorities will entertain the request.

Dr. Lindau who has hitherto held the office of Swiss Consul in Japan, has sent to the Federal Government his resignation of the office. For some time this has been his intention, as his increasing commercial duties demand it, and the appointment of an able Swiss Consul-General well acquainted with Japan gives him the opportunity of doing so without detriment to the service. Dr. Lindau has been most highly complimented by the Government of the Confederation, and thanked for the manner in which he has carried out the responsibilities that devolved upon him. Mr. C. Brennwald has received the appointment of Consul-General for Switzerland. Report speaks favourably of this gentleman, who in 1863 accompanied the original Swiss Embassy as its secretary. On the Tycoon agreeing to the Treaty, and the Embassy's arrival at home, he received the congratulations of his Government, and when it was deemed necessary to have a Consul-general in Japan of Helvetian birth, his services were remembered, and he was placed in his present position.

A disturbance took place on the night of the 18th April between two sailors belonging to the American whaling barque *Stephania*. Both were under the influence of drink; for some trivial reason they quarrelled, and one of them took out his pocket knife, with which he stabbed his shipmate in the back, making a large angular wound close to the lungs. The wounded man is at present in the hospital in a very precarious state.

A proposition had been made to raise a subscription for the widow of Kamekitchi, the coolie lately executed for the murder of a French sailor. This, however, proved to be unnecessary, as his Excellency the French Minister sent to the Governor a sum of money to be applied for her benefit far more than sufficient to provide handsomely for one in her station of life.

NAGASAKI.

We are glad to hear that steps are being taken to supply a want which has always existed at this port, namely, that of a resident consular chaplain. From the first opening of the port divine service has been regularly performed by the Rev. C. M. Williams, of the American Episcopal Mission. Until 1863 it was carried on at the British Consulate, but in that year a church was erected and an effort made to procure the services of a chaplain. Owing, however, to the smallness of the community and the (at that time) very precarious nature of the trade, the requisite funds could not be raised, and Mr. Williams has continued up to the present time to discharge all the duties of a chaplain gratuitously, being with great difficulty prevailed upon to accept even a very modest testimonial of the appreciation of the community. The departure of Mr. Williams for America has now rendered it necessary to take immediate measures to supply his place, and we understand that the sum required for that purpose has nearly all been subscribed.

CHINA.

SHANGHAI.

The London mail of March 26 arrived out on May 13. Dates are down to the 18th by the present opportunity.

The returns of trade at several of the ports during the past year have been published, and show as a rule a satisfactory increase. Tientsin, especially, among the northern ports, gives proof of steady progress, though complaints are loud that a large proportion of business lies in the hands of Chinese, instead of foreign merchants. Still, an increase in the value of imports from 6,617,000 taels in 1863-4 to 11,852,000 taels in 1865-6 must be beneficial to foreign trade, as implying a larger consumption of foreign goods; and, in effect, on analyzing the return, shirtings stand forth prominently as having risen from 122,608 pieces imported in 1863-4 to 684,583 pieces in 1865-6, Cotton, the most important export, has slightly fallen off, only 63,758 piculs having passed out last year, against 67,282 in 1864-5. Even these figures, however, are sufficiently satisfactory as compared with the 2,366 bales which represented the total export of the staple in 1863-4. If China cotton continue to yield a profit, this trade is capable of further development; and if the Chinese can be induced to forego the exactions which they levy directly or indirectly on all foreign imports, the market for piece goods should also continue to improve steadily.

The following items are from the *North China Daily News*:—

We are glad to learn that a letter was received at Chefoo on the 12th inst., from Consul Morrison, who is travelling from Peking overland to Hankow, and about whose safety grave doubts have for some time past been entertained. As Mr. Morrison may be expected here very shortly, we shall doubtless learn what has so long delayed him on his journey, the details of which will, we trust, be communicated to the Asiatic Society, to whom they would form a most valuable and interesting communication. We hear that several letters were addressed by different members of the community to the Chamber of Commerce complaining of the constant departure of the mail on Monday morning; and asking them to exert their influence to obtain a change in the system. The rule supposed to exist in the P. & O. Service, that when the appointed day for the mail to leave fell upon a Monday the departure was to be on the Sunday morning previous, was pointed out; but upon investigation it appears that the publishers of the mail card generally in use here were under an error in stating such to be the case, as no rule of the kind exists.

Digitized by Google

The magnificent steamship *Erl King* leaves this port shortly for Foochow, *en route* to London. She will take the first of the new season's teas, and is expected to make the passage in 70 days. All the most modern improvements have been applied for the comfort of passengers, and we hear that a number have engaged their passages. The ladies' saloon has been very tastefully decorated with white and gold, and fitted with plush velvet lounges, and the state rooms are well ventilated and airy, with bath rooms attached. Her saloon and her whole appearance have a high degree of comfort and luxury. As a specimen of marine architecture she is certainly the finest vessel that has ever appeared in these waters. Her machinery is of 200-horse power nominal, but capable of working up to 275. The ship is barque rigged. She is commanded by Captain Pinnel, who formerly commanded the *Sea King*, and from his great experience in the China waters there is no doubt he will be able to make a rapid as well as pleasant passage home.

By private letters from the North we learn that as the foreign residents in Peking were returning home after the races, they were rather extensively stoned by the mob. The matter is doubtless a trivial one, but affords an indication of the future results of that precious piece of political folly, the evacuation of the Taku forts. But one year ago the foreigner was held in considerable respect both at the Capital and Tientsin, a state of feeling which, as might be expected, is fast evaporating now that all power to make a demonstration of force has ceased.

Intelligence has been received of the capture of Newchwang by the rebels. Accounts bearing date 29th April from the port of Newchwang, states that the native city, thirty miles from the foreign settlement, has been taken by rebels. The Tartar General Yuh, made off at the second shot; and this official, noted for his anti-foreign propensities, has been replaced by Sun-le-Fang. Chung-Lin, well known to foreigners at Peking as one of the head clerks of the Foreign Office, and who during 1865 was Superintendent of Customs, has been appointed Civil Commissioner. This important and alarming intelligence forms another of the many instances which we have had of the utter insecurity of foreigners in China. The city of Newchwang is barely thirty miles from the foreign settlement at Yingtsze; and when it is borne in mind that there is no protection to it in the walls or other defence, and that the country is quite open and the roads at this time so good that four to five hours' ride might bring a band down upon it, some idea might be formed of the danger which threatens. The policy which has been adopted by the British Government in affording aid to the imperialists has tended in a great measure to exasperate the rebels, and there can be no doubt that very little mercy will be shown to any foreigners who may be unfortunate enough to fall into their hands. The sense of insecurity expressed repeatedly by Mr. Meadows, which has often been represented as groundless, now appears to have only been too well founded; and it is a subject of congratulation that the American corvette *Wachusetts* will be at the scene of danger in time, we hope, to afford the necessary protection to the foreign residents in the settlement.

HONG KONG.

The London mail of April 10 arrived on the 20th May. The P. and O. extra steamer *Niphon* arrived on the 24th with telegraphic dates of April 30. Telegrams of May 11 have also arrived out with the news of failure of Overend, Gurney, and Co.

The screw steamer *Far East*, engaged to bring troops to England, had been subject to some delay owing to a case of small-pox occurring amongst the crew, but it was expected she would leave about the 30th May. The *Whitcadder* was to leave on the 20th with troops for England, landing a portion at Algoa Bay, and taking on board a detachment of the 67th Regiment at Table Bay.

The steamer *Shaftesbury* has arrived from Suez, Galle, and Singapore, bringing a general cargo sent to her from England through Egypt.

The present French mail takes about 8,000 packages of new season's Foochow tea.

His Excellency the Governor, from all accounts, is interesting himself among other important matters connected with the public works in the colony, more particularly with the construction of new roads both east and west of Victoria. A partial survey has, we hear, been made from the head of the Wong-nei-chong valley in a southerly direction, with a view of testing the practicability of forming a road to Deep Water Bar, on the south west side of the island. The result has not transpired, but we believe that the road can be constructed without any very great engineering obstacles having to be overcome, at a gradiant of one foot in twenty; this for any long distance would be too heavy a drag for carriages, though for saddle horses it is not by any means severe.

We hear that the officers of the Volunteer force have sent in their resignations to his Excellency the Governor, who has accepted them. The reasons assigned for this rather sudden step in the letter forwarding the resignations are, we believe, as follows:—First, the want of moral and substantial support which the corps received from the leading firms in the colony; and, secondly, the utter impossibility of getting young men to join, and of making up a respectable muster on drill days, many members never attending at all. This breaking up of the corps has been long anticipated, but it is not the less to be deplored.

The U.S. steamer *Wyoming* reports that her engines having broken down she was taken in tow by the American steamer *Suwonada* and towed into port, the *Suwonada* leaving again immediately. The U.S. steamer *Hartford*, which had left a few hours previous, returned in company.

John Dent, Esq., is gazetted a member of the Legislative Council, *vice* the Hon. Francis Chomley resigned. Hugh Bold Gibb, Esq., is appointed to the Legislative Council during Mr. Sutherland's leave of absence.

By a notice in the *Gazette* the period of one month during which dollars are to be coined free of seignorage at the mint is extended to the 7th of August.

The *Opossum* has returned to harbour from an expedition down the West Coast. She has, it seems, been again to Pak-sui, the scene, it will be remembered, of one of her former exploits. Here she took nine large snake boats with a great quantity of arms, and liberated three men who had been taken prisoners by the pirates. They had been confined in one of the houses for two months, and one of them bore evident marks of torture. For this victim the pirates had demanded a ransom of $300. Lieutenant St. John was at first going to content himself with destroying the house in which the men had been imprisoned, but finding that two guns had again been mounted in the battery he determined to do the work more effectually, and demolished the whole settlement.

The new Seamen's Hospital was inaugurated yesterday and shown to a small party of residents, invited by the trustees. H. E. the Governor was present, and the visitors went through the building, inspecting the admirable sanitary arrangements which have been made, the large and airy wards, the roomy verandahs, and the appliances for the health and comfort of the patients that have been supplied with so liberal a hand. The hospital consists of four wings, but the plan has been so arranged that every ward is completely encircled by the breeze. Each wing is a complete building in itself and the verandahs only connect them. The central space is open to the air, and even this is not an enclosed quadrangle, but is open at the corners, where the verandahs cross the intervals between the angles of the building. It follows from this that the inner court is fresh and breezy, and that the windows which look inward upon it gain as much air as those which look outwards. The building is composed of two stories, and the eastern and southern wings contain simply one room each, on each floor. In this manner there are four large wards, each of which is at present furnished with twelve beds, though capable, of course, of containing more if they were ranged more closely. The other wings are divided into smaller wards, some containing two beds, some only one, for the accommodation of patients who can afford to pay more than the poorer seamen. In all, the building is at present arranged to receive sixty-eight patients, the furniture is in its place, all the necessary paraphernalia is, we believe, provided, and in point of fact the institution is ready for the service of the class in whose interest it has been constructed.

And by what means has this splendid and costly building, been produced? We believe there are few people in the colony who are not aware that its existence is to all intents and purposes owing to the princely liberality of Jardine, Matheson and Co.

(FROM OUR CORRESPONDENT.)

The Hong Kong Royal Mint was opened on the 17th May with some ceremony, and the first dollar was publicly struck from a "dump" placed in the coining press by the hands of the Governor's lady. Some two millions of dollars' worth of

Digitized by Google

bullion had been sent in for coinage previously to the opening day, and the presses are now hard at work producing our future currency. The appearance of the new coin has, however, elicited a feeling of general disappointment. Paltry is the only word that is applicable to both design and execution. The obverse has a fancy portrait of Her Majesty, floating in the midst of a flat waste of metal, the border being only occupied by a thin tracery in the style known as the "Greek Key," in the midst of which are the words "Victoria Queen." The reverse is uglier even than this bald design. It consists in some unsymmetrical curves and angles, supposed to represent "Chinese tracery," enclosing four Chinese characters signifying one dollar, Hong Kong, accompanied by a similar inscription in English, and the "Greek Key" border as before. The whole design is deplorably wanting in attractiveness, and, although the head of Her Majesty is well executed in outline, the impression of the whole coin is so weak and thin that a month's hard usage at the hands of the Chinese shroffs will surely obliterate almost every line and feature. The new bronze pence and halfpence in England are wiry and mean-looking enough, in all conscience, but they are quite outdone in this respect by the dollar which is to carry the idea of British dominion over all the regions of the East. The most serious defect in this coin is, however, the milling, if the feeble scratches on the edge may be described by that term. They have precisely the appearance of having been done by hand, with a blunt penknife, and offer obviously every facility to the counterfeiters. The opinion of one of the most respectable Chinese traders, to whom I have just shown a specimen of the coin, is worth having. After inspecting it narrowly he delivered his verdict by saying:—"Ya! So fashion no can do! Chinaman too muchee easy makee allo same! My can secure two moon more have got plenty copper dollar this side!" The native critic went on to say that nothing but lettering on the edge would secure a coin against the successful attempts of the counterfeiters. I greatly fear that the unfavourable opinion of this individual will be shared by his countrymen to an extent which will make them very shy of the new dollar.

If the experiment of raising the Hong Kong Mint into a lucrative source of revenue should fail, the colony will find itself in serious difficulties, owing to the heavy expense to which it has been put in the erection and maintenance of the works. Sir Richard Macdonnell rather startled the community the other day by telling the Legislative Council in a very outspoken manner that bankruptcy was staring them in the face, and his Excellency has promised a speedy and exhaustive examination into the state of the finances. Under such circumstances it will of course be doubly unfortunate if the circulation of the new dollar should be impeded by faults of workmanship such as I have pointed out, and before which mere inelegance of design sinks into insignificance. It seems strange, however, that England, so proud of her engineering and mechanical pre-eminence, should produce such a coin as this, as far behind the five-franc pieces turned out at Paris at the present day as a groat of Queen Elizabeth's time is inferior to a modern sixpence.

There have been some reports of rebel disturbances in Fukien, in or near the tea districts, but I hear from Foochow that the outbreak is a mere case of local brigandage. The accounts from the North of China are more favourable, as an important success over the mounted banditti in the province in which Newchwang is situated. Otherwise, there is absolutely no news of consequence.

STRAITS OF MALACCA.

SINGAPORE.

The P. and O. mail of 26th April arrived out on the 28th May, and the French mail of April 17th on the 19th May. Dates are now down to the 2nd June.

The delay of the transfer (says the *Straits Times*) continues to exercise a very baneful influence on the progress of the place, which cannot but be much retarded by the unsettled condition in which its future government is allowed to remain. As has been constantly pointed out, the extended commerce of this place now rests on a very precarious foundation, calling for the utmost solicitude. "The prosperity and progress of no country ever lay so completely at the mercy of its Government," and with no Government at all—or at least with no legislation, as at present—it is unnecessary to exaggerate the danger of our situation. There is at present some talk of another public meeting to memorialise the Secretary of State or the Colonies once more on the subject; but such a strong conviction, backed as it is by private advices from friends of the Settlement in London, still prevails in the measure yet passing the present session, that it is probable the meeting will be delayed till this is definitely known.

The past fortnight had witnessed a very successful effort, put forth chiefly by the ladies of the Settlement, to provide funds for the improvement and maintenance of the Botanical Gardens here, which are perhaps unsurpassed in beauty by those of any other place in India. The effort took the form of a fancy fête, held in the large mess-room of the long untenanted barracks opposite the Gardens, and a general holiday was proclaimed on account of it. The result will be a large addition to the Garden funds, further supplemented by a concert given by the amateurs in the Town-hall the following evening.

The mercantile community here already begin to complain of the mystifications attending a continuous stream of doubtful telegrams. Hardly three days now pass without the arrival of some steamer from India or Galle, bringing a budget of telegraphic news so disjointed and contradictory as to be extremely perplexing. The order of transmission is said to be sadly confounded, the same telegram often coming under three different dates, a state of affairs far from satisfactory, and likely to exercise a very prejudicial effect upon trade.

The *Straits Times* has the following remarks on the introduction of the new Hong Kong coinage into Singapore as a local currency:—"When the Hong Kong ten cent pieces were first imported, we directed attention to the very great advantages which their adoption into currency here would be likely to secure. Not the least of these we pointed out would possibly be a very marked reduction in the minor items of daily expenditure. Copper cents are too cumbersome, too troublesome to count, to be desirable tenants either of the pocket or the cash box; they are seldom kept at command, and when they are, are naturally dispensed with a very indifferent hand. The silver pieces, on the contrary, are both portable and convenient, and would enable ready-money payment to be adopted for the settlement of small amounts, instead of necessitating a resort to 'chits.' This custom of giving chits lies at the bottom of a good deal of the little extravagances of the place; it is not a method of payment which can be properly felt. The mere signing of pieces of paper cannot impress the mind with the same sense of diminishing resources as the actually taking out of the coin from one's pocket or cash box, and hence an unwitting prodigality ill-suited to the times. It is true there comes a periodical adjustment when the consequences of the system are brought to our notice,—that is, when these chits are summed up at the month's end—and a disagreeable enough summing up it is, in which the total always exceeds expectation by a long way; but though such adjustments are startling enough, yet the mischief they disclose has been done, and it is swallowed as a bitter pill and forgotten for another month. If the system of chits was abandoned by the young men of this place altogether, and cash payments rigidly adhered to, we warrant there would be a strong tide set in in favour of prudence and retrenchment."

It is a somewhat remarkable fact that the arrival and departure of the mails from Singapore, in about seven cases in ten, necessitates working on Sunday. Commenting upon this the *Straits Times* says:—"We would again urge the advisableness of setting apart one day as a general holiday after the departure of each mail which may necessitate working on a Sunday. It is almost superfluous to repeat the many arguments that exist in favour of this course, the greatest will always be found in the aching head and general worn-out powers of the man who tries to brave the mandate of nature and of God—'Six days shalt thou labour and do all that thou hast to do.' Putting aside all religious feeling and those higher aspirations and nobler duties of man, which the thirst for gain and the necessity of keeping up with the universal pace seems to doom to the sacrifice, there should still be sufficient of the motive of self-preservation to induce us to husband our forces, and by yielding to the universal law of nature, to preserve to ourselves in their full vigour those powers bestowed upon us, the use and not the abuse of which can alone keep us hale and healthy, and enable us to bear the effects of a climate sufficiently debilitating in itself, without calling in the aid of overwork, to diminish the chances of ever being able to enjoy that wealth. It is true that holidays have of late been rather more frequent than formerly, and it is most undoubtedly a step in the right direction;

Digitized by Google

but we think that in all cases in which the Sunday is set apart for work, owing to the arrival or departure of a mail, some other convenient day, as soon thereafter as possible, should be set apart, by unanimous consent, for rest and recreation, so that the dwellers in this island should not be compelled to labour more than the six days set aside for that purpose by an Authority whose wisdom not even the most unscrupulous will venture to call into question.

Her Majesty's steamer *Salamis* is daily expected from England to relieve H.M.'s steamer *Coquette*, which is at present stationed here. On the arrival of the *Salamis* the *Coquette* will, we hear, proceed to England to be paid off.

The receipts of the Stamp Office at Singapore from the 1st May, 1865, to 30th April, 1866, amounted to Rs. 195,269-13.

His Italian Majesty's steam frigate *Magenta*, Captain Arminjon, from Batavia, *en route* to Yokohama, anchored in the harbour.

The trustees for the estate of John Gemmill, Esq., have announced for sale the following property :—

That substantially built block of godowns known as "Gemmill's Buildings," between Boat Quay and Commercial-square, fully tenanted. "Mount Erskine" estate, comprising house, tenanted, and seven acres of ground. "Lessudden House," tenanted, with twelve acres of ground.

H.M.'s steamer *Basilisk*, which left Singapore on the 10th April, anchored in the Roads of Saigon on the 14th May, and left the following day to join the British squadron at Hong Kong.

We find that the *Jeddo*, reported in a previous issue as having been burnt in the Straits of Sunda, with a number of coolies on board, was from Amoy, bound to Demerara.

H.M. steamer *Feroze*, Captain Barnes, from Colombo and Galle, with dates from the latter port to the 15th May, having on board four companies of the Ceylon Rifles for Hong Kong, arrived here on the 23rd, and after coaling proceeded on her voyage. She brings the following late telegrams :—

LONDON, May 8.—Bank rate 8 per cent. Produce failing. Tea very flat. Manchester very depressed.—London, May 10.—Bank rate 9 per cent. Panic unparalleled. (And here follow the names of some eminent London houses said to have failed.)

Births, Marriages, and Deaths.

(Announcements for subscribers are made free of charge.)

BIRTHS.

SOAMES—On the 25th June, at 6, Priory-road, Kilburn, the wife of Captain W. Soames, P. and O. Company, of a daughter.

THOMSON—On the 1st June, at Killeney Road, Singapore, Mrs. Wm. Thomson, of a daughter.

MARRIAGES.

BOWMAN—HULCOOP.—On the 9th June, at the parish church, Walton-on-Thames, by the Rev. J. McCowan, James Bowman to Emma Heard, second daughter of William Hulcoop, farmer, Alton, Hants. No cards.

D'SOUZA—BLANKANHEYM.—On the 22nd May, at St. Joseph's Church, Singapore, Mr. M. T. D'Souza to Miss Johanna Blankanheym.

SMALE—NEWTON.—On the 27th June, at St. Luke's, Upper Holloway, by the Rev. Albert Rogers, Frederick William Smale, Esq., of Ormond House, Blackheath, to Sarah, widow of the late M. Newton, Esq., of Kilburn Priory. No cards.

DEATHS.

BLAKESLEY—On the 4th May, at Hong Kong, John Blakesley, clerk to Lane, Crawford and Co.

BANCROFT—On the 8th May, at Hong Kong, Andrew Bancroft, aged 45 years.

COUSINS—On the 22nd May, at Sourabaya, of cholera, Mr. Reuben John Cousins, proprietor of the Australian Hippodrome, aged 35 years.

CORNELL—On the 27th June, at his residence, Ilford, James Cornell Esq., of No. 6, Fowkes-buildings, Great Tower-street, late of Mark-lane, aged 56.

DUFFIELD—On the 1st May, on board H.M.S. Princess Royal, Arthur Augustus Duffield, aged 20 years.

FRICKER—At the Government Civil Hospital, Hong Kong, E. S. Fricker, late barman at the British Hotel.

FOLSOM—On the 2nd May, at Canton, Arthur Ellis, infant son of the Rev. Arthur and Mary Thomas Folsom, aged 11 months and 4 days.

MURRAY—On the 15th May, John Arthur Murray, clerk to Messrs. Lane, Crawford and Co.

MORRISON—On the 1st July, at No. 8, Buckingham-place, Brighton, Hannah Eliza Morrison, youngest daughter of the late Rev. Dr. Morrison, of China. Friends are requested to accept this notice.

SOAMES—On the 2nd July, the infant daughter of Capt. William Soames, P. and O. Company, aged seven days.

SHAW—On the 26th June, at Blackheath-park, William Alexander, youngest son of William W. Shaw, Esq., late of Singapore, aged 7½ years.

VARCO—On the 2nd July, at Denmark-hill, after a long illness, William Brown Varco, late of Canton, China, aged 41.

YZELMAN—On the 18th May, at Singapore, Jacobus Yzelman, Esq., aged 66 years.

EXCHANGES ON LONDON.

[For dates, see first page.]

		Bank.	Private.
At Yokohama	6 months sight.	4s. 8d.	4s. 8¼d. to 4s. 9d.
At Shanghai	6 ditto	6s. 3d.	6s. 3¼d. to 6s. 4¼d.
(per Tael.)			
At Canton, At Hong Kong, At Macao	6 ditto	4s. 6¾d. to 4s. 7d.	4s. 7d. to 4s. 8d.
At Singapore	6 ditto	4s. 7d. to 4s. 7¾d.	4s. 7d. to 4s. 8d.
At Manila	6 ditto	4s. 4d.	4s. 4d. to 4s. 6d.

At Shanghai, Bills on India, Rs. 302 to 304 per 100 taels. At Hong Kong, Rs. 218 to 220 per $100. Bar Silver at Shanghai, 111.25 taels; at Hong Kong, 9½ to 10 per cent. prem. Mexican dollars at Shanghai, taels 72.80 per 100; and Exchange on Hong Kong, 29 discount. Hong Kong and Shanghai Bank Shares, 3 to 4 per cent. prem.; Gas Company, 30 per cent. prem. Hong Kong and Whampoa Dock, 45 per cent. prem.; Steam Shares, 35 per cent. discount; Union Dock Company, 4 per cent. discount. Dates from Shanghai to the 13th June, via Kiachta, report Exchange at 6s. 1d.

EXPORT OF TEA AND SILK TO GREAT BRITAIN.

1865-66.

	From Kanagawa.	From Shanghai.	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales.
From June 1, 1865, to April 30, 1866	1112250	50768271	47231380	747284	14573935	114433120	61924
Corresponding period last season	2073123	59540287	45410956	453017	10436862	117914245	38859

SHIPMENTS SINCE.

	Ship.	From.	
May 2 ...	Vanguard	... Shanghai, &c.	782700

TO UNITED STATES.

From June 1, 1865, to April 30, 1866	...	...	...	...	...	30972426	...
Corresponding period last season	...	...	...	...	...	15260969	...

SHIPMENTS SINCE.

	Ship.	From.	
May 1 ...	Fairleader	... ... Shanghai	531,880

TO THE CONTINENT.

							Bales.
From June 1, 1865, to April 30, 1866	...	...	...	...	...	968824	...
Corresponding period last season	...	...	...	...	...		...

TO SAN FRANCISCO.

						Tea pkgs	Boxes.
Fom June 1, 1865, to April 30, 1866	...	...	...	...	...	44473	508
Corresponding period last season	...	...	...	...	...	41320	

SHIPMENTS SINCE.

	Ship.	From.	
May 13 ...	Capsingmoon	... ... Hong Kong... ...	1643

TO AUSTRALIA.

From June 1, 1865, to April 30, 1866 10,464,097
Corresponding period last year 10,187,654

TO GREAT BRITAIN.

From 1843 to 1844	...	...	...	51,022,600	...
,, 1845 to 1846	...	...	...	57,334,200	18,604
,, 1850 to 1851	...	...	...	63,972,000	22,143
,, 1853 to 1854	...	...	...	77,327,800	61,280
,, 1855 to 1856	...	...	...	92,240,300	50,480
,, 1857 to 1858	...	...	...	76,990,255	68,311
,, 1858 to 1859	...	...	...	65,789,792	83,136
,, 1859 to 1860	...	...	...	85,560,452	64,163
,, 1860 to 1861	...	...	...	90,066,160	70,644
,, 1861 to 1862	...	...	...	109,854,040	79,199
,, 1862 to 1863	...	...	...	121,273,580	72,884
,, 1863 to 1864	...	...	...	117,463,586	46,605
,, 1864 to 1865	...	...	...	121,236,870	32,317

EXPORT OF SUNDRIES TO GREAT BRITAIN.

	Cotton Piculs.	Wool Piculs.	Camphor Piculs.	Cassia Piculs.	Aniseed Oil Boxes.	Japan Wax Piculs.
From June 1, 1865, to April 30, 1866	16874	26	1187	2969	133	...

TO THE CONTINENT.

	Cassia Piculs.	Aniseed Oil Boxes.	Camphor Boxes.	Preserves Boxes.	Galangal Piculs.	Crackers Boxes.
From June 1 to April 30, 1866	10920	359	1050	907	3235	6897

TO THE UNITED STATES.

	Crackers Boxes.	Matting Rolls.	Fans Boxes.	Cassia Piculs.	Silk Pongees Pieces.	Wool Piculs.
From June 1 to April 30, 1866	209544	65704	2218	9700	2400	...

TO SAN FRANCISCO.

	Emigrants Number.	Sugar Piculs.	Rice Piculs.	Crackers Boxes.	Matting Rolls.	Opium Prepared. Taels.
From June 1 to April 30, 1866	807	14629	222850	4237	6466	310600

SHIPMENTS SINCE.

May 12 Garland (Hg. Kg.)	286	...	2500	...	...	...	2000
13 Capsingmoon do.	200	...	1500	...	...	...	

TO AUSTRALIA.

	Emigrants Number.	Sugar Piculs.	Oil Piculs.	Matting Rolls.	Prepared Opium Taels.	Crackers Boxes.
From June 1 to April 30, 1866	276	...	1255	1402	1200	...

The picul is 133⅓ lbs. weight; the tael at Shanghai is equal to 1 dollar and 40 cents, and is divided into decimal parts of ten.

Digitized by Google

COMMERCIAL REPORT.

CHINA EXPORTS.

TEA.—Telegraphic intelligence has been received of the opening of the market at Foo-Chow for the new season's tea at rates which will lay down here at 2s. 10d. The *Taeping*, *Ariel* and *Falcon* have sailed, and about 8,000 packages come forward by the French mail steamer, which has now arrived at Marseilles.

RAW SILK.—The quantity of raw silk taken by the *Rangoon* is as follows:—427 bales and 11 cases for Southampton, and 110 bales and 2 cases for Marseilles; total, 537 bales and 13 cases.

SHANGHAI.—There are no transactions to report in China silk, and the unsold stock on this market is exhausted. The weather is everything that could be wished, and if all continues well, a fair crop may be expected next season.

YOKOHAMA.—Since the last report there has been but little change in the Silk market. The arrival of the London mail of the 26th of February confirming the unfavourable news previously received, has doubtless had a further depressing effect upon the market, but the total settlements for the fortnight amount to 500 bales, some portion of which, it is understood, is being shipped as remittances by the foreign houses. The quotations given below show a further average reduction of $35 to 50 per picul upon those of last mail, and the total absence of the finer descriptions of silk has become still more apparent; the unsold stock now on offer, estimated at about 1,200 piculs of all sorts, being composed entirely of medium and and inferior grades. The total export from the 1st of July to date is now 9,889 bales, against 13,365 bales at the same period last season. The quotations are:—

	Per Picul.
Ida medium	... $680 to 730
„ inferior	.. 620 to 665
Mybash and Sinchu, best	.. None.
„ „ medium	.. 720 to 780
„ „ inferior	.. 640 to 700

CHINA GRASS.—SHANGHAI.—Owing to the paucity of stocks, but little business has been done. A few transactions for export to England are reported at 13.7.5 to 14.1.0 tls. for fair white quality. Of No. 1 white there are but few bundles on the market, held at 15.2.5 tls. per picul. Stocks of both white and green are very small; the latter quality is held at 9.0.0 to 10.0.0 tls. per picul. No further supplies have come forward from Kiukiang and Hankow, both markets being bare of stocks. The new crop may be expected within 2½ months.

COTTON.—Engagements have been made to load the *Western Chief* and *Luzon*; at Hong Kong and Tien-tsin several vessels are to load. The cost of the article, fair quality, is for Tien-tsin quality, $20. About 8,000 bales of the two sorts changed hands, and as some inquiry ensued, the quotations rose half a dollar to a dollar. The report, however, of the continued dulness and depression in the London cotton market, which was received by last mail again quieted the market here, and sales since have been trifling. Bombay cotton is neglected. Bengal and Tien-tsin are inquired for at the low prices mentioned above, the quotations being, Bengal, $17.50 to 22; Tien-tsin, $20.50 to 21.50; Bombay, $18 to 20.50, nominal. Imports from Calcutta amount to 6,000 bales.

CHINA IMPORTS.

During the fortnight there has been no inquiry for piece goods by Chinese buyers, and a few thousand pieces only of 8.4 lbs. Grey Shirtings have been taken by foreign speculators at $4.25 to 4.30. Cotton Yarn has been wanted, and some of recent arrivals has sold above our last quotations.

RAW COTTON.—The low prices ruling have attracted some native buyers, and holders have been glad of the opportunity to reduce their stocks in the face of the heavy supplies which continue to arrive. Foreigners are now quite out of the market, as the telegraphic news from England will prevent further shipments homewards.

In WOOLLENS and METALS there is no change to note.

COALS.—With supplies of all descriptions continuing on a very moderate scale, our prices are well maintained, Australian having been placed at $12 to 12½ from ship's side, English and Welsh from godown at $16 and 16½ respectively. Another cargo of English has been sold for arrival at $15.

SHIPPING INTELLIGENCE.

ARRIVALS.

At YOKOHAMA.—From Liverpool, March 27, Castlehow.

At SHANGHAI.—From Newcastle: April 27, Ecliptic.

At HONG KONG.—From London: May 8, Northfleet.—(Reported by Telegram.) From London: Devana.

At BANGKOK.—(Reported by Telegram.)—From London: May 10, Fairy.

At MANILA.—From Cardiff: May 4, Lady Blessington.

At SINGAPORE.—From Cardiff: May 7, Conception; from Havre, 12 Saint Aubin.

At PENANG.—None.

At BATAVIA.—None.

At SHANGHAI.—From London, May 11, Fire Queen.

At HONG KONG.—From England, May 17, Amberwitch; from Sunderland, 22, Maitland; 17, Zingra; from Cardiff, 19, Island Queen; from Liverpool, 25, Everest; from Hamburg, 15, Margaretha; 18, Patria: from New York, 17, N. B. Palmer; 23, Benefactor.

At SINGAPORE.—From Cardiff: May 29, Brederode; 22, Aurelie: from Liverpool, Falcon. From London: Christian Rankin; 25, Oribe; from Glasgow: 23, Huntley Castle; 25, River Eden; from Bordeaux: 25, Helene.

DEPARTURES.

From YOKOHAMA.—for London; May 10, Chanticleer.—(Reported by Telegram) Challenger.

From SHANGHAI.—For London: May 3, Vanguard. For New York: May 2, Fairleader.

From FOOCHOW.—(Reported by Telegram.)—For London: Ariel, and Falcon.

From HONG KONG,—For London, (via Algoa Bay), May 20, White Adder.

From HONG KONG, CANTON, and MACAO.—For Lisbon: April 29, Martinho de Mello. For New York (*via* Macao): May 9, Kungmow.

From MANILA.—For Cork: May 3, Far Away. For Havana: Adolfo. —(Reported by Telegram.)—For London: Lyola. For Liverpool: Alavesa.

From SINGAPORE.—For London: May 10, Nancy; 11, Desdemona. For Rotterdam: 16, Altona. For Boston (*via* Padang): Macassar.

From SINGAPORE.—For New York: May 25, Industry.

From PENANG.—For London: April 30, Prata; May 17, Moorhill.

VESSELS LOADING.

At YOKOHAMA.—For London: Chanticleer. For New York: Castlehow.

At HANKOW.—For London: Expected to load new teas, Erl King (st.) Eliza Shaw, Flying Spur, Challenger.

At SHANGHAI.—For London: Cinderella.

At FOOCHOW.—For London: For new teas, Fiery Cross, Serica, Taitsing, Taeping, Black Prince (all engaged full). For Liverpool: Ziba (engaged full). The following vessels will also be laid on the berth; Sir Lancelot, Yangtze, Ada, Young Lochinvar, City of Aberdeen, Chinaman, Min, Sir Wm. Wallace.

At HONG KONG and CANTON.—For London: Belted Will, Deerfoot, John Milton. For New York: Ann Lucy.

At MANILA.—For London: Herbert, Ironside, Lochnagar. For Falmouth: Madagascar, Satellite, William Cundale. For Cork: Turandot. For New York: Hadassah, Sailor Prince.

At SINGAPORE.—For London: Bastiaan Pot, Winona. For Liverpool: Grenada, Patriot Queen. For Bristol: Alfred Ray. For Bremen: Frederick VII. For New York (*via* Padang): Industry.

At PENANG.—For London: Queensberry.

CASUALTIES.

FOOCHOW.—(Reported by Telegram.)—The Minerva, from Foochow to Shanghai, struck on leaving the river, is badly damaged, and has put back to discharge.

BATAVIA.—(Reported by Telegram.)—The Fi-wan, London to Shanghai, stranded in Princess Strait, near Anjer; crew saved. The wreck, and cargo has been sold at Batavia for 4,000 guilders.

Captain Walker, of the British ship Oribe, arrived at Singapore 25th May and reports having passed the British ship Dunmail, from London to Hong Kong, on shore in Gaspar Straits. He signalled the stranded vessel, but received no reply. He saw people on the poop, and they had a hawser out astern.

FREIGHTS AND CHARTERS.

At YOKOHAMA.—To London: Cotton and Tea, £2 10s. to £3; Silk, £4 to £4 10s.

At SHANGHAI.—The rate to London is £3 10s., and to Liverpool £2 10s. for Cotton.

At FOOCHOW.—Rates for New Teas not yet fixed.

At HONG KONG.—The only charter to the United Kingdom is the Maria Wilhelmina, 270, from Manila to United Kingdom or Continent at £3 and £3 5s. for Sugar, if Iloilo or Zebu, 2s. 6d. extra; the Castleton, Manila to New York or Boston, $12 per ton of Hemp, 4 bales; to Bangkok and back, 30c. to 40c. per picul.

At MANILA.—The Ironside has been fixed for London, at £3 for 500 tons Clayed Sugar, and £3 10s. for Hemp; the Sailor Prince loads for New York with a ballasting of Clayed Sugar at £2 15s., and Hemp at £5 12s. 6d. per 20 cwt. The Hadassah has also been fixed for the same port with a cargo of Hemp at £6 per 20 cwt.

At SINGAPORE.—Tonnage is but little inquired for; nothing doing for the Birmah ports; ships on the berth for London are loading at £2 dead weight and £2 10s. light cargo.

SHIPS OF WAR ON THE CHINA STATION.

At Hong Kong.—The British steamers Coromandel, Hesper, Leopard, Leven, Rifleman, Serpent; the gunboats Bouncer, Clown, Dove, Firm, Flamer, Haughty, Opossum, Staunch, Watchful, Woodcock; the Spanish steamers A. Escano, Circe, and Malespina; the American steamer Hartford, and the storeship Relief.

At Macao.—The Portuguese gunboat Camoens, and the lorcha Amazona.

At Canton.—The British gunboat Janus.

At Swatow.—The British gunboat Drake.

At Amoy.—The British gunboats Grasshopper and Snap, and the steamers Perseus and Princess Royal.

At Foochow.—The British gunboat Havock.

At Shanghai.—The British steamers Barrosa and Manilla; the gunboats Hardy, Starling, and Weasel; the French steamers Deronlede and Hong Kong; the American steamer Wyoming; and the Russian steamer America.

At Yang-tze-kiang.—The British steamers Algerine and Slaney; the gunboat Cockchafer, and the French gunboat Tardif.

At Japan.—The British steamers Adventure, Argus, Osprey, Pelorus, and Scylla; the gunboat Bustard; the French steamers Kienchang and Primauguet; and the Russian steamers Variag and Isumrude.

THE NEW SEASON'S TEA.—By the French mail, which arrived at Marseilles on the 6th 8,000 packages of the new Season's Congou arrived from Foochow. Intelligence has been received of the sailing of the *Taeping* and the *Falcon*, which may be expected here early in September. The cost this Season laid down in London is higher, it being 2s. 8d. to 2s. 10d. per lb.

Digitized by Google

MORTALITY OF TROOPS AT HONG KONG.

(To the Editor of the *London and China Telegraph.*)

SIR,—Having read in the columns of the *London and China Telegraph* some statistical details given by Colonel North with reference to the recent sickness and mortality amongst the troops at Hong Kong, I am inclined to think that data therein exist for showing that the mortality to which the attention of the public has been chiefly drawn—namely, that in the 11th Regiment—is traceable to causes that were beyond the control of either the military or the medical authorities, and that the impression which appears to be generally held, that it would have been averted had due attention been paid to the accommodation of the regiment on arrival, is an erroneous one. The following are Colonel North's statistics, arranged in a tabular form, and which show the mortality and invaliding in the 9th and 11th Regiments from the dates of their landing in China up to the 15th October, 1865.

Corps.	Date of Landing at Hong Kong.	Officers.			Non-Commissioned Officers and Men.			Women.			Children.		
		Strength.	Died.	Invalided.	Strength.	Died.	Invalided.	Strength.	Died.	Invalided.	Strength.	Died.	Invalided.
2nd Batt. 9th Regt. ...	Feb. 7, 1865	34	1	1	809	36	78	47	5	20	79	23	28
2nd Batt. 11th Regt. ...	May 28, 1865	25	2	3	784	49	124	54	3	16	92	18	14

It is clear from this return that the 9th Regiment, which we are warranted in assuming to have been as well provided in respect to barrack accommodation as any corps has yet been in China, suffered a considerable loss during the period over which these statistics extend, though it does not appear to be locally identified with a special cause, as that in the 11th Regiment has, in my opinion, somewhat hastily been.

From statistical records and collateral evidence, it has been established beyond doubt that last hot season in Hong Kong was a very unhealthy one—a result opposed, on the whole, to the experience of the three or four previous years, the place having latterly commenced to acquire a a character for comparative salubrity—so much so, that in 1862 and 1863 it was used as a sanitarium for the troops in the north of China, and with satisfactory results. The 9th Regiment, therefore, was unfortunate in commencing its service in China by encountering a sickly season, the results of which are sufficiently apparent in the return, and still more so by some figures since given in the *Pall Mall Gazette*, bringing the sickness and mortality in this corps up to a later date than Colonel North's statistics do—the total mortality amongst the men of the 9th Regiment being given as 48, and the number invalided at 139; being 10 deaths and 61 invalidings in excess of those up to the 15th October, 1865. The same statistics bring the mortality and invaliding in the 11th Regiment up to 58 and 189 respectively.

It may be taken for granted, therefore, that mode of location had nothing to do with the sickness and mortality in the 9th Regiment, seeing that "sanitary science"—as it is the fashion of the day to designate a few common-sense principles in the management of bodies of men—has been at work since 1860 endeavouring to perfect the accommodation for one European regiment at Hong Kong—namely, the head-quarters on the island itself, and a wing on the recently annexed portion of the mainland of China, known as Kowloon. If, therefore, the 9th Regiment has suffered from the effects of a Hong Kong sickly season, it is manifestly unfair and inconsistent to say that there are any grounds for supposing that the 11th Regiment would have enjoyed immunity from its effects, however well they might have been domiciled on arrival.

As any one possessing the least knowledge of China could have foretold, the 11th Regiment not only suffered, but did so more severely than the 9th Regiment. This excess of sickness and mortality in the 11th Regiment appears to be attributed entirely to the defective manner in which it is alleged to have been accommodated. Individually, I am inclined to think that it is much more probably attributable to the fact that while the 9th Regiment had the advantage of being acclimatised, as it were, during the months of February, March, and April, when the weather is moderately cool, the 11th Regiment landed in the end of May, just as the intense moist heat of summer was fairly established; and, as a natural consequence, the men were by no means so favourably situated for bearing up against the sickly season as the soldiers of the 9th Regiment were.

Much stress has been laid and vituperative comment expended on the fact that the 11th Regiment was sent over to Kowloon, but it must be remembered that this place was specially selected by the sanitary authorities of the expeditionary army in China in 1860, as the spot best adapted for building new barracks on, and that the intention at that period was, that our entire military establishments, hospital included, were to be removed to it from Hong Kong. That Kowloon was not likely to prove a success I formed the opinion a very short time after it was taken into occupation, and though the opinion was viewed locally at the time as a very paradoxical one, I nevertheless placed it on record in the annual report of the 31st Regiment for the year 1860, which I had to draw up, having been placed in medical charge of that corps about six weeks prior to the termination of the year. The grounds on which I founded my opinion, and the details I entered into respecting Kowloon, are much too lengthy for insertion, and I will confine myself to quoting the concluding remarks I made on the subject:—"I have gone thus far into detail, and touched on what probably may be viewed as matter somewhat irrelevant to the true object of this report, but in so doing, my object has been to draw attention as much as possible to Kowloon; believing that a costly experiment in pursuit of hygiene is about to be undertaken, the results of which will, in all probability, be unsatisfactory, unless the movement is based on a true appreciation of all the causes which have rendered Hong Kong hitherto so fatal to the health of soldiers. That any material difference exists between the climates of Kowloon and Hong Kong I do not believe, unless, possibly, from the vast number of graves which are scattered over it, the former may be the most unhealthy of the two, and to hope for any general sanitary improvement on the health of future garrisons in China, attention to several points (hitherto overlooked) beyond the mere erection of barracks on sites exposed to the south-west monsoon, will have to receive special attention, and which relate principally to the selection of proper men, their transmission to China by modes of transport calculated to prevent their constitutional powers becoming lowered during the voyage, the provision on landing of sufficient cubic space and proper ventilation in their dormitories, combined with attention to their diet and habits generally of life. That these indications are ever likely to be satisfactorily fulfilled on the present system of garrisoning Hong Kong I think improbable; but I incline to the belief that they might be ultimately attained by the establishment of a regiment raised specially for China on principles similar to those on which the one serving at St. Helena is recruited; certain inducements, I believe, being held out to good soldiers to volunteer. The formation of such a corps, to be composed of men only whose habits, health, and general character had been subjected to some years' test, would be attended with much practical good, and be productive of very considerable pecuniary saving to the Government." Whether the observations, of which the foregoing extract was the conclusion, exercised any influence or not I have no means of knowing; all I can say is that the construction of permanent barracks and hospitals, which was recommended strongly by the sanitary authorities in 1860 has not yet been carried out, though temporary barracks have been erected, and the place continued as a military station up to the present time, with results, however, of a nature similar to those which, six years ago, I stated would most probably occur. In making these remarks I do so in the hope of possibly drawing attention to the question of garrisoning Hong Kong on a different principle to that which is at present followed, and which is sure periodically to be attended with disasters such as now occupy attention.—I am, Sir, your most obedient servant,

D. F. RENNIE, M.D., Surgeon 20th Hussars.

Campbellpore, May 30, 1866.

THE INDIA AND CHINA BANKS.

When we penned the comments in our last issue on the subject of reducing the usance for bills of exchange in the India and China trade we hardly expected so speedy a settlement in the matter. It will be observed from the following circular issued on the 3rd that the matter has been decided on by the leading banks. The Asiatic, it will be seen, are not amongst the banks represented, not we understand from any disapproval of the plan, but from a desire to first elicit the opinions of the Chambers of Commerce in England. The other banks have their head offices in India, and consequently could not join the movement at present. We are painfully reminded now, in dealing with the standing institutions of China, of the absence of the once important Agra and Commercial Banks, two of the oldest establishments.

It being considered desirable to shorten the usance of the bills drawn in India and China on Europe, the undersigned hereby give notice that from the 1st of January, 1867, their branches and agencies in the East will only buy and sell bills of exchange at a term not exceeding four months' sight.

The undersigned further give notice that they will purchase bills of exchange, drawn under credits, only when the credits contain a distinct engagement with the holders of the bills to accept the same.

G. U. ADAM, for the Chartered Bank of India, Australia, and China.
D. T. ROBERTSON, for the Mercantile Bank of India London, and China.
J. OUSELEY, for the Bank of Hindustan, China, and Japan (Limited).
J. C. PARRY, for the Delhi and London Bank (Limited).
G. PIETSCH, for the Comptoir D'Escompte de Paris.
CHARLES J. F. STUART, for the Oriental Bank Corporation.

The following comments on the measure are from *The Times*, in which we do not agree:—

Five of the Indian banks in London,—the Chartered, the Chartered Mercantile, the Bank of Hindustan, the Delhi and London Bank, and the Oriental,—together with the Comptoir d'Escompte de Paris, have announced that from the 1st of January next, owing to its being considered desirable to shorten the usance of bills drawn in India and China on Europe, their branches and agencies in the East will not buy or sell bills of exchange at any term exceeding four months' sight. The present ordinary term is six months' sight, and the measure has obviously been adopted with the praiseworthy object of lessening risk, but it is questioned if it will answer. In a majority of cases it is said even the six months' usance is insufficient for the sending forward and realisation here of the produce against which the bills are drawn; firms on this side, especially in the case of cotton, being often for a couple of additional months under cash advance. They are, therefore, likely to direct their correspondents not to draw upon them at less than the usual term, in which case the business now declined by the banks in question will simply be transferred to private banking and agency houses, or to the banks that have refused to join in the new rule. It is desirable that the facilities of credit so wildly granted during the past two or three years to weak speculators should be cut off, and the shortening of the term of bills would contribute to that result, but a remedy which interferes with the understood routine of trade is sure to fall into desuetude so soon as the excitement under which it was adopted shall have passed away. The true plan of security must be found in making advances on goods only within the most prudent limits and to parties of unquestioned character, and if these precautions ars neglected no artificial restrictions will supply their place.

Digitized by Google

NOTICES TO CORRESPONDENTS.

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be authenticated by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

A REGISTER is kept of the addresses of all persons connected with the FAR EAST and reference can be made to the same by personal application at the office or by letter.

Any information required by Subscribers, in reference to Commercial or General matters in CHINA, JAPAN, SINGAPORE, *and other parts of the* FAR EAST, *will be supplied on application at the Office, where files may be seen of the Journals published in those countries.*

THE LONDON AND CHINA EXPRESS.

PUBLISHED on the departure of the Mails *via* Marseilles on the 10th, 17th, and 26th, contains a Summary of European, American, and General News; Commercial and Shipping Reports, and Special notices of Trade with the FAR EAST.

Subscription 5ts. per annum, including Postage. Export Supplement 12s. extra.

The London & China Telegraph.

LONDON, MONDAY, JUNE 9, 1866.

TELEGRAPHIC COMMUNICATION WITH CHINA AND AUSTRALIA.

A NEW scheme for a system of telegraphic communication on a very comprehensive scale has been promulgated. It proposes to construct, firstly, an overland line of telegraph between Rangoon and Singapore, with a branch to Bangkok and Saigon; secondly, a line from Singapore by way of Boncalis, Siak, Padang, Bencoolen, and Lampong to Anjer, through Java, and so on to Australia; and thirdly, it is proposed to reach China either from Saigon or Hue, by a land line round the northern shore of the Gulf of Tonquin, or a submarine one *via* Hainan—the latter being apparently the more feasible of the two. Sooner or later we shall doubtless have telegraphic communication, more or less direct, between all our colonies and dependencies in the East, and there can of course be no harm in ventilating any projects of this nature that may from time to time appear. But it will be the work of some years to overcome the many obstacles that present themselves to the execution of even a small portion of this extensive scheme, which is —on paper—so easily sketched out.

THE STRAITS TRANSFER.

WE have already noticed the introduction of the Bill for the transfer of the Straits Settlements, and but for the suspension of the Parliament we should now have the pleasure of announcing that it had passed through all its stages. However, we feel quite safe in assuring our readers that the remaining stages of the Bill will not meet with any opposition in the Commons or Lords from either Liberals or Conservatives, as the good offices of Lord STANLEY have already been engaged in its promotion. The Bill itself contains only a few *pro forma* clauses, granting powers to Her MAJESTY in Council to assume the Government, &c. The fourth and last clause is, however, of very considerable importance, and we deem it best to give it entire, and at the same time we must express our opinion that the SECRETARY of STATE for the COLONIES has exercised a wise discretion in not making a sweeping change in the government at once. By this measure he will gain the experience necessary for the government of the place, according to the formula of the Colonial-office. In the meantime it will, we presume, be open to any officer of the present Government to make any representations as to a continuance in office or pension from their old masters the Government of India. Ultimately we believe the various offices will be filled according to the suggestions of Sir HERCULES ROBINSON, which will be found in the official correspondence which we have forwarded to our agents for the inspection of such of our subscribers who may be desirous of seeing it. Henceforth the Straits Settlements will be in a position to make such progress as may be compatible with surrounding interests; and we trust that even the minority who do not approve of the transfer will now give their hearty co-operation to measures designed for the general good. The following is the extract alluded to above :—

Until otherwise provided by Her Majesty in Council, or by such three or more persons as aforesaid, all laws or regulations (except the aforesaid Act of Parliament), which, when this Act shall come into operation, shall be in force in the said Settlements and their dependencies, and all proceedings of any court of justice had or to be had therein, shall be and continue to be of the same force and effect, and all judicial and other officers who, when this Act shall come into operation, shall be lawfully exercising their offices in the said Settlements and their dependencies, shall continue to have and exercise the same functions and authorities therein as if this Act had not been passed.

THE SINGAPORE SCREW PILE PIER.

WE are glad to learn that this company has obtained the concession of land required for its intended works from the Government of the Straits Settlements on very satisfactory terms. The ground extends westward from the present commercial centre of the town, and will when reclaimed form a space of between forty and fifty acres, to be planned out in town allotments, which must from their advantageous position, be of great value. From the east end of this concession the pier will run out into the centre of the harbour, as described in our issue of the 11th September last. The plan adopted is that of Captain MAYNE, R.E., which has been selected from three competing ones, and as it differs in some respects from the original intentions of the company there will be more delay in commencing active operations than was at first anticipated. A railway is talked of, we hear, to connect Singapore with New Harbour, and should this project be carried out the company will have to allow it a right of way through their new concession, in which case they will, of course, claim and receive fair compensation. But it is by no means improbable that the completion of the pier will render the proposed railway quite a superfluous work, inasmuch as New Harbour, with its strong tides and contracted space, will not offer much inducement to shipping when vessels can avail themselves of the superior facilities for landing and shipping cargo offered by the pier.

THE BRINDISI ROUTE.

NEW arrangements have been made in the railway service on the Italian lines, and the entire distance between London and Brindisi is now performed in 68 hours. The company have thrown the saving of time into the earlier arrival at Alexandria, leaving Brindisi at 6 A.M. on the 7th, 14th, 22nd, and 30th, instead of 3 P.M. as before. The railway works on Mont Cenis are progressing, and also the harbour improvements at Brindisi. Captain TYLOR's report to Government has not yet been published, but it is believed to be favourable.

	Hours.
The trains leave London for Paris as before, viz., 7.25 A.M., arriving at 6 P.M.	10.35
Stay at Paris	2.40
Leave Paris for San Michel at 8.40, thence by diligence over Mont Cenis for Turin, and arrive at 11 P.M.	26.20
Leave Turin 11.20 P.M. for Bologna, and arrive at 5.45 A.M.	6.45
Stop at Bologna	55
Leave Bologna at 6.40 for Ancona, and arrive at 11.35	4.55
Stop at Ancona	15
Ancona to Brindisi at 11.50 A.M., and arrive at 3.25 on the following morning. (The steamers leave at 6, or about 3 hours after the arrival of the train)	15.35
Total	68

On the return the train leaves Brindisi daily at 6.45 P.M., arriving in London on the evening of the third day. Passengers can stay at any point along the route.

THE SAN FRANCISCO AND CHINA LINE.

WE have not yet received intelligence of the despatch of the steamers from New York intended for the San Francisco, Japan, and China line. We hear from San Francisco, however, that the Chamber of Commerce had petitioned that the steamers should not be required to call at the Sandwich Islands. It was in the first instance decided to call there for the purpose of coaling, but it now appears that sufficient coal can be carried for the whole passage, and that the detention there can be saved. A separate line of small steamers is proposed between San Francisco and Honolulu.

It is announced that an arrangement has been concluded between the American company and the French Transatlantic line from St. Nazaire and Havre to Panama, by which goods and passengers can be conveyed by this route to the Far East. Of course the line will be equally available for the English boats from Southampton in the hands of the Royal Mail Steam Company, who will no doubt be fully alive to the opening now made for them of sharing in the traffic to China and Japan. The opportunities now available for visiting China will no doubt cause a large influx of visitors next year. Of the route by Russia, the Amoor, &c., we find the following account in a contemporary :—

Of the various routes which travellers to and from China follow there are but two which are in common use, viz., that usually and now-a-days incorrectly termed the "Overland Route" and the long journey by

Digitized by Google

land via Peking, Siberia, and St. Petersburg. A third route, which during the summer months is quite as practicable and far more agreeable to those who dislike spending nineteen days in the Mongolian desert, or who, from constitutional or other causes, find a long sea passage to be an extreme discomfort, is open to the public; but though it was described in one of our first-class periodicals some months ago very few seemed to have availed themselves of the advantages it presents. This is no doubt greatly owing to the fact that steam communication between Shanghai and the mouth of the Amoor is very uncertain; for it is to the route via Nicolayefsk and Irkutsk that we invite the attention of our readers.

Supposing that the homeward-bound traveller has reached Shanghai and is fortunate enough to meet a steamer bound for Nicolayefsk, a short run of from five to seven days will see him safely landed at the latter port. Steamers run constantly from this place to within four days' ride of Irkutsk, occupying 25 days on the passage. There is a considerable difference between being at sea and gliding along the smooth surface of an inland river, and few would be found to object to so convenient and comfortable a mode of travelling as the latter generally proves to be. There is, so far as we can learn, no great difficulty in obtaining transport overland from the point where navigation ceases to Irkutsk. Having reached this point 29 days by post will carry the traveller to Nijni Novgorod, where the railway commences, and a very few days more will see him safely housed at his destination. On the road from Irkutsk to Nijni Novgorod the first half will be found very agreeable travelling. In Western Siberia the roads are somewhat swampy during the summer months and the traveller's progress will necessarily be slower. No actual discomfort need however be feared, as the Russian posting arrangements are by no means bad. For those who can command official aid the advantages of this route are of course much greater than to the ordinary traveller; but a gentleman from whom we have received some information on the subject has assured us that all persons are likely to meet with civility and attention.

THE Queen has been graciously pleased to appoint Sir Benson Maxwell Recorder of Singapore, and Mr. William Hackett Recorder of Penang.

TELEGRAMS have been received from Shanghai *via* Tien-tsin and Kiachta to the 13th June, being twenty-three days only. It is expected that the time by this route will be reduced to fifteen days. The service between St. Petersburg and Kiachta is however very uncertain. Still the line may prove as serviceable as that *via* Galle, which we know too well is constantly out of order. The telegrams of 11th May, announcing the failure of Overend, Gurney, and Co., had arrived out.

Literature.

Quelques mots sur la Cochin Chine en 1866, par L. des Coincy. 8vo. Paris, Chatlamel Aîné.

Such is the title of a small work of seventy pages by a gentleman connected with the Imperial Government, who has spent some time in the country of which he speaks, and recounts his impressions in plain unpretending language. He is evidently deeply impressed with the value and importance of the settlement to France, but he states the facts as they appeared to him in a manner to win the attention of all who are interested in the present and future of Cochin China and the neighbouring countries. The work is divided into two parts, the first being a general description of the country, given in several journey in various directions; and the second, an account of the military forces, administrative organisation, justice, finances, agriculture, concessions, and commerce. M. de Coincy expresses his gratitude for the manner in which he was treated while in Cochin China, and says that the object of his work is to combat that determined indifference, or hostility, which is unfortunately only too wide spread in France with respect to that country. As regards the feeling of the natives, M. de Coincy says:—"Since the spring of 1865, the Annamite Government having lost all hope of our relinquishing our establishment, submits frankly to it, and the high functionaries of the native districts entertain frequent friendly intercourse with the French." He adds that the authorities of the three provinces of Ha-tien, An-giang, and Vinh-long assisted at the agricultural and industrial exhibition held at Saigon in February last. As regards the climate and productions, M. de Coincy speaks in the highest terms; and he gives an idea of the extent of the French settlement by stating that it is equal in surface to that of New Caledonia, or about one twenty-third part of the whole of France. He gives an account of each river and of the system of canals, which will be useful to visitors to Cochin China, but which is too long to quote. The comparison that is sometimes made between Saigon and Singapore the author meets in the following manner:—"We cannot see what comparison can be established between the capital of a settlement which has had but three years of tranquil existence, between a town situated fifty-six miles up a river, and a colony thirty years old, which has the advantage of priority, of a superior geographical position, and which has long been the entrepot of Eastern commerce. We say more, we do not desire to see Saigon completely resemble Singapore, and we should prefer for the future of our colony a compact homogeneous opulence, useful above all to the metropolis, to an agglomeration of twenty different races, based solely on external commerce, and without those special resources which should be liable to all the chances of a distant war." The routes described in this little work—and described as having been passed over by the author many times, are:—From Saigon towards the north by the grand road, thirty leagues in length, to Tayninh; then eastward to Bienhoa, Baria, and Cape Saint Jacques; and lastly a voyage by water in the Phuoc-Loc, the Tanhoa, and the province of Mitho. The accounts of these trips are enlivened with much interesting matter relative to the natural beauties of the countries, the works and the manners and customs of the people, but the main object, namely, the practical importance of the country, is well maintained throughout.

M. de Coincy gives a pleasing picture of the hospitality of the people:—"In Cochin China hospitality is still that of the patriarchs: If you are hungry, eat! If you are thirsty, drink! If you are fatigued, rest for one, two, three or as many days as you please! Every man who rides on horseback meets with this hospitality." We hope that the *horse-and-shay* limit is not more strictly defined in Cochin China than in other countries. The Annamites seem to be excellent roadmakers, and we regret that space will not permit us to dwell upon this subject. Another subject of interest is the native organisation of the post, which seems somewhat to resemble that of the Tartar post of Russia. M. de Coincy, like all who have visited Cochin China, speaks highly of the excellence and variety of the timber trees. He says that a few Europeans are engaged in the trade, but only on the banks of the rivers; yet that in 1864 the revenue derived by the Government from timber exported from the province of Tay-ninh exceeded 12,000 piastres, or nearly £3,000. Large forests of pine and spruce firs have been discovered in the Upper Cambogia, and these are now beginning to be worked. "The enormous export trade which Mitho, Vin-luong and Cambogia could supply would become, as it were," says M. de Coincy, "the property of whoever will establish a line of steamers."

M. de Coincy gives tables of the finance, navigation, and trade of the colony for the year 1865 showing an increase, as compared with 1864, of 1,071,000 francs in revenue; 121,763 tons in shipping; and 4,592,658 francs in exports.

The Albert N'yanza, Great Basin of the Nile, and Explorations of the Nile Sources. By SAMUEL WHITE BAKER, M.A, F.R.G.S. Two Vols. London: Macmillan and Co.

The problem of the sources of the Nile seems to have exercised an extraordinary fascination over the minds of mortals for countless ages. Yet there can be little doubt that the learned men of antiquity had become masters of the solution, and that, as in many other things, the task of the moderns is not that of original discoverers, but the less honourable one of endeavouring to regain a clue that has has been carelessly or clumsily lost. Ptolemy, the Egyptian geographer of the second century, describes the Nile as emanating from two great lakes that received the snows of the mountains in Ethiopia; and Grant and Speke, and Baker, have done no more than verify the assertion and bring back into the domain of our own knowledge what was probably ascertained to be fact fully a thousand years ago. All honour, however, to the explorers just named as having gained for England the glory of this perilous investigation. Natives of all countries of Europe have lately been seeking for fame in the wilds of Africa. Baron von Decken, a Hanoverian, is the last who paid for his daring with loss of life; and though Mrs. Baker, who accompanied her husband through the whole journey, confers on English womanhood the crown of both courageous affection and complete success, yet it must be remembered that her husband left at Khartoum, on starting for his voyage, a steamer "belonging to the Dutch ladies, Madame van Capellan and her charming daughter, Mademoiselle Tinne," who were also bent on penetrating further up the great river—the whole party, with the exception of the younger lady, afterwards dying of the fever of Central Africa. Mr. Baker had qualified himself for his enterprise by a long course of adventure in tropical climates. The author of "The Rifle and the Hound in Ceylon," and of "Eight Years' Wanderings in Ceylon," had proved himself an

Digitized by Google

indefatigable hunter and an unerring shot—qualities that in the interior of Africa often proved available for a dinner when neither money nor goods could be turned to account. He is made to confess, however, that the animals he had to contend with in Africa were far more worthy of the hunter's skill than his old Ceylon acquaintances of the same race. The females of the African elephant, it seems, are equal to the males of the Indian island. Indeed, the African elephant is not only entirely different from the Indian species in his habits, but also in form. What Mr. Baker lays down on this point is worth quoting, bearing in mind the weight of his authority in such matters. He says:—

The elephant is by far the most formidable of all animals, and the African variety is more dangerous than the Indian, as it is next to impossible to kill it by the forehead shot. The head is so peculiarly formed that the ball either passes over the brain, or lodges in the immensely solid bones and cartilages that contain the root of the tusk. . . . The character of the country naturally influences the habits of the animals: thus Africa, being more generally open than the forest-clad Ceylon, the elephant is more accustomed to activity, and is much faster than the Ceylon variety. Being an old elephant-hunter of the latter island I was exceedingly interested in the question of variety of species, and I had always held the opinion that the African elephant might be killed with the same facility as that of Ceylon by the forehead shot, provided that a sufficient charge of powder were used to penetrate the extra thickness of the head. I have found by much experience that I was entirely wrong, and that although by *chance* an African elephant may be killed by the front shot, it is the exception to the rule. The danger of the sport is accordingly much increased, as it is next to impossible to kill the elephant when in full charge, and the only hope of safety consists in turning him by a continuous fire with heavy guns; this cannot always be effected. . . . The temple shot, and that behind the ear, are equally fatal in Africa as in Ceylon, provided the hunter can approach within ten or twelve yards; but altogether the hunting is far more difficult, as the character of the country does not admit of an approach sufficiently close to guarantee a successful shot. In the forests of Ceylon an elephant can be stalked to within a few paces, and the shot is seldom fired at a greater distance than ten yards; thus accuracy of aim is insured; but in the open ground of Africa, an elephant can seldom be approached within fifty yards, and should he charge the hunter's escape is most difficult. I never found African elephants in good jungle except once, and on that occasion I shot five, quite as quickly as we should kill them in Ceylon.

Mr. Baker's pages put an end to the fear of the supply of ivory suddenly and speedily ceasing, for Central Africa still teems with this noble game. One drawback to security in this respect is that the barbarous natives hunt the animal for the sake of the flesh alone, and up to within the last fifty years, perhaps, the tusks were considered as worthless, and treated as bones. Were the elephant killed only for his ivory, none but full-grown ones would be slaughtered; but where "the pot" is the motive to the chase it is to be feared much untimely murder is perpetrated.

It will be in the memory of our readers,—for the narrative of Speke and Grant, and the proceedings of various learned societies, have made the public interested in and thoroughly informed on all that refers to the discovery of the two great Lakes—that Mr. Baker met the travellers just mentioned at Gondokoro, he on his way into the interior, and the latter returning to England. From them our traveller derived hints and instructions of the utmost value, and throughout his volumes he takes care to give his precursors the full share of merit that belongs to them. As he justly observes, "a great geographical fact has through our joint labours been most thoroughly established"—viz., that the sources of the Nile are to be traced to two great fresh-water inland seas, the Victoria N'yanza, discovered by Speke and Grant, and the Albert N'yanza, by Baker. The geographical fact thus established we will state in the words of the latter:—

The Nile, cleared of its mystery, resolves itself into comparative simplicity. The actual basin of the Nile is included between about 22° and 39° East longitude, and from 3° South to 18° North latitude. The drainage of that vast area is monopolised by the Egyptian river. The Victoria and Albert lakes, the two great equatorial reservoirs, are the recipients of all affluents south of the Equator; the Albert lake being the grand reservoir, in which are concentrated the entire waters from the south, in addition to tributaries from the Blue Mountains, from the north of the Equator. The Albert N'yanza is the great basin of the Nile. The distinction between that and the Victoria N'yanza is, that the Victoria is a reservoir receiving the eastern affluents, and it becomes a starting point, or the most elevated *source*, at the point where the river issues from it at the Ripon Falls: the Albert is a reservoir not only receiving the western and southern affluents direct from the Blue Mountains, but it also receives the supply from the Victoria and from the entire equatorial Nile basin. The Nile, as it issues from the Albert N'yanza is the *entire* Nile; prior to its birth from the Albert lake it is *not* the entire Nile. A glance at the map will at once exemplify the relative value of the two great lakes. The Victoria gathers all the waters on the eastern side, and sheds them into the northern extremity of the Albert; while the latter, from its character and position, is the direct channel of the Nile that receives all waters that belong to the equatorial Nile basin. Thus the Victoria is the first *source*; but from the Albert the river issues at once as the great White Nile.

After all, therefore, we have no certainty that the discovery of the source of this great river has been accomplished. The two lakes are more properly described as "reservoirs" than as sources. Baker's southernmost point was 1° 13′ N., on his march from Kamrasi's capital to the Albert lake; the latitude of Vacovia, where he struck the lake, being 1° 15′ N. But the lake is reported by the natives to be well known as far as between 1° and 2° South, where it turns to the West, its further extent being unknown. The real source of the Nile, then, may yet be some magnificent river flowing into the extreme south-west point of this inland sea—for sea it is, as our present knowledge of it stretches over five degrees of latitude. And now, it may be asked, what has Humanity gained by the starvation and toil and fever endured by these hardy explorers? Let Mr. Baker answer:—

Should the slave trade be suppressed, there will be a good opening for the ivory trade; the conflicting trading parties being withdrawn, and the interest of the trade exhibited by a single company, the natives would no longer be able to barter ivory for cattle; thus they would be forced to accept other goods in exchange. The newly-discovered Albert Lake opens the centre of Africa to navigation. Steamers ascend from Khartoum to Gondokoro in latitude 4° 55′. Seven days' march south from that station the navigable portion of the Nile is reached, where vessels can ascend direct to the Albert lake—thus an enormous extent of country is opened to navigation, and Manchester goods and various other articles would find a ready market in exchange for ivory at a prodigious profit, as in those newly-discovered regions ivory has a merely nominal value. Beyond this commencement of honest trade I cannot offer a suggestion, as no produce of the country except ivory could afford the expense of transport to Europe. If Africa is to be civilised it must be effected by commerce, which, once established, will open the way for missionary labour; but all ideas of commerce, improvement, and the advancement of the African race, that philanthropy can suggest, must be discarded until the traffic in slaves shall have ceased to exist

The slave trade will never be suppressed unless by the active and energetic interference of the European Governments. All the difficulties, other than those of the climate, that Mr. Baker had to contend with arose from the circumstance that throughout his journey he was looked upon by the ivory-traders as an English spy, sent with no other purpose than to stop their nefarious traffic. Nay, the flag of one Consul was actually prostituted to protect the crime. One of the traders at Gondokoro was a Copt, the father of the American Consul at Khartoum; and to Mr. Baker's surprise he saw a vessel full of these brigands arrive at the last-named place with the American flag flying at the mast-head. Even attempts at exploration seem for the moment to be destined to spread this and other curses of the human race. Mr. Baker was unable to make his way to the lake without securing the escort of Ibrahim, a commander of Turkish traders; and, indeed, persuading the latter, by holding out to him a prospect of immense quantities of ivory, to penetrate into a district entirely strange to him. No sooner does the new adventurer arrive than he forms the usual alliance with Kamrasi, the sovereign of the country, affording the tyrant the aid of his musketeers to take vengeance on his enemies—the guerdon being a payment of ivory by the former, and all the cattle they could secure and whatever number of the population—that is, of the women and children—they chose to carry away into slavery. Mr. Baker, too, hits on the idea of distilling a spirit from the sweet potato, in the hope of curing himself of a fever that had stuck to him for months, by reason of his quinine being exhausted. The potato whisky effects the desired cure, but the king hears of the wondrous cordial—

He called it the maroua (cider) of our country, and pronounced it so far superior to his own that he determined to establish a factory. When I explained to him that it was the produce of sweet potatoes, he expressed his regret that he had never sufficiently appreciated their value, and he expressed a determination to cultivate whole districts. Ibrahim was requested to leave one of his men who understood the management of a still to establish and undertake the direction of "King Kamrasi's Central African Unyoro Potato Whisky Company, Unlimited."

Our extracts have been directed to the more important considerations that will occur to the mind from a perusal of the volumes, but of their extreme interest they convey little notion. The greater portion of the work is matter to be devoured, not read; and the reader is never brought to a stand-still by long disquisitions on geology, or natural history, or geography. The moment after we get to Gondokoro and quit the "heart-breaking river," with its endless windings and delays and mishaps, all is pure unmitigated adventure. Always in peril, ever on the watch, ever having to trust to the rifle for food for the whole party, ever on the guard against injuries from man, from the elements, and from the animals and reptiles of the country, Mr. Baker's every page has its sensation. To travellers about to undertake a dangerous journey in unsettled regions the book abounds in useful warnings and suggestions. Each precaution adopted by the experienced voyager and hunter

Digitized by Google

is noted throughout, from the entire organisation of the expedition down to the happy circumstance of the favourite little rifle being in perfect order at a most critical moment, "thanks to Eley's double waterproof central fire-caps, which will resist all weathers." The presence of Mrs. Baker throughout all his dangers adds an inexpressible charm to the story, by shedding a womanly refinement over many of the scenes passed through.

Altogether, we have seen no book for a long period so extraordinarily suited to all readers. The sympathies of each are touched—ignorant or scientific, serious or volatile, young or old, man or woman, boy or girl, we will defy either to quit the volumes till they have been fairly read through. Mr. Baker promises us another treat in his account of what befell him in Abyssinia, and we may confidently predict that the fulfilment will be eagerly looked for by thousands.

We have received the Second Number of the New Series of the *Journal of the North China Branch of the Royal Asiatic Society*. The papers it contains are:—Notes on the Geology of the Great Plain; a Sketch of the Geology of a portion of Quan-tung Province; Birds and Beasts of Formosa; Annals of the Western Ocean; Sorgo, or Northern Chinese Sugar Cane; a Visit to the Agricultural Mongols; the Hieroglyphic Character of the Chinese Written Language; and the Remains of Ancient Kambodia.

Nature and Art is a new monthly periodical, a perfect marvel of beauty as far as the artistic embellishments are concerned, and the letter-press is not behind hand in sterling merit. Readers in the Far East will be particularly interested in Mr. Tegetmeier's article on the "Ailanthus Silkworm and its Culture in England," with the exquisitely coloured illustration that accompanies it. The scene on the Logier River, Zambesi, with the "full striped Quagga," by Mr. Baines, deserves equal praise, whether as regards the narrative or the picture. Mr. Yapp's "Art Notes from France" is the sort of paper that will fill up a gap in our periodical literature that should not have existed so long. Then for the ladies there is a page of "Parisian Chapeaux," so bewitchingly coloured by Messrs. Day and Son, the well-known lithographic artists, that no brute of a husband could possibly refuse to unbutton his pocket at sight of them

Monetary and Commercial.

The annual meeting of the shareholders of the Comptoir d'Escompte is to be held on the 28th July.

The biddings for £350,000 in bills on India took place at the Bank of England. The proportions allotted were—to Calcutta £114,600, to Madras £4,000, and to Bombay £20,000. The *minimum* price was fixed at 1s. 10d. on Calcutta and Madras, and 1s. 10¼d. on Bombay, a further reduction of 2 per cent. in each case. All tenders at and above the *minimum* will receive in full.

Nothing has resulted as to the efforts to resuscitate the Indian business of the Agra and Masterman's Bank. Mr. Shipman, the London manager, has joined Mr. Shoemack (formerly of Overend's) and established a bill brokering establishment under the title of William Shipman and Co., 12, Clement's-lane.

The new Joint-Stock Companies brought out during the past six months are 32 in number, with a capital of £8,220,000, against 160 in the same period last year, with a capital of £56,302,000. In the three years 1863-4 and 5, during which the mania for "limited" companies was in full play, the total number of undertakings started was 832 with an aggregate authorised capital of £363,000,000. The recent panic has virtually put a complete stop to the introduction of new schemes, and will doubtless induce greater caution among investors for the future.

The suspension has been announced of Messrs. Dadabhai, Navroji, and Co., of Great St. Helen's, East India merchants, owing to the non-receipt of expected remittances from Bombay. Their liabilities are stated to be £305,000, and anticipations seem to be entertained of a favourable liquidation.

The following is an extract from the report of the Oriental Hotels Company:—

With this report the balance-sheets of the company for the year ending the 31st of December, 1865, are submitted to the shareholders. The directors have much pleasure in informing the shareholders that at the date of the last reports they have received from Galle, viz., the 18th of May, the hotel at that place was nearly completed. The furniture and the first supply of European stores had arrived in good order, and the fitting up of the building had so far advanced that it was confidently expected the hotel would be opened on the 24th of May. The directors have no doubt that the business at Galle is by this time in full operation. The accounts have not yet been completely rendered, but the board believe that the entire cost of the ground, with the buildings standing thereon at the time of the purchase, of the additions and alterations since made, and of the fittings and furniture of the hotel, will be about £20,000. Seven shops are attached to the new buildings, from which a good return is anticipated, and no doubts appear to be felt by those upon the spot that a large and profitable business will be done by the company's hotel at Galle, such as its superior comforts and accommodation will deserve. In consequence of an outbreak of cholera in Egypt, the work of the Cairo Hotel was suspended for some considerable time last summer, but since the resumption of work the building has been progressing favourably. The shareholders will observe that, at the date when the accompanying balance-sheets were closed, there was a large sum on deposit at interest in the bank which has since unfortunately failed; but before the failure that deposit account had been closed, so that, as the shareholders have already been informed by a circular, the balance at credit of the company's open account in London on the day of the bank's stoppage amounted only to £434 15s.

The Board of Trade Returns for the month, and five months, ended the 31st May, indicate that trade is in a healthy condition, although the general improvement has not quite kept pace with that exhibited in the previous two or three returns. The total declared value of exports for May of the present year is £15,870,131, against £13,194,758 in 1865, and £14,176,640 in 1864, being an increase of £2,675,373 over the former period, and of £1,693,491 over the latter. For the five months of the present year, the total declared value is £78,227,710, against £60,901,576 in 1865, and £64,069,060 in 1864, which is an increase of £17,326,134 compared with 1865, and of £14,158,650 as contrasted with 1864. The return of the value of the Enumerated Imports extends no further than to the end of April, for which month of the present year the value was £22,455,968, against £13,078,755 in 1865, and £17,587,565 in 1864. The value for the four months of the present year is £68,804,895, against £45,337,850 in 1865 and £54,719,390 in 1864; the present year exceeding 1865 by £23,467,045, and 1864 by £14,085,505. Our trade with the Far East presents the figures following:—

EXPORTS TO CHINA AND HONG KONG.

	1864.	1865.	1866.
Quantity for the Month ended 31st May.			
Cotton yarn	266,400	236,800	640,020 lbs.
Cotton manufactures	11,513,490	9,138,293	18,948,204 yds.
Worsted stuffs	1,590,922	1,003,619	2,428,117 „
Woollen & Worsted cloths.	208,790	149,292	184,966 „
Lead	1,493	66	887 tons.
Quantity for the five Months ended 31st May.			
Cotton yarn	801,372	797,562	2,277,226 lbs.
Cotton manufactures	30,002,612	44,469,244	71,938,376 yds.
Worsted stuffs	5,089,801	6,616,812	8,698,797 „
Woollen and worsted cloths	749,020	660,417	815,003 „
Lead	3,518	929	3,722 tons
Value for the five Months.			
Cotton yarn	£97,423	£77,445	£240,054
Cotton manufactures	835,699	1,026,543	1,832,124
Worsted stuffs	326,397	499,583	594,351
Woollen and worsted cloths	126,208	113,829	130,944
Lead	77,567	20,404	81,736

The Cotton Manufactures forwarded from the United Kingdom to other ports and countries in the Far East during the month of May, and their value for the five months of the respective years are thus stated:—

	1864.	1865.	1866.
Quantity for the Month ended 31st May.			
Ceylon	360,550	1,505,233	1,197,336 yds.
Singapore	1,582,764	3,261,635	5,005,246 „
Java	3,722,803	5,033,109	2,049,727 „
Philippine Islands	4,651,404	6,042,350	2,256,949 „
Value for the five Months ended 31st May.			
Ceylon	£184,011	£114,130	£204,678
Singapore	420,378	431,443	550,584
Java	326,344	247,885	456,494
Philippine Islands	286,059	330,701	225,217

Of Cotton Yarn the quantity exported to Singapore during the month of May last was 178,260 lbs., and during the five months 527,650 lbs., against 656,390 in 1865, and 481,308 in 1864. To Ceylon 8,824 lbs. was sent in May, and 125,154 lbs. in the five months, against 71,942 lbs. in 1865, and 77,100 in 1864. The value of the exports during the five months ended 31st May is represented by the following figures:—

	1864.	1865.	1866.
Ceylon	£11,030	£6,090	£19,256
Singapore	58,126	64,447	57,274

IMPORTS.

The supply of Raw Cotton continues on the increase, though up to the end of May China still remains unregistered as an exporting country. The figures are as follows:—

From	1864.	1865.	1866.
Quantity for the Month ended 31st May.			
Egypt	230,398	59,515	148,756 cwts.
British India	472,508	290,381	581,173 „
China	90,046	63,677	—
Total from all parts	997,244	611,653	1,490,636 „
Quantity for the five Months ended 31st May.			
Egypt	590,676	660,208	551,251 „
British India	1,247,875	925,891	1,649,553 „
China	300,164	206,495	—
Total from all parts	2,756,664	2,637,022	5,180,070 „

Digitized by Google

Value for the four Months ended 30th April.

	1864.	1865.	1866.
Egypt	£4,324,432	£4,928,073	£3,996,556
British India	7,211,413	3,363,543	6,343,468
China	1,806,422	683,514	—
Total from all parts	18,472,061	13,967,469	29,244,760

Of Unrefined Sugar the quantity imported from Java and the Philippine Islands during the month of May last was 2 cwt. of the 2nd quality; 39,938 cwt. of the 3rd, and 61,931 cwt., of the 4th quality; and the quantity and value for the respective years, as far as known, is as follows:—

Quantity for the five months ended 31st May.

	1864.	1865.	1866.
Of all qualities	65,075	339,307	162,536 cwts.

Value for the four Months ended 30th April.

Of all qualities	£42,959	£318,821	£54,886

Of Hemp from the Philippine Islands we received 10,738 cwts. during the month of May last, and the general return is as follows:—

	1864.	1865.	1866.
Quantity to 31st May (cwts.)	58,334	89,935	27,327
Value to 30th April	£79,568	£103,708	£39,115

Of Coffee we received from Ceylon during May 4,918,173 lbs.; the return for the respective years being thus stated:—

	1864.	1865.	1866.
Quantity to 31st May (lbs.)	23,365,001	22,114,380	20,241,814
Value to 30th April	£562,689	£526.591	£504,999

The quantities of the articles named remaining in the warehouses under bond on the 31st May is shown thus:—

	1864.	1865.	1866.
Coffee (lbs.)	23,786,068	24,299,730	29,261,655
Sugar, Unrefined (cwts.)	2,202,994	2,722,986	3,443,856
Tea (lbs.)	106,426,541	121,576,792	98,677,918

The Declared Value of the British and Irish Produce and Manufactures exported from the United Kingdom to the ports and countries of the Far East during the four months ended the 30th April appears in the table annexed:—

Exports during the four Months ended 30th April.

To	1864.	1865.	1866.
Egypt	£1,886,128	£1,993,391	£2,856,296
China (exclusive of H. Kong)	849,444	1,229,303	1,622,802
Hong Kong	476,430	485,569	901,533
Ceylon	313,760	172,755	293,432
Singa. and Eastern Straits	579,837	598,046	655,450
Netherlands India (Java, &c.)	314,280	209,485	497,830
Philippine Islands	213,587	280,365	217,987
Siam	11,253	3,614	4,088
Cochin-China, Camboja, and Tonquin	—	—	274
Japan	79,205	412,927	473,973

The amount of bullion by the P. and O. Company's steamer *Delta*, from Southampton on the 4th inst., was:—in gold, to Gibraltar, £1,500; to Madras, £1,021; total in gold, £2,521

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
June 9	Santee	—	Manila	New York.
May29	Mousse de Nantes	Fagel	Macao	Havana.
Jun 26	Borealis	Henderson	Rangoon	Falmouth.
— 8	Lieut. Bellot	Gourdet	Canton	Havana.
—	Transit	Whitmore	Moulmain	Off Queenstown.
May24	Catalina	Demoro	Macao	Callao.
Jun 25	Avery	Grace	Rangoon	Off Plymouth.
— 25	Teviot	Wheland	Colombo	Off the Lizard.
— 28	Eduard and Elise	Voss	Akyab	Falmouth.
— 28	Insulaneren	Jansen	Sourabaya	Do.
— 25	Loevenstein	Hulshoff	Batavia	Off Scilly.
— 29	C. H. Kintschky	Alm	Java	Falmouth.
— 29	Helena	Dill	Penang	Portland Roads,
— 30	Spy	Le Sueur	Singapore	Falmouth.
July 1	Eberhard	Hasloop	Rangoon	Do.
— 2	Golconda	—	Singapore	Deal.
— 2	C. M. Davis	Koopman	Moulmain	Falmouth.
— 1	Trebizond	Davies	Manila	Do.
— 1	Japan	Schoomberg	Bassein	Do.
Jun.19	Spirit of the Deep	Hewitt	Yokohama	New York.
July 2	Nordcap	Wulff	Manila	Deal
— 2	Viking	Cholmley	Sourabaya	Do.
June 9	Guadelupe	Gardoqui	Macao	Havana.
— 11	Antoinetta	Chabannes	Do.	Do.
July 3	Tellus	Hansen	Akyab	Off Falmouth.
Jun.27	Helena	Selaya	Manila	Cadiz.
July 1	Willemina and Clara	Brucker	Batavia	Texel.
— 3	Hugo Grotius	Immerziel	Do.	Brouwershaven.
— 4	Cornelis Smit	Wiedenaar	Do.	Texel.
—	Ortelius	—	Singapore	New York.
— 3	Cornelia Adolphine	de Roever	Banjoewangie	Texel.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Jun.25	Sea Belle	—	Hg. Kong & Canton	London.
— 5	Gamecock	Sherborne	Hong Kong	New York.
— 23	Panic	Blake	Singapore	Liverpool.
— 24	Germania	Hohorst	Do.	Do.
—	Elise	—	Shanghai	Hamburg.
— 25	Crawshai Bailey	Hamonborg	Do.	Newport.
— 25	Joven Elvina	Julia	Hong Kong.	Cardiff.
— 25	Carm	Matern	Galle	Do.
— 27	Forerunner	Merritt	Hong Kong	Swansea.
— 27	Kate Carnie	Breckenridge	Shanghai	Liverpool.

DEPARTURES—*continued*.

Date.	Ship.	Captain.	For	From
— 28	Masslius	Tuckler	Batavia	Sunderland.
— 28	Kentuckian	Freeman	Galle	Do.
— 29	Saunderson	Saunderson	S'dland & Colombo	London.
— 28	Patriarch Samliri	Leon	Singapore	Cardiff.
— 29	Algernon	Mourat	Penang	London.
July 2	Dilkhoosh	Bissett	Shanghai	Do.
Jun.30	Geffrard	Francis	Batavia	Liverpool.
— 30	Nyverheid	Schaap	Hong Kong	Newport.
July 1	Salamander	Dellefsken	Singapore	Do.
— 2	Providence	Thorel	Do.	Sunderland.
— 2	Eva	Kidd	Do.	Do.
— 6	Mountain Ash	Achaison	Yokohama	London.
— 6	Alvington	Adams	Colombo	Do.
— 6	Lady Alice	Stranack	Nagasaki	Do.
— 5	Sea King	Holman	Yokohama	Liverpool.
—	Elizabeth	Storm	Batavia	Rotterdam.

(*See Commercial Postscript.*)

LOADING.

At LONDON.—For Yokohama: Capiolani. For Nagasaki: Rifleman. For Shanghai: Peter Denny, Jas. Shepherd, Borealis. For Hong Kong and Canton: James Russell, Red Riding Hood, Chusan. For Singapore: Falcon, Petchelee, Sree Singapura. For Batavia and Sourabaya: Rota. For Colombo: Teviot, Ferozepore. For Colombo, Cochin, Beypore, and Mangalore: Excelsior.

At LIVERPOOL.—For Singapore: Silvercraig, Sophie. For Manila: Cinco Hermanos. For Batavia and Singapore: Oscar. For Batavia and Sourabaya: Coquetdale, Engel.

At GLASGOW.—For Manila: Jose y Maria. For Singapore: Bothwell Castle. For Colombo and Tuticorin: Vectis.

SPOKEN.

DARTMOUTH, London to Shanghai, May 8, 14 S. 29 W.
SAMUEL RUSSELL, New York to Hong Kong, May 7, 5 S. 32 W.
LOOTY (?), Shields to Hong Kong, June 22, 48 N.
EMPRESS, Shanghai to Liverpool, April 6, 18 S. 75 E.
ONWARD, Cardiff to Singapore, April 29, 38 S. 22 E.
PRIAM, Bordeaux to Batavia, June 10, 11 N. 27 W.
POLMAISE, London to Shanghai, May 10, 46 (4 ?) N. 25 W.
LAURA ADELE, Cardiff to Singapore, May 15, 2 N., 24 W.
QUEEN OF ENGLAND, Liverpool to Shanghai, May 19, 2 N., 30 W.
EPSOLONIA (?) (Dan. brig), Sourabaya to Falmouth, 36 N., 36 W.
MARIA, (Brem. barq.), Marseilles to Japan, May 18, 4 N., 24 W.
AMAZONE, Hamburg to Hong Kong, May 17, 3 N., 23 W.
SOLOO, for Shanghai, May 19, 6 N., 23 W.
ADOLPHINE, Samarang to Amsterdam, May 26, 17 N., 35 W.
MARINNO, Sourabaya to Rotterdam, April 27, 35 S., 25 E.
CULDEW (bq.), of & from S'derland to H. Kong, March 12, 2 N., 23 W.
WILLIAM NAISBY of and from S'land to Galle, April 2, 31 S., 27 W.
SCOTT, of Sunderland, Liverpool to Galle, April 4, 33 S., 26 W.
5 VRIENDEN, Rotterdam to Samarang, May 6, 6 N., 22 W.
LOUISA BRAGINGTON, Yokohama to New York, March 12, lat. 4, lon. 107.
POLLENS, Rotterdam to Singapore (32 days out), May 22, 1 N., 24 W.
JUANPORE, London to Shanghai, May 22, 1 N., 24 W.
HEROES OF ALMA, London to Yokohama, June 27, 42 N., 11 W.
J. B. MILLER, Shanghai to London, June 13, 8 N., 26 W.
HENDRICH AND EDWARD, Macao to Havana, June 11, 5 S., 108 E.
LORD RAGLAN, Japan to London, 8 N. 109 E.
EMILIE, Nagasaki to Falmouth, March 5, 3 S., 107 E.
ALBATROS, Cardiff to Hong Kong, June 16, 10 N., 30 W.
PEEP-O'-DAY, Canton to Liverpool, June 29, 35 S. 23 E.
ARCADIA, Batavia to Amsterdam, June 29, 35 S., 23 E.
MARIA, Batavia to Amsterdam, May 19, 13 S., 9 W.
JOACHM, Cardiff to Singapore, June 29, 2 N., 26 W.

FREIGHTS AND CHARTERS.

In outward freights there is but little business doing, though ships are in fair request, but they are not readily obtainable.

Current Rates of Freight for Vessels on the Berth:—To Yokohama: 50s. weight, 40s. to 50s. meast. To Nagasaki: The same. To Shanghai: 40s. weight, 30s. to 35s. meast. To Hong Kong: 40s. weight, 30s. meast. To Singapore: 30s. weight or measurement. To Penang: 40s. weight or measurement. To Ceylon: 40s. weight, 20s. measurement.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel. For Hong Kong: £47. For Galle: £36 to £38. For Singapore: £36 to £37. For Shanghai: £52. For Saigon: £50. For Manila: £14. For Yokohama: £50. From Newport, Cardiff or Swansea, per ton. For Hong Kong: 23s. to 24s. For Manila: £2. For Galle: £1 13s. to £1 14s. For Singapore, £1 15s. For Yokohama: £2 8s. For Shanghai: £2 10s. For Saigon: £2. 8s. For Batavia: £1 12s. 6d. For the Philippine Islands: £2 2s. 6d.

The Admiralty have invited tenders for the conveyance of 200 tons porter in hhds. from the River Thames to Hong Kong.

CASUALTIES.

DUNGENESS, 24th June.—The Albuera, ship, from London to China, came ashore yesterday, but was assisted off by a steam-tug.

The Golconda, of and for London from Singapore with a general cargo, got on shore on the Pan Sand, near Whitstable, 3rd July, and became a wreck, she has begun discharging cargo into barges.

MISCELLANEOUS.

At Mauritius, 30th May: Agamemnon (str.) from Liverpool, and proceeded for China.

The arrival is announced by telegram of the screw steamer Kaikoura at Melbourne on the 5th of May, the passage from Plymouth having been accomplished in 51 days, the quickest ever made. The Kaikoura was to leave Sydney on the 15th of June, and Wellington (New Zealand) on the 23rd, with the first mails for this country, *via* Panama.

Digitized by Google

THE BANK OF HINDUSTAN, CHINA AND JAPAN (Limited).

1, BANK-BUILDINGS, LOTHBURY, LONDON.

CAPITAL	... £4,000,000
Subscribed	... 3,696,100
Paid-up	... 893,682

DIRECTORS.

William Ferneley Allen, Esq., Alderman.
William Frederick Baring, Esq.
James Nugent Daniell, Esq.
Philip Shore Fletcher, Esq.
William Harrison, Esq.
James Levick, Esq.
Sassoon David Sassoon, Esq.
J. Mackrill Smith, Esq.
Richard Spooner, Esq.
Philip Vanderbyl, Esq.
Henry Young, Esq.

BANKERS.

The Bank of England. | The National Bank.
The Alliance Bank.

EDINBURGH BRANCH.

DIRECTORS.

William Forbes, Esq., of Medwyn.
Patrick Arkley, Esq., of Duninald.
James Mackintosh, Esq., jun., of La Mancha, and late of Calcutta.
John A. Macrae, Esq., W.S., 39, Frederick-street, Agent.

BRANCHES.

Bombay	Colombo	Shangha
Calcutta	Hong Kong	Yokohama

Deposits received, subject to ten days' notice, on the usual terms, and for fixed periods at rates subject to special agreement.

Drafts issued, and Bills negotiated, payable in India, China, &c. Circular Notes and Letters of Credit, payable throughout Europe, are also issued for the convenience of Travellers per Overland Route.

The purchase and sale of Indian and other Securities, and the safe custody of the same, undertaken. Dividends, Pay, Pensions, Interest, or other moneys realised, and the registry of Indian Government Loan Notes effected, so that the interest may be paid in England.

Every other description of Banking and Agency business in connection with India, China, &c., conducted on the most favourable terms.

JOHN OUSELEY, General Manager.

CHARTERED MERCANTILE BANK of INDIA, LONDON, and CHINA.

Incorporated by Royal Charter.

Paid-up capital, £750,000. Reserve Fund, £250 ,000

BRANCHES AND AGENCIES.

Bombay.	Colombo.	Penang.	Hong Kong	Yokohama
Calcutta.	Kandy.		Shanghai.	
Madras.	Galle.	Singapore.	Hankow.	Mauritius

The Bank negotiates and collects bills and grants draft payable at the places above mentioned, issues letters of credit and circular notes for the use of travellers by the Overland Route, terms for which can be ascertained at the Head Office in London.

The Bank will effect the purchase or sale of Indian securities, undertakes the safe custody of same, and the receipt of interest, dividends, pay, pensions, and other moneys, for remittance through the Bank or otherwise.

The Bank receives money on deposit, on which interest will be allowed according to the length of time deposited. Particulars as to rates can be ascertained at the Head Office, 52, Threadneedle-street, London.

Office hours from 10 a.m. to 3 p.m.; Saturdays, from 10 a.m. to 2 p.m.

No. 52, Threadneedle-street, London, E.C.

NOTICE.

—It being considered desirable to shorten the usance of bills drawn in India and China on Europe, the undersigned hereby give notice that from 1st January, 1867, their branches and agencies in the East will only BUY and SELL BILLS of EXCHANGE at a term not exceeding four months' sight.

The undersigned further give notice that they will purchase Bills of Exchange, drawn under credits, only when the credits contain a distinct engagement with the holders of the bills to accept the same.

G. U. ADAM, for the Chartered Bank of India Australia, and China.
D. T. ROBERTSON, for the Chartered Mercantile Bank of India, London, and China.
J. OUSELEY, for the Bank of Hindustan, China, and Japan (Limited).
J. C. PARRY, for the Delhi and London Bank (Limited).
G. PIETSCH, for the Comptoir d'Escompte de Paris.
CHARLES J. F. STUART, for the Oriental Bank Corporation.

THE COFFEE PLANTER OF CEYLON.

By WILLIAM SABONADIERE.

A Treatise on Coffee Planting as at present practised in Ceylon, with an Appendix containing much valuable corroborative information, Statistics, &c.

Guernsey: MACKENZIE, SON, and LE PATOUREL.

Will be forwarded free by Book Post on receipt of Post-office Order for six (6s.) shillings, payable in "Guernsey" to Messrs. Mackenzie, Son, and Le Patourel; in "Ceylon," to Messrs. T. P. Green and Co., Colombo.

A FIRST-RATE BOOKKEEPER wishes an Engagement in China or Japan. Competent to take the entire charge of a House's books and accounts. Moderate salary for term of five or seven years. London and Eastern experience. Reference to an eminent City House in Eastern trade.—Address S.S., 1, Acacia-place, Acacia-road, N.W.

THE CHINESE COMMERCIAL GUIDE.

CONTAINING Treaties, Tariffs Regular tion s, Tables, &c., useful in the trade of China and Eastern Asia, with an Appendix of Sailing Directions for hose Seas and Coasts, by S. WELLS WILLIAMS, LL.D. Fifth Edition.

Hong Kong, SHORTREDE and Co.; London Agent, F. ALGAR, 11, Clement's-lane, E.C. Price Two Guineas.

THE MONEY MARKET REVIEW

A WEEKLY JOURNAL OF THE HIGHEST CLASS,

EXCLUSIVELY DEVOTED TO THE DISCUSSION OF COMMERCIAL AND FINANCIAL TOPICS.

PUBLISHED EVERY SATURDAY

TERMS OF SUBSCRIPTION.

PAYABLE IN ADVANCE.

Single Paper ... ... 6d. Yearly ... ... £1 6s.

BY POST.

Single Paper ... ... 7d. Yearly £1 10s

*** Post-office orders to be made payable to FRANCIS FISHER, 23, Birchin-lane, Cornhill, London, E.C.

"CHINA MAIL" OFFICE.

PUBLISHED at this Office, No. 2, WYNDHAM-STREET (back of the Club):—

1.—THE EVENING MAIL,

EVERY DAY.

PRICE,—2 dols. per month.

TERMS OF ADVERTISING.—First insertion, ten line and under, 1 dol.; each additional line, 10 cents. Subsequent insertions, per week, 50 cents and 5 cents—"Auction" Notices excepted, for which only One Charge per week is made).

2.—THE CHINA MAIL,

ONCE A WEEK.

(On Thursday Night.)

PRICE—15 dols. per annum; Single Copies, 44 cents.

ADVERTISING.—First insertion, Five lines, 1 dol.; each additional line, 20 cents. Subsequent insertions, 50 cent. and 10 cents.

3.—THE OVERLAND MAIL.

ONCE A FORTNIGHT.

(The Morning of the Mail's despatch.)

PRICE—To Subscribers to the Weekly issue, 8 dols. to Non-subscribers, 12 dols. Single copies, 50 cents.

ADVERTISING.—The same as in the Weekly. All "Notices of Firms" appearing in the Weekly will be inserted in the *Overland*, and charged for, unless otherwise ordered.

A. SHORTREDE & CO.

Hong Kong, Jan. 1, 1864.

COWASJEE DINSHAW,

Close to the Landing Place Depot of EUROPEAN, CHINA, AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality. Bombay-made Soda Water and Lemonade. Perfumery, Confectionery, Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.

STEAMER POINT, ADEN.

Drawing and Reading-room free to Passengers.

THE "LONDON AND CHINA EXPRESS" ON SALE.

Keating's Cough Lozenges.

JUDGED BY THE IMMENSE DEMAND this Universal Remedy now stands the first in public favour and confidence: this result has been acquired by the test of fifty years' experience. These Lozenges may be found on sale in every British colony, and throughout India and China. They have been esteemed wherever introduced. For COUGHS, ASTHMA, and all affections of the Throat and Chest, they are the most agreeable and efficacious remedy.

Prepared and sold in boxes and tins of various sizes, by THOMAS KEATING, Chemist, &c., 79, St. Paul's Churchyard, London. Sold retail by all druggists and patent medicine vendors in the world.

N.B.—To prevent spurious imitations, please to observe that the words "KEATING'S COUGH LOZENGES," are engraven on the Government Stamp of each Box without which none are genuine.

HOLLOWAY'S PILLS.—Dyspepsia, indigestion, flatulency, heartburn, biliousness, nausea, want of appetite. French philosophers trace the moral feelings of the mind to the state of the stomach; and there is much wisdom in the speculation; the stomach to the human body is more than the kitchen to the domestic establishment—be it ever so slightly disordered, the whole internal economy is deranged. The young may smile at the simile, and disbelieve the tremendous sacrifice indigestion enacts from its victim. The day will come when they will lament over their dyspepsia, as thousands stronger than themselves have done; when it will be well for their comfort and happiness if they only remember these prophetic words, and hold in readiness Holloway's Pills, a certain safeguard.

PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's Establishments at the above Port afford every facility for REPAIRING and SPARRING VESSELS, and for CLEANING and PAINTING Iron and Steam Ships.

Their large Granite Dock, 286 feet long on the blocks, is in complete working order, and at average spring tides can take vessels drawing 16 to 17 feet water. The Dock is fitted with a Caisson Gate and with a Centrifugal Steam Pump of great power, ensuring despatch in all states of the tide. An ample stock is kept on hand of Timber, Oregon Spars, Sheathing Copper and Yellow Metal, and of every description of material for Dockyard use.

The premises comprise an Engineer's Workshop, Brass Foundry, a large Smithy and Carpenter's Workshops, and the works are superintended by Resident Europeans, viz., a Shipwright, an Engineer and a Blacksmith. Dry Godowns for the reception of vessel tores, &c., when requiring to discharge them.

Amoy, March, 1865.

R. L. SOUTHERN AND Co.

MERCHANTS AND AGENTS

6, MINCING-LANE, LONDON, E.C.

REVUE ORIENTALE,

Conducted by M. LEON DE ROSNY,

Professor of Japanese in the Imperial School of Living Oriental Languages of Paris.

DEVOTED specially to Ethnography, History, Literature, and Commerce of Asia, Africa, and Oceana.

The last issue (No. 57) contains, amongst other matters,—

THE INEXORABEE COURTESAN, a Hindoo Story translated by M. Garcin de Tassy, Member of the Institute of France.

COMMERCIAL RELATIONS of the EAST and WEST in Ancient Times, by M. A. Castaing.

OCEANIC STUCIES, by G. Delonore.

VOYAGE in the HOLY LAND, by M. F. de Saulcy, of the Institute.

ORIGINAL CORRESPONDENCE.

MISCELLANEOUS NEWS relating to the East.

Agents in London: TRUBNER AND CO.

PIGNATEL & CO.,

GENERAL MERCHANTS AND COMMISSION AGENTS

NAGASAKI,

JAPAN.

ENGLISH GARDENS IN THE EAST.

THE Fourth Season has now confirmed the complete success of MR. CHRISTY'S Cases for conveying Fruit Trees, Vines, Plants, Flowering Shrubs, and Seeds, to the East, when shipped in the holds of Steamers like ordinary Case Goods. Mr. John Waterer, junr., the American Nursery, Bagshot, Surrey, or Mr. Christy, 28, Pall Mall, London, are prepared to execute orders for gentlemen in the East, and beg to call attention to the list of prices and conditions. FRUIT TREES, including PEARS, APPLES, PLUMS, CURRANTS, GOOSEBERRIES, PEACHES, NECTARINES, APRICOTS, CHERRIES, and QUINCES, per case, 10 Guineas.

	Guineas.
20 FRUIT TREES, with Ten varieties, per case	14
ROSES of the best kinds ... ... „	15
RHODODENDRONS and AZALIAS, &c.	15
GARDEN SEED (various) ... ... „	5 upwds

The number depends on the size of the roots; the cases average 30 plants each.

All the above prices include freight, insurance, and all charges to any port where the P. and O. steamers call. The season for shipment commences about September and ends in January. All orders must be accompanied by a remittance or orders for payment. The name of the agent at the port of arrival must be furnished, to prevent delay in forwarding.

IMPORTANT ANNOUNCEMENT

JOSEPH GILLOTT,

Metallic Pen Maker to the Queen,

BEGS to inform the Commercial World Scholastic Institutions, and the Public generally that, by a novel application of his unrivalled Machinery for making Steel Pens, he has introduced a NEW SERIES of his useful productions, which, for EXCELLENCE OF TEMPER, QUALITY OF MATERIAL, and above all, CHEAPNESS IN PRICE, must ensure universal approbation, and defy competition.

Each Pen bears the impress of his name as a guarantee of quality; they are put up in boxes containing one gross each, with label outside, and the fac-simile of his signature.

At the request of numerous persons engaged in tuition J. G. has introduced his WARRANTED SCHOOL and PUBLIC PENS, which are especially adapted to their use, being of different degrees of flexibility, and with fine medium, and broad points, suitable for the various kinds of Writing taught in Schools.

Sold Retail by all Stationers and Booksellers. Merchants and Wholesale Dealers can be supplied at the Works, Graham-street, Birmingham; at 91, John-street New York; and 37, Gracechurch-street, London.

Digitized by Google

SOLID MAHOGANY FURNITURE FOR INDIA, CHINA AND THE COLONIES.

HEAL and SON are Manufacturing, ESPECIALLY FOR use in EXTREME CLIMATES BEDROOM FURNITURE, which is entirely Free from Veneer. A general Assortment always in Stock.

IRON AND BRASS BEDSTEADS

Suitable for all Parts of the World. Their Stock consists of 2,500 Bedsteads.

HEAL AND SON'S PATENT HORSEHAIR MATTRESS.

HEAL and SON have Patented an Improvement in the Manufacture of Mattresses, which prevents the material from felting into a mass, as is the case with all Mattresses made in the ordinary way. The Patent Mattresses are made of the very best Horsehair, are rather thicker than usual, and the prices are but a trifle higher than those of other good Mattresses.

HEAL AND SON'S ILLUSTRATED CATALOGUE

For INDIA, CHINA, and the COLONIES, of Bedsteads, Bedding, and Bedroom Furniture, SENT FREE TO EVERY PART OF THE WORLD to which there is Book Post.

HEAL and SON, Bedstead, Bedding, and Bedroom Furniture Manufacturers
196, 197, 198, Tottenham-court-road, London, W.

GELLE FRERES PERFUMERY.

CHIEF ESTABLISHMENT, 35, RUE DES VIEUX AUGUSTINS, à PARIS.

THE house of GELLE FRERES, celebrated for the superiority of its Perfumery, addresses itself to the fashionable world as much for its essentially hygeianic, refreshing, and tonic preparations as for its delicate and distingué perfumes.

STEAM WORKS AT NEUILLY SUR SEINE

1st Class Exhibition Paris Medal.

DEPOT: BLUMBERG & CO., 55, CANNON-STREET WEST, LONDRES.

DEPOT: H. BRULE, 23, RUE DE L'HOPITAL, BRUXELLES.

1st Class London Exhibition. Medal

Commission. Articles specially Recommended. Exportation

REGENERATEUR GELLE FRERES, a superior pomade for preserving, beautifying, and reproducing hair.
EAU D'ALBION for the toilet, an exquisite production from the juice of flowers and aromatic plants.
CARBOQUINA ROSE superior toothpowder, composed of carbon quinine and Province roses.
CUCUMBER SOAP for softening the skin, the best of all toilet soaps.
LAIT PROPHYLATIC to remove freckles and improve the appearance of the skin.
COMPOSITION ZOUAVE, for the instantaneous dyeing of the whiskers and moustache.
COLD CREAM, AU LOTUS LE LYBIE, to soften and refresh the skin.
NIGRITINE VEGETALE, an incomparable dye for the hair and beard, not staining the skin.
VIOLET ESSENCE and VIOLET WATER for the handkerchief.
CONCENTRATED EAU DE COLOGNE for the toilet.

SPECIAL PERFUMERY WITH A BASIS OF GLYCERINE,
SOAP, TOOTH-PASTE, POMMADE, CREAM FOR THE COMPLEXION, EAU DE TOILETTE.
To be obtained of all the principal Perfumers and Hairdressers in Europe and other parts of the world

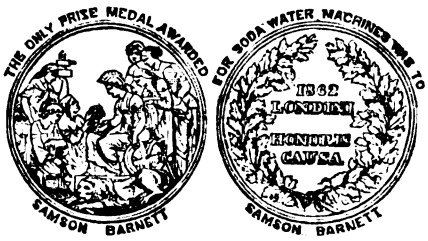
FURTHER REDUCTION IN PRICE—FIRST QUALITY.

SODA WATER MACHINES

J. TYLOR AND SONS' EXHIBITION PATTERNS.
JUROR INTERNATIONAL EXHIBITION, 1862.
PRIZE MEDALS LONDON, PARIS, AND DUBLIN.

Description	Dozens Daily.	Weight About	Measurement About	Price
Double No. 1	600	20 Cwt.	130 cubic feet	£110 0
Single ,, 1	300	12 ,,	90 ,,	64 10
Ditto ,, 2	200	10 ,,	70 ,,	50 5
Ditto ,, 4	150	8 ,,	55 ,,	41 15
Bottling Machine add	2 ,,	10 to 15 ,,		£8 8 0

Recipes for aerated waters are sent. Wire bottles, corks, acid, soda, whiting, essences, &c. Illustrated Catalogues free. Orders executed by any merchant or on receipt of cash, including shipping charges, by the manufacturers.
J. TYLOR AND SONS, WARWICK-LANE, NEWGATE STREET, LONDON.



PRIZE MEDAL SODA-WATER MACHINERY.

THE Book for 1865, containing twenty-eight leaves of Illustrations descriptive of all the Machines now in use, with advice before purchasing, to be obtained of any of the Agents of this Paper, price 6d., and through whom Orders can be sent.

For Larger Advertisement see the LONDON AND CHINA EXPRESS, 26th of each month.

DYSENTERY, CHOLERA, FEVER, AGUE, ETC.

CHLORODYNE.

CAUTION.—*Vice-Chancellor Wood affirmed in Court that Dr. J. COLLIS BROWNE was undoubtedly the Discoverer of Chlorodyne; that the statements of the Defendant Freeman were deliberately untrue, and he regretted to say they had been sworn to (see "The Times" of July 13, 1864); all others must be spurious.*

Earl Russell has graciously favoured J. T. Davenport with the following extract of a despatch from Mr. Webb, H.B.M.'s Consul at Manila, dated Sept. 17, 1864:—"The remedy most efficacious in its effects (in Epidemic Cholera) has been found to be CHLORODYNE, and with a small quantity given to me by Dr. Burke I have saved several lives." Earl Russell communicated to the College of Physicians that he had receive a despatch from Her Majesty's Consul at Manila, to the effect that Cholera had been raging fearfully, and that the ONLY remedy of any service was CHLORODYNE.—See *Lancet*, December 31, 1864. No home should be without it.

Eminent Hospital Physicians of London stated on oath that they prescribe CHLORODYNE largely, and mean no other than Dr. Browne's.

The General Board of Health, London, state as to its efficacy in Cholera and Dysentery:—"So strongly are we convinced of the efficacy of his remedy, that we cannot too forcibly urge the necessity of adopting it in all cases."

From A. Montgomery, Esq., late Inspector of Hospitals, Bombay:—"Chlorodyne is a most valuable remedy in Neuralgia, Asthma, and Dysentery. To it I fairly owe my restoration to health, after eighteen months' severe suffering, and when all other medicine had failed."

From W. Vesalius Pettigrew, M.D.:—"I have no hesitation in stating that I have never met with any medicine so efficacious as an antispasmodic and sedative. I have used it in Consumption, Asthma, Diarrhœa, and other diseases, and am most perfectly satisfied with the results."

Dr. M'Grigor Croft, late Army Staff, says:—"It is a most valuable medicine."

Dr. Gibson, Army Medical Staff, Calcutta:—"Two doses completely cured me of Diarrhœa"

Government supply both the Army and Navy with it. A Sheet of Medical Testimonials accompanies each Bottle.

Sold in Bottles, 2s. 9d. and 4s. 6d., by all Chemists. None genuine without the words

"DR. J. COLLIS BROWNE'S CHLORODYNE" on the stamp.

SOLE MANUFACTURER:—

J. T. DAVENPORT, 33, GREAT RUSSELL-STREET, LONDON, W.C

Be not misled by the statements of unscrupulous persons, as the Defendant was termed by the Vice-Chancellor.

THE CAPE, INDIA, AND CHINA AGENCY.

ORDERS for GOODS of all descriptions executed, and Shipped by the Overland Route or by Clipper Sailing Vessels. Consignment of Produce realised. The Goods are selected by parties who have had personal experience of the requirements of the markets at the

CAPE COLONIES, INDIA, CHINA, AND JAPAN.

TERMS:—One-half the estimated cost to be remitted with the order, and the balance on receipt of Bill of Lading and Invoice.

Commission, 2½ per cent. on Orders over £50, and 5 per cent. on amount under £50

Orders and remittances should be addressed to the MANAGER.

Office, 12, George-yard, Lombard-street, London, E.C.

Digitized by Google

PRIZE MEDAL,
INTERNATIONAL EXHIBITION, 1862.
AWARDED TO
F. MORDAN,
FOR
IMPROVEMENT IN WRITING MATERIAL

F. MORDAN'S EVERLASTING GOLD PEN is now established in reputation as the most beautiful, useful, and truly economical Pen ever manufactured. Thirty years' experience has only increased the estimation in which it is held, and tested the value of the warranty given with it. F. MORDAN can now proudly point to a sale of upwards of 90,000.

F. MORDAN'S PATENT PNEUMATIC INKSTANDS, the most useful and simple ever offered to the public, perfectly protecting the ink from dust or evaporation.

F. MORDAN'S WRITING, COPYING, BLUE, BLUE BLACK, BLACK, COLOURED, and MARKING INKS, in bottles of new and useful designs, with patent spouts and stoppers. These bottles are rapidly superseding all others, there being no increase of price for these improvements.

F. MORDAN'S PERFUMED MAUVE INK for Ladies' writing.

F. MORDAN'S SCENTED SEALING WAX in fancy colours; also HARD INDIA WAX for warm climates.

F. MORDAN'S LIQUID GLUE, for mending Glass, China, Wood, Metals, &c.

F. MORDAN'S PREPARED LIQUID GUM, for Office use, and general purposes.

Merchants and Shippers can obtain Illustrated Catalogues on application at the Manufactory,

ALBION WORKS, 326, CITY ROAD, LONDON

SADDLERY, HARNESS, AND SADDLERS' IRONMONGERY
FOR HOME OR EXPORTATION.

ESTABLISHED 1750 (AS A BIT AND SPUR MAKER).

JENKINSON'S Saddlery, Harness, Horse Clothing, Bit, Whip, Spur, and General Saddlers' Ironmongery Manufactory and Warehouses.

THE BEST AND CHEAPEST TO BE OBTAINED AT

44, LONDON WALL, E.C., & ALBION HALL (OPPOSITE)

To Saddlers, Merchants, and all Wholesale Purchasers, this Establishment offers the greatest advantages.

SADDLE, HARNESS, WHIP MANUFACTURER, & GENERAL EXPORTER
TO THE COURTS OF FRANCE, RUSSIA, SPAIN, ITALY, &c.

B. ELLAM

BEGS most respectfully to remind the Nobility, Gentry, and his connections abroad, that he has just completed his extensive new Premises in PICCADILLY, where in future he will have the largest STOCK of first-class SADDLERY, HARNESS, and WHIPS in the World. Every Article will be made on the Establishment, and by first-class Workmen. First quality Hunting Saddles, complete, Five Guineas each; if booked Six Guineas.

N.B.—B. ELLAM begs to CAUTION his friends and the Public against Purchasing articles not Manufactured by him, but sold as such. He is compelled to make this announcement to protect his Customers. All Saddles bear his NAME and ADDRESS on SILVER PLATE, and the NAME on the NAILS in the HEAD of the SADDLE; also all Bridles and Leather Goods with ROUND STAMP and ADDRESS.

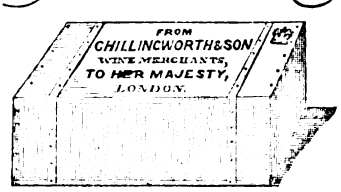
MERCHANTS AND SHIPPERS AND SADDLERS SUPPLIED, AS USUAL, ON MOST LIBERAL TERMS.
All kinds of Shipping Orders executed by charging a small per centage.

Prize Medal Paris, 1855; London, 1862; for High-class Workmanship & Design

---

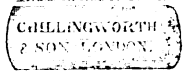
By Special Appointment
TO HER MAJESTY QUEEN VICTORIA.

BRANDS ON CASES AND CASKS.



Seal on Corks.

Brand on side of Corks.



Brand on end of Corks.

CAUTION.

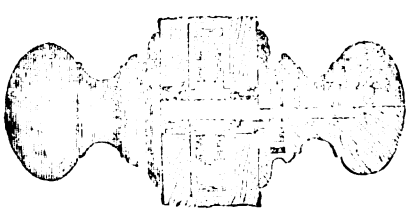
WHEREAS Persons are shipping Wines to India marked with a Crown in imitation of CHILLINGWORTH and SON'S WINES, which are branded with a Crown, they having the appointment of WINE MERCHANTS to HER MAJESTY QUEEN VICTORIA, it is deemed expedient for the protection of dealers and consumers of their superior Wines selected from their extensive and valuable stock expressly for the Indian market, which have been so well known and approved by connoisseurs for the last thirty years for their extreme quality and purity, combining flavour and softness, together with great age, body, delicacy, and bouquet, being more free from acidity or alcohol that any other Wines, to caution all purchasers to ask for

CHILLINGWORTH & SON'S
CROWN SHERRIES AND OTHER WINE

And to be particular in observing that the Cases and Cask-heads are branded with their names at full length; also, on the side of the Corks, inside the bottles, as well as the Crown; and also on the seals, in accordance with the heading of this notice, as a necessary precaution, to ascertain that they are CHILLINGWORTH and SON'S CROWN WINES, in order to prevent a common low class of Wines being improperly foisted on the public, and which are in no way to be compared with those of CHILLINGWORTH and SON'S.

Wholesale Agents for the Sale of their Wines:—Bombay, Messrs. H. Bomanjee, Touche & Co.; Madras, Messrs. Parry & Co.; Calcutta, Messrs. Gordon, Stuart & Co.; Kurrachee, Messrs. H. Bomanjee, Touche & Co.; Colombo, Messrs. Darley, Butler & Co.; Rangoon, Messrs. Gladstone, Wylie & Co.; Hong Kong, Messrs. Robert S. Walker & Co.

THOMAS PUGH & CO.'S NEW PATENT ECONOMIC SELF-ADJUSTING MORTISE AND RIM LOCK FURNITURE.



J. B. SCAMMELL & CO.,
(Late THOMAS PUGH & Co.)
WHOLESALE IRONMONGERS,
13, KING-STREET, SNOW-HILL, LONDON.

We invite particular attention to the PATENT LOCK FURNITURE, which we do not hesitate to say is the most perfect article now manufactured, great improvements having been recently made in it. It has been extensively used in Public and Private Buildings, in Her Majesty's Pavilion and Camp at Aldershott—alone, many hundred sets without one single failure. It is applicable to all Locks and Latches, both Rim and Mortise, and effects a most secure fastenings without any screw in the neck of the knob.

New rich Designs in Glass, China, Brass, Bronzed, Gilt, Carved Woods, Inlaid, &c., &c., or to any Design.
THIS FURNITURE MAY BE HAD WITH PLATES OR NUTS.
A most complete and extensive stock of
SUPERIOR LOCKS, LATCHES, BRASS FOUNDRY, AND IRONMONGERY,
Required for Buildings, of the best quality manufactured, at the lowest wholesale prices.
☞ *Illustrations and Particulars sent on application.*

SCREWS, NAILS, PIPES, GUTTERS, AND BUILDERS' CASTINGS.
PATENT MORTISING MACHINES AND FLOORING CRAMPS.
Foreign and Colonial orders accompanied by a remittance, direct or through a London agent, receive the best attention

---

Now ready, 8vo, price 12s.

RUTTER'S METRIC SYSTEM OF WEIGHTS and MEASURES compared with the British Standard Weights and Measures in a complete Set of Comparative Tables; also, Tables of Equivalent Prices under the Two Systems, and of Chinese and Indian Weights compared with Metric Weights, &c.

By HENRY RUTTER,
Author of Exchange Tables and Arbitrations of Exchanges between England, India, and China.

Now ready, Ninth Edition, revised and enlarged, price 25s., cloth lettered,

RUTTER'S EXCHANGE and BULLION TABLES; being a complete Guide to Exchange Operations between England and the East, in sterling rupees, and dollars, extended so as to meet the requirements of Shanghae rates under any possible variation. To which is now added an Appendix, containing a guide o the negotiation of short-sighted Bills; with other information relative to Exchanges between England, India and China.
By HENRY RUTTER, late Agent of the Commercial Bank of India, Hong Kong.
London: EFFINGHAM WILSON, Royal Exchange.

WIGGINS, TEAPE, AND CO.,
MANUFACTURERS AND EXPORT STATIONERS
10, ALDGATE LONDON.

ALL kinds of Paper and Stationery supplied in quantities on the lowest terms. NEWSPAPER PROPRIETORS SUPPLIED WITH PAPER FOR THEIR JOURNALS. Samples forwarded on application. References to the Proprietors or Agents of this Journal.

BRIDGEWATER, JONES, AND CO.,
WHOLESALE HABERDASHERS, HOSIERS and GLOVERS,
WAREHOUSEMEN and MANUFACTURERS,
39, 40, and 41, WOOD-STREET, LONDON, E.C.
Lists of Prices forwarded to Merchants and Traders on application. Remittances to be payable in London.

OUR SPECIALTY

PETROLEUM LAMPS

DIETZ & Co.,

MANUFACTURERS and EXPORTERS of KEROSENE LAMPS in great variety, and all GOODS APPERTAINING TO THE LAMP TRADE.

DIETZ & CO.'S

CELEBRATED

FLAT-WICK KEROSENE BURNERS

Are too well known and appreciated in

INDIA, CHINA, AND JAPAN

to need further commendation.

DIETZ & Co.'S

LARGE CATALOGUE,

Containing 500 Illustrations of KEROSENE LAMPS

will be forwarded on application.

DIETZ & CO.,
4, ST. PAUL'S BUILDINGS,
CARTER LANE,
LONDON.

T. & H. SMITH'S
CODEIA LOZENGES.

THESE Lozenges have a remarkable effect in allaying Cough and Irritation of the Throat and Chest.

Prepared only by T. and H. SMITH and Co., 21, DUKE-STREET, EDINBURGH, and 69, COLEMAN-STREET, LONDON. In boxes at 1s. 1½d. and 2s. 9d. each.

DINNEFORD'S FLUID MAGNESIA

THE Medical Profession for Thirty Years have approved of this pure solution of Magnesia as the best remedy for Acidity of the Stomach, Headache, Heartburn, Gout and Indigestion, and as a mild aperient it is especially adapted for ladies and children. Prepared by

DINNEFORD & CO.,
CHEMISTS, &c.,
172, NEW BOND-STREET, LONDON.
And sold throughout the world by all respectable Chemists
CAUTION.—See that "Dinneford & Co." is on each bottle and red label over the cork.

Digitized by Google

THE SHORTEST ROUTE TO AND FROM MANILA AND THE PHILIPPINES.

NOTICE to SHIPPERS and PASSENGERS by the OVERLAND ROUTE:—

The CHINA STEAM and LABUAN COAL COMPANY (Limited), in pursuance of an agreement entered into with the Government of Manila, have arranged to despatch their steamship "MONA," or other of their first-class steamers, with the mails and passengers monthly between Singapore and Manila, and Manila and Singapore, in correspondence with the Messageries Imperiales Overland Route. The Company's agents at Singapore will take charge of goods for transhipment. For further particulars apply at the Offices of the Company, Ethelburga-house, 70 and 71, Bishopsgate-street, London, E.C.

H. WALLER PLATT, Secretary.

OVERLAND ROUTE.

COMMUNICATION by STEAM to INDIA, AUSTRALIA, &c., *via* EGYPT.—From SOUTHAMPTON and MARSEILLES.—The PENINSULAR and ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels for Gibraltar, Malta, Egypt, Aden, Ceylon, Madras, Calcutta, the Straits, China, and Japan (Yokohama), by their steamers leaving Southampton on the 4th and 20th of every month. For Gibraltar, Malta, Egypt, Aden, and Bombay by those of the 12th and 27th of each month; and for King George's Sound, Melbourne, and Sydney, by the steamers leaving Southampton on the 20th of every month. The steamers leave Marseilles on the 5th, 12th, 20th and 28th of the Month.

For further particulars apply at the Company's Offices, 122, Leadenhall-street, London, E.C., or Oriental-place, Southampton.

OVERLAND ROUTE VIA MARSEILLES.

SERVICES MARITIMES DES MESSAGERIES IMPERIALES.

FRENCH MAIL STEAM PACKETS.

The 19th of every Month, at 2 P.M for—

MESSINA, ALEXANDRIA, ADEN, POINT DE GALLE (Ceylon), PONDICHERRY MADRAS, CALCUTTA, SINGAPORE, BATAVIA, SAIGON HONG KONG, SHANGHAI, and JAPAN.

The 9th of every Month for—

MESSINA, ALEXANDRIA, ADEN, SEYCHELLES REUNION, MAURITIUS.

For passage, freight, and information apply to B. W. and H. HORNE, 4, Moorgate-street, London; G. H. FLETCHER and Co., Liverpool; at the offices of the Services Maritimes des Messageries Imperiales in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

*** Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.

ORIENTAL, AUSTRALIAN, AND GENERAL STEAM AGENCY, AND GLOBE PARCEL EXPRESS.

PARCELS, PACKAGES, and MERCHANDISE forwarded, and PASSAGES engaged to all parts of the world. Baggage collected and shipped, insurances effected, &c.

CALCUTTA, MADRAS, CEYLON, and ADEN—Overland, 4th and 20th of every month.

BOMBAY and ADEN—Overland, 12th and 27th.

CHINA, JAPAN, SINGAPORE, and EASTERN SEAS—Overland, 4th and 20th.

AUSTRALIA, TASMANIA, and MAURITIUS—Overland, 20th.

NEW ZEALAND and AUSTRALIA via PANAMA, 2nd.

INDIA, CHINA, and AUSTRALIA—Via Cape of Good Hope, Clipper Ships, weekly.

Prospectuses, with through rate to a thousand places free on application.

G. W. WHEATLEY and Co. (late Waghorn), 150, Leadenhall-street, E.C.; CHAPLIN'S, Regent-circus, W., and 23, Regent-street, S.W.

INDIA AND CHINA.

ROBERTSON and CO. will despatch the following first-class VESSELS to their respective destinations:—

Destination.	Ships.	Class.	Docks.	To Sail.
Shanghai ...	Jas. Shepherd ...	A1 13 yr.	W.I.D.	With des.
Hong Kong & Whampoa ...	Chusan ...	A1 14 yr.	W.I.D.	With des.
Singapore ...	Petchelee	A1 12 yr.	W.I.D.	With des.
Nagasaki, Japan.	Rifleman	A1 13 yr.	W.I.D.	With des.
Kanagawa and Yokohama ...	Capiolani	A1 10 yr.	W.I.D.	With des.

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.

CHINA, JAPAN, and SINGAPORE.—The following splendid first-class SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	Last Shipping Day.
Shanghai ...	Borealis ...	—	E.I.D.	Aug. 6.
Singapore ...	Falcon ...	A1 13 yr.	E.I.D.	With des.

For Freight or Passage apply to KILLICK, MARTIN and Co., 28, Nicholas-lane, Lombard-street, E.C.

THE BRINDISI ROUTE TO THE FAR EAST.

THREE DAYS' SEA PASSAGE FROM ITALY TO EGYPT.

THE SOCIETA ANONIMA ITALIANA, DI NAVIGAZIONE ADRIATICO ORIENTALE,

Under Contract to carry the direct Mails, Despatch their first-class English built Steamers "Cairo," "Brindisi," "Principe di Carignano," or "Principe Tomaso,"

BETWEEN

BRINDISI AND ALEXANDRIA,

ONCE A WEEK.

This Route affords facilities which no other does either in going or returning from Egypt.

In GOING to EGYPT passengers can leave LONDON or PARIS after the Departure of the Indian Mail from either place, and arrive at ALEXANDRIA before its arrival.

In RETURNING from EGYPT, a Special Train is arranged to leave BRINDISI, so that a SAVING of possibly 36 HOURS may be effected. The passage from Brindisi to Alexandria is performed in 72 to 82 hours. The time of departure is as follows:—

From BRINDISI for ALEXANDRIA, on the 7th, 14th, 22nd, and 30th of each Month.

From ALEXANDRIA for BRINDISI, a few hours after the arrival of the Indian mails, usually about the 5th, 12th, 20th, and 28th of each Month.

FARES:—

	1st Class.	2nd Class.	3rd Class
BRINDISI TO ALEXANDRIA (AND *VICE VERSA*) ...	275 fr.	200 fr.	90 fr.

For further particulars apply to, at FLORENCE, VIA MONTEBELLO, 42; PARIS, RUE DE L'UNIVERSITE, 10.

LONDON: Messrs. PALMER, 44, Eastcheap, City, E.C.

JOHN C. CAMPBELL will despatch the following splendid first-class VESSELS:—

Destination.	Ships.	Class.	Tons.	Dock.
Colombo ...	Excelsior ...	A 1 12 yrs.	494	S.K.D.
Colombo ...	Alvington ...	A 1 13 yrs.	313	W.I.D.

No. 22, Great St. Helen's, E.C.

FROM LIVERPOOL.

Destination.	Ships.	Tons.	Class.	To Sail.
Shanghai ...	Magellan ...	613	A 1 —	Imm.
Batavia & Soubrabaya ...	Eliza Henriette ...	312	—	"
Calcutta ...	Bebington ...	889	AA 1	"
Bombay ...	City of Agra .	1073	AA 1	"

For terms of Freight or Passage apply to McDIARMID, GREENSHIELDS, and Co., Liverpool.

MORS LE BLANCH and CO. intend despatching VESSELS to the undermentioned ports as follows:—

Vessel.	Class.	Probable date of sailing.
BATAVIA AND SOURABAYA.		
COQUETDALE ...	A 1	July 15.
BATAVIA AND SINGAPORE.		
OSCAR ...	... 3-3rds	20 July.
SINGAPORE.		
CHLORIS ...	... 3-3rds	July 31.
YOKOHAMA.		
A 1 British SHIP ...	... ...	—

Loading in the Prince's Dock.

Apply at 42 and 43, THE ALBANY.

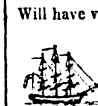
A Regular Trader.

Has a large portion of her Cargo already engaged, and will meet with quick despatch.

FOR COLOMBO, COCHIN, BEYPORE, and MANGALORE, the beautiful British-built clipper ship EXCELSIOR, A 1 thirteen years, 494 tons register, ——, Commander; lying in the St. Katharine Docks. This splendid ship, well known in the trade, offers a first-rate opportunity to shippers.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

Will have very quick despatch, having a large portion of her Cargo engaged.



DIRECT for COLOMBO, the beautiful new clipper ship ALVINTON, A 1 thirteen years, 313 tons register, JOHN ADAMS, Commander; loading in the West India Docks. This magnificent ship has just returned from Colombo in ninety-six days, and offers a first-rate opportunity to shippers of fine season goods.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

T. & H. SMITH'S

ESSENCE OF COFFEE.

GIVES instantaneously a delicious Cup of Coffee with boiling water or milk merely. To be had in bottles at 1s. and 2s. each, of all respectable Grocers, Chemists, and Italian Warehousemen.

69, COLEMAN-STREET, CITY, AND 21, DUKE-STREET, EDINBURGH.

TO IMPORTERS.

The undersigned beg to remind Importers of Wearing Apparel, and Boots and Shoes, of the many advantages which their long experience as Manufacturers and Shippers, their vast resources, and their intimate knowledge of the requirements of Foreign and Colonial Markets enable them to offer.

ASSORTED SAMPLE CASES FORWARDED ON RECEIPT OF REMITTANCE OR ORDER ON LONDON AGENT.

E. MOSES AND SON,

CORNER OF MINORIES AND ALDGATE, LONDON

Bottled Ales and Wines, &c.

"NO BUYERS for the BEST BRANDS, unless RE-PACKED," in consequence of repeated BREAKAGE.—Melbourne Journal of Commerce, Nov. 16. Heating and Breakage entirely prevented, and 15 per cent. saved in Freight of Cases by using SEYMER'S BOTTLE PACKINGS AND COOLERS.

Price 7½d. per doz. Bottlers contracting for large quantities effect so great a saving in labour, &c., that they can supply them at one-fourth less in price to Shippers, who will find it most profitable to order their goods to be so packed in future. In use by all the leading London houses.—T. WHITEHEAD, 37, EASTCHEAP, E.C. Sole Manufacturer.

TUPPER AND COMPANY.

MANUFACTURERS OF PATENT GALVANISED IRON in Sheets, Tiles, Iron Roofs, Sheds, Cisterns, Pails, Gutters, Wire for Fencing, &c.

WORKS AT BIRMINGHAM; AND LONDON.

OFFICES: 61A, MOORGATE STREET, LONDON.

Merchants' orders executed with despatch.

THE LONDON AND CHINA TELEGRAPH.

THE EIGHTH Volume of this JOURNAL commenced on the 4th of January, 1866. The Subscription for the three numbers per month is 30s. per annum, including Postage, and to the Export Supplement 12s. Terms for advertising, 2s. 6d. per five lines; and 6d. for each additional line.

Subscriptions and Advertisements received abroad by the following Agents:—

Paris	G. W. YAPP, 4, Place Pentagonale, Boulevard Pereire.
Hamburg	Mr. ONCKEN.
Amsterdam	LOMAN AND VERSTER.
Rotterdam.....	HOOG & KRUYT.
New York	WILMER AND ROGERS.
Gibraltar.....	W. SPEED.
Malta	A. MILLER.
Alexandria.....	P. CUMBO, St. Cat[illegible]'s-square.
Aden	COWASJEE DINSH
Suez.....	
Bombay	CHESSON AND W[illegible]LL.
Calcutta.....	SANDERS, CONES, AND CO.
Point de Galle	G. D. ANTHANISZ.
Colombo.....	J. W. VANDORT.
Kandy.....	W. A. ARCHBALD.
Labuan, Sarawak, and Singapore ...	JOHN LITTLE & Co., Singapore.
Penang	SANDILANDS, BUTTERY AND Co.
Bangkok.....	
Batavia	HUNTER, HOUGHTON, AND Co.
Anjer—Straits of Sunda	G. SCHUIT, Anjer Head.
Manila	PHILLIPS, MOORE, AND Co.
Hong Kong, Canton, Macao, & Swatow,	J. B. MORRIS, Hong Kong.
Amoy	BELLAMY AND Co.
Foo-Chow-Foo	HEDGE AND Co.
Shanghai.....	H. FOGG AND Co.
Tien-Tsin	JAMES HENDERSON.
Nagasaki—Japan ...	PIGNATEL AND Co.
Yokohoma	HANSARD AND BLACK.

OFFICE, 12, GEORGE-YARD, LOMBARD-STREET, LONDON, E.C.

Printed for the Proprietors by WOODFALL and KINDER Milford-lane, Strand, W.C., and published by JOHN ELLISON, at the Office of the "LONDON AND CHINA TELEGRAPH," 12, George-yard, Lombard-street, E.C. in the parish of St. Edmund the King.—Monday, July 9, 1866.

Digitized by Google

The London and China 新聞紙 Telegraph.

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON ARRIVAL OF THE MAILS, about the 4th, 14th, and 28th, in connection with the "LONDON AND CHINA EXPRESS,"
A SUMMARY OF NEWS FOR THE OUTWARD MAILS OF 10th, 17th, and 26th.

VOL. VIII.—No. 215.] LONDON, MONDAY, JULY 16, 1866. [Price 9d., with Sup., 1s. 3d.—Sub. 30s. per ann. postage included, Sup. 12s. extra.

Latest Advices.

	From London.	Arrived out.	HOMEWARD. Arrived in London this day.
JAPAN—			
Yokohama	March 17	May 7	May 15
Nagasaki			
Hakodadi			
CHINA—Peking			
Tien-tsin			„ 17
Chefoo			
New-chwang			
Hankow			„ 19
Kiu-kiang			
Chin-kiang			
Shanghai	March 26	May 13	„ 24
Ningpo			
Foo-Chow			„ 24
Formosa—Tamsuy			
Amoy			
Swatow			
Hong Kong	April 10	May 20	„ 30
Canton			
Macao			
PHILIPPINES—			
Manila	March 26	May 14	„ 19
COCHIN-CHINA—			
Saigon			
SIAM—Bangkok			
BORNEO—			
Labuan			
Sarawak			
JAVA—			
Batavia			June 1
MALACCA STRAITS—			
Singapore	April 26	May 28	„ 7
Penang	„ 26	„ 26	„ 9

The following telegram has been published this day:—

HONG KONG, June 13.

The Foochow and Hankow tea markets are open. Quotations at the former are 6 taels, and at the latter 12½ taels in advance of last year. The Fiery Cross takes out 730,000 lb., the Serica, 955,000, the Ariel, 1,250,000, the Taeping 1,125,000, the Taitsing 1,125,000, the Zebra (for Liverpool) 705,000 lbs. Total export to date is 13,750,000 lbs.

List of Passengers.

PASSENGERS INWARD.

By this mail, to Marseilles, per P. and O. Company's steamer Pera, arrived July 14.—From Shanghai: Messrs. Thorne and Essex. From Hong Kong: Messrs. Fernandes and de Val. From Singapore: Don F. de la Costa, Donna F. de Ortiga and two children, Don J. Grogers, Don J. Barrio, Messrs. Luty, Greenshields, Dunlop, and J. Thomson. From Ceylon: Messrs. Bastianand Newlands.

To Southampton, per China, expected to arrive July 22.—From Hong Kong: Rev. and Mrs. Stringer and two infants, Lieut. Williams, Captains Edmonds and Bluett, Mr. Archer, Dr. Law, Messrs. G. Munro, and J. McDougall, Captain Morrison, Mr. J. and Mrs. McDonald and three children, Captain James, Messrs. J. Heath, C. Rlyth, A. Waddell, C. Hives, and A. Wiltoustall. From Shanghai: Mr. J. Courlay. From Singapore: Captain Foster. From Galle: Mr. Close, Mrs. Newland, three children, and servant, Mr. and Mrs. Stephens and child.

To Gibraltar.—From Singapore, Mr. Barros and servant, Don Perez.

PASSENGERS OUTWARD.

Per French mail steamer ———, from Marseilles, July 19.—None in London.

Per P. and O. steamer, from Southampton, July 20.—To Hong Kong: Mr. W. Laidlaw. To Singapore: Mr. Chapman, Captain and Mrs. Playfair.

From Marseilles, July 28.—To Shanghai: Mr. J. Wilson. To Singapore: Mr. W. R. Scott. To Ceylon: Mr. and Mrs. Macdonald, Mr. C. Cheyne

Per P and O. steamer, from Southampton, August 4.—To Ceylon: Mr. J. H. Bell, and Mrs. Quinliuton. To Hong Kong: Messrs. E. Kearns, R.N., Prideaux, R.N., and Evatt, R.N.

From Marseilles, August 12.—To Hong Kong: Mr. and Mrs. J. J. Ray.

Per P. and O. steamer, from Marseilles, August 28.—To Singapore: Captain A. C. Bing.

Per P. and O. steamer from Southampton, Sept. 4.—To Hong Kong: Mr. H. Beveridge, Mr. G. P. Duncanson, and Mr. J. T. Hudson. To Shanghai: Mr. A. Warwick. To Ceylon: Mr. P. Moir.

From Marseilles, Sept. 13.—To Hong Kong: Mr. and Mrs. Sinclair, Mr. C. M. Kerr, Mr. W. Holt, Chief Justice and Mrs. Smale, Miss Smale, Mr. Smale, junr. To Shanghai: Mrs. Forrest.

Per P. and O. steamer, from Southampton, Sept. 20.—To Hong Kong: Mr. John Brown. To Singapore: Mrs. Meldrum. To Ceylon: Mr. L. Carey, Mr. and Mrs. Strachan and three daughters.

From Marseilles, Sept. 28.—To Singapore: His Highness the Tumongong of Johore and two friends.

Per P. and O steamer, from Southampton, Oct. 4.—To Shanghai: Miss J. T. Blackwell.

From Marseilles, Oct 12.—To Singapore: Mr. and Mrs. Cumming.

Per P. and O. steamer, from Southampton, Oct. 12.—To Ceylon: Sir John Cheape, Mr. Cheape.

Per P. and O. steamer, from Southampton, Oct. 20.—To Hong Kong: Mr. R. M. Stephenson, Mrs. Carnegie, Miss Kate Smith.

From Marseilles, Oct. 28.—To Shanghai: Mr. W. Watson. To Singapore: Mr. T. Scott.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

Dates from this port are down to the 15th May. The following items are from the *Overland Japan Times*, the *Japan Herald* has not reached us.

We have to note with regret the departure of Mr. Von Brandt, Prussian Consul, who left us by the *Duplein* on the 12th May. This gentleman arrived here with the Prussian Legation in 1860, when the treaties were exchanged, and returned in 1863 to take charge of Prussian interests, as Consul of this port. None of the Consular Board has shown himself better able to win from his fellow countrymen confidence and respect, from his colleagues, esteem and regard. Mr. Von Brandt carries with him the good wishes of all who have known him in Yokohama.

We have no other diplomatic news, save that the Ministers and the Gorogio are engaged in discussing the Tariff as proposed by the Chamber of Commerce. It is rumoured that the native authorities are inclined to raise the estimated average value of silk. This must be resisted. The present state of things, or rather that which has existed for the past three years here, is quite abnormal; in fact we are inclined to consider the estimate as named by the Chamber too favourable to the Tycoon.

The head-quarters of the 9th Regiment arrived from Hong Kong on the 9th in H.M.S. *Adventure*. The detachment consists of 19 officers, 340 rank and file, 8 women and 4 children, under the command of Colonel Knox, who now becomes Commandant of the Garrison. The men have been landed and appear in good health and spirits. The 20th, so long our companions and protectors, leave us on the 17th by the same ship for Hong Kong. A detachment of 80 men and most of the women and children will remain here under the command of Captain Rochfort. Lieutenant Webster will likewise be left behind on duty. Major Francis, Captain Johnstone, and Lieut. Harris remain on leave.

The itchibou difficulty is forcing itself on the attention of our merchants. The subject is so important, and we are so loath to take up the subject without being able to treat it in a thoroughly exhaustive manner, that we defer its consideration until our next publication. It suffices to say that we are on the eve of a financial crisis, and that nothing but a very bold and decisive measure will save our import market from a disastrous collapse.

Turning to the social matters, a Garrison Race Meeting has really been the most noteworthy incident of the time. We have the greatest pleasure in announcing that the Yokohama community, represented by their very energetic Race Committee, have arrangeda Summer Meeting for the 19th and 20th June. We have every belief, too, that the new racecourse will be immediately begun.

Digitized by Google

H.E. Sir Harry and Lady Parkes entertained the *elite* of the community with a most brilliant ball on the night of Thursday the 10th, which went off very successfully; as many as nineteen ladies were present, which, for a small place like this, is a most unusual number.

Some weeks ago our contemporary, the *Japan Herald* referred in a most unjustifiable manner to some charges brought by a man of the name of Woodward, surgeon in the 20th Regiment, against our chaplain, the Rev. M. Buckworth Bailey. We have the pleasure of announcing that this calumny has been at last officially and publicly refuted. A court of inquiry was held some weeks since by which the charges brought against the Rev. Mr. Bailey were thoroughly examined and pronounced groundless. His assailant, Surgeon G. P. M. Woodward, of H.M.'s 2nd 20th Regiment was sent down to Hong Kong in the *Adventure* on her last trip. He was there immediately offered the alternative of making an ample apology or of standing his trial by court-martial. Be chose the former course, and, accordingly, on the arrival of the *Adventure*, a despatch from Surgeon Woodward to the Commandant at Hong Kong was made public in which he fully apologises to the rev. gentleman and confesses that the charges he preferred against him were without foundation. This was read by order of General Guy before the whole of the officers of all departments of the garrison of Yokohama on the 11th.

The weather has been by no means favourable, great variations of temperature having been experienced. These have had a pernicious effect on the new crop of silk, so that the prospects of the coming season are by no means satisfactory. The natives report that a severe and sudden frost on the morning of the 2nd, with a cold rain or hail during the previous night, very seriously damaged the mulberry trees—we can vouch from personal observation of the truth of this statement as regards almost the whole of the Hatchogee districts. The Japanese assert that Mybashi and Sinchu have suffered in a similar way. In the low-lying countries the leaves were well out, and travelling on the 1st May through some 25 miles of mulberry plantations, we remarked the extremely healthy appearance of the trees. On the following day, passing through part of the same and other districts, the trees were seen in many cases blackened by the frost. The eggs, unfortunately, are hatching fast, and the prospects of some districts are certainly gloomy. At the same time the evil must not be exaggerated. All the other grounds where the leaf was not so soon out escaped completely.

This variable weather has been exceedingly dangerous to the health of persons careless of themselves. We are informed that one or two cases of smallpox have occurred, but we have no fear of its spreading by contagion, as excellent arrangements exist at the smallpox hospital. On the whole, however, we have much to congratulate ourselves upon as regards the season, which has been singularly pleasant and cool.

The following cargoes have been despatched from Yokohama:—

Per *Chanticleer*, for London, despatched by Shaw, Cull, and Co.:—Tea (107,222 lbs.) 2,583 half-chests; silk (Tama), 21 bales; cotton, 44 bales; cocoons, 286 bales; waste silk, 326 bales; jasshubushi, 93 bales; wax, 46 boxes; gall-nuts, 588 boxes; shells, 198 packages; curios, and sundries, 160 packages; merchandise, 96 packages. Per *Castlehow*, for New York, despatched by Stephenson and Co:—Tea (222,874 lbs.), 4,926 packages; waste silk, 53 bales; curios., 60 cases; pistols, 4 cases; tin (block), 649 slabs.

CHINA.

TIEN-TSIN.

A letter from this port of 17 May states:—

"Newchwang is taken by rebels, and gunboats have gone to the protection of Ying-tse (the residence of foreigners, about thirty miles). The British bark *Sunrise*, of Melbourne, has been wrecked in trying to get off the Island, where she got on last November. She now lies on the starboard side, with water to her between decks beam if not above them. Mr. Morrison, who has several times been reportered murdered, was heard from a few days since by friends at Peking. He wrote from the capital of Shantung where he was well known, and he was well, or at least had little the matter with him."

SHANGHAI.

Dates are down to the morning of the 24th May. There is scarcely any news to add to our issue of the 9th inst. The following items are from the *Commercial Record*:—

The monthly meeting of the Municipal Council took place on the 8th, when the reports from the committees were handed in and passed, and other routine business transacted. There are few points of importance to notice. A letter has been received from the United States Consul General relative to the Sampan Office opposite Messrs. Augustine Heard and Co.'s but through some omission is not given in the report. Permission has been granted for the erection of a new boat-house on the Soochow creek above Will's-bridge, but the Secretary of the Boat Club has been referred to the Harbour Master as to extending it into the river further than low water mark, on the grounds that the Council have not jurisdiction beyond that point. As regards the Yangkingpang, the Council are of opinion that the work of clearing it out should be proceeded with in the hope of completing them before the hot weather fairly sets in. A draft contract for lighting the Settlement has been placed in the hands of the finance committee for their approval. The Chamber of Commerce are taking steps to revise the scale of wharfage dues; a measure desirable on account of the unequal manner in which these taxes press upon the various classes of goods in proportion to their values. According to the old scale a bale of silk, value probably Tls. 300, paid 5 cents, while, as coming under the head of "miscellaneous," a case of wine, perhaps worth Tls. 8 to Tls. 10. paid 2 cents, or some 10 to 12 times as much, *ad valorem*. It is a matter of surprise that this inequality has not been taken notice of sooner, and it is to be hoped that the new scale will be of a more equitable nature.

Several letters have been addressed by different members of the community to the Chamber of Commerce complaining of the constant departure of mail on Monday morning; and asking them to exert their influence to obtain a change in the system. The rule supposed to exist in the P. and O. service, that when the appointed day for the mail to leave fell upon a Monday the departure was to be on the Sunday morning previous, was pointed out; but upon investigation it appears that the publishers of the mail card generally in use here, were under an error in stating such to be the case, as no rule of the kind exists. It is, however, to be hoped that the matter having been brought forward in earnest, some steps may be taken to remedy the annoyance which has caused much complaint in Shanghai.

The annual meeting of Land Renters on the French Concession took place on the 8th inst., when the Provisional Committee appointed to act in October last was re-appointed for three months. The usual routine of passing the estimates, &c., was gone through; but at the motion of Mr. Hogg it was decided that no funds raised in virtue of the Budget should be expended after the Provisional Committee's term of office ceased.

A case, involving large interests, brought by the trustees of the estates of Duncan Fletcher and Archibald Campbell and the Bank of India into the Supreme Court, sitting in Bankruptcy, has been decided in favour of the trustees of the estates of Fletcher and Campbell. The matter was entirely of a technical nature, and turned upon the question of the legal right of Thos. Drysdale to raise money upon certain securities which the trustees claimed as the property of A. Campbell and D. Fletcher as partners in the original firm of Fletcher and Co. The amount lent on those securities was as much as Tls. 86,000, and the decision is somewhat hard upon the Bank of India as there can be no doubt that the securities were taken under the full impression that they were valid.

Another case of a very different description has attracted some attention, namely, a claim for damages for an assault committed upon Mr. C. H. Dallas by Mr. Tate, of Blain, Tate and Co. It seems that some story had got abroad in which Mr. Dallas's name was coupled in an unpleasant way with Mr. Tate's and that Mr. Dallas calling subsequently at the office of that gentleman, he lost his temper and first requested him to leave the room and then kicked him as he was going through the doorway. The jury gave damages for plaintiff to the amount of $400.

A fire broke out destroying the wine store of Messrs. George Smith and Co., also the drug shop of Dr. Vernon. Both were insured.

In the estate of Jarvie, Thorburn, and Co., Judge Hornby refused to allow the claims for re-exchange (25 per cent.).

The prohibition by the Chinese authorities to their countrymen to employ foreign vessels in the conveyance of beancake from the northern ports has again been the subject of discussion, and its injurious effect on the shipping interest pointed out. At the time the prohibition was issued, the city magistrates boldly denied having had anything to do with it, and asserted that if, as was stated in the papers, the proclamation was copied from the wall near the east

Digitized by Google

gate, it must have been put there without authority. This was, of course, an unqualified falsehood, and the native merchants were so impressed with authenticity of the document that they immediately declined to charter ships for the Newchwang and Swatow trade. The effect on the shipping interests was very quickly made manifest, for vessels which had been attracted to these waters by the prospect of the remunerative trade suddenly found themselves deprived of every chance of employment. The export trade of Newchwang and Tangchow was seriously affected, and, in a word, through the pig-headed obstinacy of the Governor, a hitherto remunerative branch of commerce was completely cut off. The vague assurance that steps were being taken in the proper quarters was for a time considered sufficient, but now that some ten months have elapsed, and the season is again rapidly approaching, we naturally look for the effect of these "steps." Nothing has, up to the present, been made manifest, and we would therefore press on the attention of the foreign authorities the necessity for a more vigorous course of remonstrance than they appear to have hitherto adopted.

The *Friend of China* notices that Mr. Dahlbach, a Swede, and partner in Dahlbach, Smith, and Co., had decamped with a considerable sum, chiefly borrowed from Chinese.

HONG KONG.

The French mail of 17th April arrived on the 27th May. Dates are now down to the 30th.

The *Daily Press* has the following:—

A correspondent at Swatow, sends us very indignant complaints of certain acts which have been committed by American residents at that port. It is said that some of them, at any rate, seize land that does not belong to them, hold it by force, knock down other people's boundary walls and misconduct themselves in a great variety of ways, as if they had been settlers in Missouri before the compromise instead of commercial representatives of a great Power, with the honour of a foreign flag to maintain. "Other folk" writes our correspondent, "cannot compete with them if they are to be allowed to annex property without paying for it as others have to do. In this case land has actually been wrested from the proper owner and held by force in opposition to the decision of the Chinese authorities, against whom the citizen has employed an armed force with consent and advice of the American Consul." He goes on to say:—Messrs. Lincken and Co. having procured from the Chinese authority proper deeds for their ground proceed to put up a boundary wall, which is knocked down by Bradley and Co., who have stationed 200 armed Chinese at their office, without anything being said to them by Chinese officials, but when the captain of a Canton boat went to clear at the Customs, he was arrested at once and imprisoned for assisting Lincken and Co. to protect their ground. Now why should an American be allowed to keep an armed force of Chinese in his house, to act against Chinese authority and aggressively against Lincken and Co., when the said Lincken and Co. are not allowed a similar privilege.

Violence of this sort is altogether unbearable, and the worst of it is that in a port like Swatow, a Chinese port where there is no supreme foreign authority to appeal to, it is difficult to check if the compatriots of the offenders do not take up the matter themselves and treat it as a personal offence against their common country. We give the information contained in our correspondent's letter without being able to guarantee the literal accuracy of details, but it is very clear that the American Consul at Swatow appears to think the duty of promoting on any terms the interests of individual countrymen greater than that of watching over them, so as to secure at the same time their equitable rights and the esteem of other nations.

The following items are from the *China Mail*:—

Subscriptions have been invited for the purpose of publishing a map of the island of Hong Kong, and the Chinese territory for some fifty miles round it. Great difficulties seem to have stood in the way of the author in gaining the necessary information, for it appears that the villagers in the mountainous districts, have an idiotic tradition that there are deposits of gold in some of the clefts of their mountains and are very jealous of foreigners travelling over them, or examining them; to such an extent does this feeling prevail, that great personal danger seems to have been incurred in carrying out investigations, and gaining information; in many instances the peasants with true Chinese cunning actually feigning friendliness, so as to mislead with false information. The most important information which the map may be fairly expected to afford, will be that which will afford facilities for tracing pirates from the bays and creeks on the coast to their piratical villages, which are frequently situated inland, and which at present are *terra incognita* to the crews of our gun boats; for, as a general rule, the piratical junks when pursued make all sail for shore and run into all sorts of creeks and indentations in the coast, and if fairly run to earth, beach their crafts and make off up the hills, whither, from ignorance of the country, it is impossible to follow them. Considering the amount of knowledge of the surrounding country which this map will afford, both to the naturalist and the traveller, and indirectly the benefits which may result to the commercial world of Hong Kong by the increased facility of guarding our shores, it is evident that little trouble will arise in getting subscriptions enough to place the map in the hands of the lithographer.

Of local news there is nothing very important to record. The attention of the Government has been drawn through the channel of a Sanitary Commission to the horrible state of the Western or Chinese quarter of town, with respect to drainage and other sanitary arrangements. The whole subject has been fully discussed in the daily papers, and descriptions have been given of the filthy dens and crazy Chinese lodging houses of Taipinshan, which do not in any way exaggerate in their account the condition of nearly one-half of Victoria which is truly a disgrace to a civilised community, and rivals the most squalid Indian or Chinese village. A great difficulty no doubt exists in organising adequate means for obtaining proper supervision over the Arabs who live or rather exist in the wretched hovels which, cover this pestilent region, as the inhabitants are essentially nomadic in their habits, and migrate wherever and whenever gain or plunder may afford a lure, for they are nearly all professional thieves; those who have some ostensible means of livelihood, such as pig or goat keeping, are like the Chinese fishermen when times are slack, and may fairly be called land pirates, for they will all join a burglar's gang when *extra* hands are wanted, and make an attack on any unguarded house.

The *White Adder*, with seven companies of the 11th Regiment, left on the morning of the 20th May, the authorities wisely deciding that any little risk of small-pox being carried on board by her passengers would be almost infinitesimal considering the precautions which have been taken, while the excitement and change of the voyage would in itself act strongly against any such contingency. The *Far East* is still lying in a sort of quarantine; no fresh cases of small-pox have occurred on board her, and we believe an early date is named for her departure.

A French opera company have arrived from Shanghai, which it is to be hoped will receive cordial support from the community. The great difficulty which stands in the way at present is the want of a suitable building for their performances; the garrison theatre is too small and not well adapted for sound, but this will be the only available building, and they must make the best of it they can under these circumstances. We wish them every success, more especially under the difficulties they will have to encounter.

Just as we are going to press we learn that a combined British and Chinese expedition has started to attack the piratical haunts on the West Coast. Commander St. John, R.N., has the command of the British gunboats, and a military force from Canton will rendezvous with the latter and proceed to the attack. The Prefect of Canton proceeds as Chinese Civil Commissioner, and is accompanied by Mr. W. F. Mayers, British Vice-Consul at Canton, as British Commissioner.

COCHIN CHINA.

SAIGON.

We notice from the *Courrier de Saigon* that the port of Saigon is now declared a free port, the importation and exportation of all kinds of merchandise, with the exception of opium and arms, are free and subject to no duties. This is a step in the right direction and one more instance of the necessity of free ports, such as the Straits Settlements, in the East.

JAVA.

Dates from Batavia are to the 1st June.

Pirates continue to rove about on the coast of Borneo; seven large boats have been seen off Singkawang. The Dutch men-of-war are in search of them.

News has come to hand from the expedition against the

Digitized by Google

Pasoemah (Palembang, Sumatra); on the 25th April the troops entered the Pasoemah territory, and on the 26th came before the fortified place of Penandingnan, which, after a fight lasting six hours, was taken. The natives defended the place with great courage, the troops being three times repulsed. The loss of the Dutch was 12 killed and 51 wounded. Several chiefs came in to submit, but it is expected that those in the interior will fight to the last.

Nothing of great interest is reported from the seat of war on the west coast of Borneo. One of the principal chiefs, Prince Mas Widjaja, has put to death a native envoy of the Government who had instructions to lay before him the conditions on which his submission would be accepted.

The troops on the south and east coast of Borneo, will be put on a peace footing in July. Fighting there is now at an end, and the natives seem to be satisfied with the new state of affairs.

The Dutch schooner *Union* (Francis owner), from Padang to Batavia, was wrecked on the island of Engano, and the ship plundered by the natives. A Dutch man-of-war was immediately despatched to the locality.

STRAITS OF MALACCA.

SINGAPORE.

Our dates hence are to the 7th June.

The question of the transference of the Settlement to the Crown still continued to occupy the most prominent place in local politics, and dissatisfaction was increasing at the anomalous position in which its affairs are allowed to remain. Some attention had been called to the military charges which the Settlement is called upon to provide out of its revenue. These are altogether disproportioned to the force maintained, and seem to have increased yearly, during the past five years, without any appreciable increase to the avaible force, until at the present time the annual military outlay has reached close upon £80,000. Had this increase of expenditure secured an improved or increased available force, which it has not, it would still be unjustifiable. Beyond the consequent waste of money, too, under this head, the Settlement obtains thereby a reputation for costliness of support which it is to be feared has much deferred the completion of our transfer.

Another subject that has attracted notice lately is the crowded condition in which vessels are allowed to arrive and depart with China passengers. Legislation on this subject has been long required—long before the transfer was dreamed of—and the total absence of any up to the present time serves, with many other unsupplied wants, to show that the desire for separation from the India Office is not an idle outcry.

Commercially, Singapore suffers somewhat, in sympathy with the disastrous intelligence recently received from home; but its material prosperity continues to show itself in the increase of private enterprises and the expansion and improvement of the town. There are new docks and wharves in course of construction; a coir manufactory has been established to utilise the husks of the cocoanut; also an extensive establishment for the production of grass oils, some of the samples of which have already obtained prizes at the Indian exhibitions; and (not to mention gas and ice) other undertakings of a similar nature on foot. The improvements and additions to the town have been very extensive; the entire reclamation of the sea frontage is now covered over with handsome buildings, and Battery-road, formerly a narrow lane some 15 feet wide, but forming the principal access to the harbour frontage, is being widened to a comfortable breadth, and its sides will shortly be lined by handsome and commodious warehouses.

The *Straits Times* complains of the way in which some of the superannuated European public servants are treated; referring to the case of one Evan Evans, a man now altogether broken down and imbecile, who is led about the town by a little Chinese girl begging alms at the various godowns, our contemporary says:—

"This man was Police Inspector here for six years, and had to leave on account of growing infirmities, and the allowance he now gets is exactly one dollar per month—from the police poor-box. We all know what a dollar a month is to an European in this place, and even this sum is granted not as a pension, but as an eleemosynary gift, subject at any moment to be suspended. As far as our inquiries have gone, we find that there was no cause of complaint against the conduct of this man during his occupancy of the post of Inspector, and that his removal from it was due only, as we have stated, to physical disability. A great deal has been said lately about bribery, and of the circumstance that police servants grow rich on salaries barely sufficient for their maintenance; but really there is some show of palliation in the fact that not only do we keep those salaries down to the lowest possible limit, but make no provision whatever for the support of those officers who have to retire, from age or infirmity, before a number of years' service which few can hope to fulfil in this country. It is not necessary that we should add very largely to our pension list to remedy this evil. For men like this Evan Evans there are many country Tannahs and outstations where they could have quarters, be fed, and be clothed, as well as have that show of duty which would go far to preserve them in health and happiness. They might do some service too by their mere presence in such localities, but whether or no, the least we can do is to offer them some such asylum."

The Director-General of Telegraphs in India has notified to the Singapore Chamber of Commerce that no message can be received at Galle for transmission without prepayment.

On the Queen's birthday, at noon, H.M.'s steamer *Coquette*, the Italian war steamer *Magenta*, and the Portuguese war steamer *Maria Anna*, each fired a Royal salute. The salutes fired from the two latter men-of-war were promptly responded to by a salute from Fort Canning. In the afternoon his Honour the Governor proceeded on a visit to the Italian war steamer *Magenta*, and on his leaving the vessel a salute of seventeen guns was fired.

The British barque *Welcome* has been sold to a Chinese merchant for $4,000.

The screw steamer *Mahratta*, from Calcutta and intermediate ports, arrived on the 24th May, brought among her passengers the chief officer and chief engineer of the Siamese steamer *Siam*, wrecked on the Alguada Reef, on her passage from Rangoon to Calcutta. Also the sole survivor of the British barque *Susan*, which vessel capsized off Pulo Jara, during a squall.

By the *Samson*, arrived on the 24th May from Labuan, intelligence was received that the Dutch barque *Anne and Jeannette*, from Labuan to Batavia with coals, was totally wrecked on a reef at the north end of Labuan on 2nd May. The crew and officers came on in the *Samson*.

The British steamer *John Bright*, from Bombay, reached Singapore on the 28th May. On the day before, when about 30 miles to westward of the light-ship, she was discovered to be on fire in the compartment before the engine-room. Capt. Betham, finding the smoke too great to allow any successful attempt to get at the fire, battened the hatches down and covered them with wet sails, and flooded the 'tween-decks with water from the donkey engine. On arrival the hatches were opened, and a commencement was made to discharge the cargo, consisting of opium and piece goods, but the smoke of burning piece goods, opium, and assafœtida was too great; and after several of the men and one officer had become insensible, the hatches were again closed, and it was determined to fill the fore compartment, it having been ascertained by this time that the fire was in the hold. A quantity of oil and tallow had been got up by this time. Messrs. Guthrie and Co.'s fire engine was promptly on the spot and did excellent work, as well as the steam water-boat. By six o'clock in the morning the hatches were opened and it was found that the fire was nearly extinguished. At this time there was about six feet water in the fore hold. Attempts were then made to get out the cargo, and after great difficulty from foul air, the place where the fire had originated was discovered to be close to the ship's side, so that it can only be accounted for by spontaneous combustion. It is impossible to state the amount of damage as yet, but it seems that nearly the whole of the goods in the forehold are more or less damaged.

In reference to the loss of the *Jeddo* by fire near Anjer, with coolies on board from Amoy to Demerara, we append the captain's statement. The Court of Inquiry held at Singapore in its report stated:—

"There is no positive evidence to show how the fire originated, but the witnesses have strong suspicion that the vessel was set on fire by the coolies; this suspicion is strengthened by the fact that the fire broke out the day after the ringleaders were permitted to go below on account of bad weather. While regretting the great loss of life on this occasion, viz., one officer, three seamen, and one hundred and forty-one coolies, we cannot speak too highly of the praiseworthy conduct of Mr. West, the master, and Mr. Lang, the medical superintendent, in saving the lives of so many of the coolies, which was done by means of a line taken on shore through the surf by the master, while the doctor remained on board to the last, to encourage the coolies (of whom about fifty were burnt with the ship) to save themselves."

Digitized by Google

The following is the captain's statement:—

To the Master Attendant, Singapore.

Sir,—I beg to lay before you an outline of the passage and loss of the ship *Jeddo*, of London.

We sailed from Amoy for Guiana on the 18th March with 480 Chinese emigrants. All went on well until the 27th when a plot was discovered amongst the emigrants to murder all the Europeans and take the ship. This was frustrated by one of them turning informer. We arrested and tried the ringleaders and flogged and put ten of them in irons. From that time until the 16th April all went on as usual. On that day the ship was anchored near the third point on the Java coast until about 6.30 P.M. when we got under way with the wind about S. by E. fresh, and stood out steering W.S.W. until about 7.50 P.M. when the alarm was given that the ship was on fire forward in the lower hold. Got the fire-engine and buckets to work and tried every means to put out the fire, but found it gaining on us fast, and I resolved to run the ship on shore to save as many lives as possible. Got out three boats and took every possible means to save life. The ship struck a little after 9 P.M., when we commenced to land the emigrants; the surf at this time was very high, and two of the boats swamped the first trip. We then got a line from the ship to the shore and succeeded in saving a great number of people. A number of the emigrants lost their lives through stealing in the cabins and storerooms.

On mustering the crew and emigrants found chief mate, one A.B., one O.S., one apprentice, and one hundred and forty emigrants missing. The ship continued burning until noon of the 17th when she was burnt to the water's edge; nothing whatever was saved; the survivors landed nearly naked.

I beg you will apppoint a Court of Inquiry to be held here on the loss of the ship at your earliest convenience, as I was detained a month in Java as the Consul declined holding a Court there as he said he considered it unnecessary. I have the honour to be, Sir, your obedient servant,

(Signed) J. WEST.

PENANG.

A most atrocious and wholesale murder, such as the Straits Settlements have not witnessed for many years, was committed on Friday, the 25th May. On Thursday a boat laden with sugar arrived from Bukit Tamboon at Ujong Passir, and after disposing of the produce prepared to return home on Friday evening at about 9 P.M. having on board about seven or eight hundred dollars. The parties on board were, it is reported, the owner, named Hang Ah Cheow, a helmsman, and two rowers; besides these there were three men belonging to the Province, passengers going back, these being in all seven men. Just before starting, four men belonging to the Island begged a passage also, and the whole party started for Bukit Tamboon or the Juru river, it is not certain which. Immediately after the boat left, a sampan with seven men rowed off and closely followed. The sugar boat, in consequence of the strength of the ebb tide, anchored near the Qualla Pry to wait for the flood, and while lying there the sampan came alongside and the seven men jumped on board, when these, together with the assistance of the four passengers on board belonging to Pinang, murdered the rest, and threw them into the sea; one man however is said to have jumped overboard. The money was divided and the murderers were rowed over to town where they dispersed, after giving seventeen dollars to the sampan man who took them across. The sampan man has been arrested and kept in custody, and from him the police have received information which has led to the arrest of two others. He states that he can identify all the men who were in his boat, though we are afraid that the murderers will have had ample opportunity to escape.

The result of the Coroner's inquest has been that of wilful murder against the two men who have been apprehended, named Ah Soon and Ah Kim, in the case of one of the bodies.

Births, Marriages, and Deaths.

(Announcements for subscribers are made free of charge.)

BIRTHS.

LAY—On the 9th July, at 89, Gloucester-terrace, the wife of H. N. Lay, C.B., of a son

MURROW—On the 12th May, at Hong Kong, the wife of Y. J. Murrow, Esq., of a son.

ROSS—On the 4th June, in Singapore Harbour, on board the American ship Alice Ball, the wife of Capt. Wm. Ross, of the American ship Daniel Marcy, of a son.

MARRIAGE.

SADLER—GILBERT.—On the 10th July, at Park Chapel, Hornsey, by the Rev. Chas. Gilbert, father of the bride, assisted by the Rev. J. Corbin, James Sadler, Missionary to China, to Martha Ann Gilbert. No cards.

DEATHS.

BAILLY—On the 20th May, at Shanghai Hospital, Colonel John Bailly.

DUFFIELD—On the 1st May, at Hong Kong, on board H.M.S. Princess Royal, Arthur Duffield, youngest son of the late Thomas Duffield, Esq., of Marsham Park, Berks, aged 29.

HOGG—On the 26th May, at Shanghai, Eleanor, only daughter of A. G. Hogg, aged 17 months.

STANFORD—On the 20th May, at Foochow, on board the Erl King, on his passage to England, Geo. Stanford, Esq., of the firm of Lane, Crawford, and Co., Shanghai.

COMMERCIAL REPORT.

CHINA EXPORTS.

TEA.—There is great excitement in the markets for new teas, which will open at unprecedentedly high rates. The steamer Erl King will load at Foochow, where a number of clippers were by last advices engaged full and waiting the arrival of the new teas expected daily. The first teas from that port will cost about 6d. per pound, laid down in London, above last year's rates.

CANTON.—Although the market has not yet virtually opened for Scented Teas, some considerable settlements have been made in Scented Orange Pekoes (Foochow make) at rather high rates, but the usual descriptions have, with the exception of a few comparatively cheap parcels of Capers at last year's prices, not been touched, and the teamen are holding for extreme prices. The quality of the first crop is not equal to last year, but the scenting flower is reported better. In the new make Canton Congous settlements have been effected during the fortnight at from one to two taels decline in favour of purchasers. Of Canton made Greens there are no comments to make by this opportunity. Sales, &c., are reported as follows:—Canton Packed Congou, 150 half-chests, and 3,500 boxes, at 29½ to 38 taels.

AMOY.—The high rates paid in the interior when the market opened had checked operations, and it was expected that lower rates would rule when purchases were resumed. No musters representing chops have yet been received.

FOOCHOW.—The new teas began to arrive on the 10th May, and there are now on hand from 21,000 to 23,000 chests of Congou including contract teas, and 7,500 half-chests of Oolong. Several boats containing in all 20,000 to 30,000 chests have been delayed in their progress from the interior by the mandarins, who have endeavoured to exact tribute from the boatmen, but the last accounts are to the effect that the boats have been released and would shortly arrive. From the musters shown up to the present time, the new crop appears to be of fair quality, most of the teas possessing great strength, although in appearance they are inferior to those of last season, the leaf having been less carefully picked over; the cost is said to be 5 to 7 taels higher than last year's. As yet no transactions have taken place owing to the very high price demanded by teamen, but the opening of the market is expected. [Telegrams were given in our last].

SHANGHAI.—Black: Musters of the new season's Oopack teas are beginning to arrive on this market. Judging from the few already come, the quality, both as regards make of leaf and strength of water, appears to a certain extent inferior to last season's crop; at the same time, some few musters have been seen in Hankow showing a decided superiority over last year's teas, though not so much as was expected.

HANKOW, 16TH MAY.—At Hip-ca-see the market for New Season's Tea has opened, and the prices paid have been most extravagant, the quality at the same time proving itself inferior to what had been anticipated. In the districts of Yang-laou-toon and Tsung-yang the cost is so high that Teas will lay down at about taels 36 to 40 per picul, while for Hip-ca-see Teas the cost will be about taels 31 to 34 per picul.

KIUKIANG, 18TH MAY.—Black Teas: No settlements have taken place, and only one parcel of inferior Kiukiang-packed tea remains on the market. Advices have been received reporting the opening of the Ningchow market, at rates equivalent to from taels 32 to 34 for best chops, or a price about 40 per cent. above last season's prices. The quality is well spoken of, and the crop is likely to be abundent. Chest musters are expected in about a fortnight.

YOKOHAMA.—The business done in the Tea market amounts only to a very few piculs of finest tea at an extreme quotation for the American market. Buyers are now waiting the arrivals of the new Tea, which is expected down shortly from the interior, after which, if the price be reasonable, operations will recommence.

RAW SILK.—The quantity of raw Silk by the present mail is 152 bales for Southampton, 50 bales for Marseilles.

SHANGHAI.—The settlements only amount to thirty-four bales since the last report. The weather continues favourable for the production of the new Silk; the only drawback is the enormously high cost of the mulberry leaves. Contracts are reported to have been made to the extent of about 1,000 bales, of which about 800 bales are said to be Hainins, and the remainder Kahings, the price mentioned for the former being tls. 440, and for the latter tls. 400 to 405, for the best chops and numbers of each description. At the commencement of the season 1865-66, contracts were made for Hainin No. 1 at tls. 405 and Kahings No. 1 at tls. 380 to 390, and it appears that such will be about the opening rates this season. The market for No. 3 Tsatlee is expected to open at about tls. 450. No contracts are reported for this class of Silk.

YOKOHAMA.—Settlements for the last fortnight may be estimated at about 260 piculs, and arrivals at 300 piculs, leaving an unsold stock of about 1,200 piculs, The quotations are as follows:—Ida, medium, per picul, $640 to $700; inferior, $580 to $630; Mybash, medium, $700 to $750; Sinchu, inferior, $620 to $670.

DRUGS, &C.—CANTON.—Cassia Lignea: Settlements amount to 2,300 piculs, at $19 to $19.25, principally for the American markets; stock, 500 piculs. Cassia Buds are dull, and offered at $40 per picul; stock, 50 piculs. Galangal: $2, 100 piculs are reported to have been sold and 300 piculs remain on offer. China Galls: $14 per picul. No transactions; stock, 100 piculs. Vermilion: $37.50 per box of 50 catties for best genuine. Of Essential oils, Star Anniseed, Musk, and Rhubarb, the market remains perfectly bare.

COTTON.—HONG KONG.—There has been a further decline since the departure of the last mail in the quotations and during the fortnight the market for this article has been dull and drooping. Sales has been very limited and effected with great difficulty. The rates at present are as follows:—Bengal, $16 to 19 per picul; Tientsin, $20 to 21 per picul; Shanghai, $20.50 to 21.50; and Ningpo, $31 to 22 per picul. The sales have amounted to 7,000 bales. The Western Chief has been despatched from this for London with a large cargo.

CANTON.—The transactions in Cotton which have taken place during the fortnight show a decline of about 5 mace. The sales and quotations for the fortnight have been as follows:—150 piculs Ningpo at tls. 16.04 to 16.07; 200 piculs Shantung at tls. 15 to 16; 910 piculs Tientsin at tls. 14.02 to 15.05; and 2,330 piculs of Bengal at tls. 12.06 to 15.08. The stocks amount to about 450 bags of China sorts and 1,160 bales of Bengal.

AMOY.—During the past fortnight there has been active demand for Northern Cotton at somewhat improved rates, especially for Shanghai staple, which is now more in favour than Tientsin. Holders have mostly been anxious to meet the market at current rates, but stocks are now much

Digitized by Google

reduced and prospects appear favourable for a further advance. Indian Cotton has been sold at very low rates and is in little inquiry at present. Sales for the fortnight comprise:—1,595 bags Chefoo at $25, 846 bags Tongchow and Tientsin at $22.50 to 24,50, 1,162 bags Shanghai at $24 to 24.50, 640 bales Bengal at $19 to 20. The quotations are:—Ordinary to good Shanghai, $22 to 24; Chefoo, $23 to 25; Tientsin, $21 to 23; Ningpo, $26 to 28; Bengal, $20 to 21. Unsold stock, 2,565 bags Native and 824 bales Indian Cotton.

SHANGHAI.—The market has been exceedingly dull, and there has been no demand for either Tientsin or Shanghai staple. Quotations are at present nominally 15 tls. per picul for the former, and 16½ tls. for the latter.

CHINA IMPORTS.

COALS.—HONG KONG.—There have been six coal laden vessels arrived during the fortnight aggregating a quantity of tons 4396, nearly the whole of which came to consumers—English may be quoted $15; Welch, $15½; Australian $12 per ton from alongside.

SHANGHAI.—The only arrivals have been 720 tons from Great Britain, 750 tons from Australia, and 475 tons from Japan; the first 1,470 tons had been sold "to arrive," the latter fetched tls. 8.5.0 per ton. Quotations from ship here are quite nominal, and buyers "to arrive" prefer at present to wait for expected supplies rather than enter into any fresh transactions at the very high rates now demanded. The quotations are:—English, tls. 10.5 to 12; Cardiff, 13 5 to 14; American Anthracite, 13.5 to 14; Sydney, 9.7 5 to 10; Japan, 8 to 8.5.

HONG KONG.—The ships Everest and Devana with manufactured goods both arrived on 25th May, from Liverpool and London respectively. Throughout the fortnight there has been little or nothing doing in manufactures either on the part of Chinese or foreigners. Some 8.4 lbs. Grey Shirtings, partially sea-damaged, have however realised fair prices at auction $3.90 to $4 per piece having been paid. There has been some inquiry for Yarn, but only lower prices have been tendered. Turkey Red Shirtings are wanted. Of other kinds of Manufactured Goods there is nothing to report. In Woollens and Metals there is nothing new to report except that Nail Rod Iron is more readily saleable.

EXCHANGES ON LONDON.

[For dates, see first page.]

			Bank.	Private.
At Yokohama	6	months sight.	4s. 8¼d.	4s 8¼d. to 4s. 9d.
At Shanghai (per Tael.)	6	ditto	6s. 2¾d. to 6s. 3d.	6s. 3¼d. to 6s. 4¼d.
At Canton, At Hong Kong, At Macao	6	ditto	4s. 6¾d. to 4s. 7d.	4s. 7d. to 4s. 8d.
At Singapore	6	ditto	4s. 5¾d. to 4s. 6d.	4s. 6d. to 4s. 7d.
At Manila	6	ditto	4s. 4d.	4s. 4d. to 4s. 5d.

At Shanghai, Bills on India, Rs. 300 to 301 per 100 taels. At Hong Kong, Rs. 217 to 218 per $100. Bar Silver at Shanghai, 111.10 taels; at Hong Kong, 10 to 10¾ per cent. prem. Mexican dollars at Shanghai, taels 73.10 per 100; and Exchange on Hong Kong, 27 discount. Hong Kong and Shanghai Bank Shares, 3 to 4 per cent. prem.; Gas Company, ————; Hong Kong and Whampoa Dock, 42 per cent. prem.; Steam Shares, 35 per cent. discount; Union Dock Company, ————. [Dates from Shanghai to the 13th June, via Kiachta, report Exchange at 6s. 1d.]

From Sharp and Co.'s *Circular*, Hong Kong, Tuesday, 6 P.M., May 29th, 1866:—

GOLD.—There has come in during the fortnight $350.000, and the total exported, including the amount per last mail and without that to leave to-morrow, is $630,000.—There is but very little of this bullion left upon the market,

SILVER.—Amounts inwards total $290,000, outwards $470 000. This return is inclusive and exclusive as above with gold. The present low rate of rupees will insure the clearing out for Indian remittance of any small parcels which may remain.

DOLLAR CURRENCY.—There have been received since our last circular $1,100,000, and the shipments are together $1.690,000. This latter sum is exclusive of a considerable amount which will go forward by the mail to-morrow. This outturn being superior to that given by rupee bills.

NEW KONG KONG DOLLARS.—These are only curious at present, the minting having been delayed by an accident to the machinery and by the sickness of some of the employés, who, English like, have been doing the laborious work themselves and have succumbed to the insupportable heat of the melting room.

DISCOUNT AND MORTGAGES.—Money has been rather cheaper on undoubted securities, not so much from its abundance as the want of confidence caused by the bad news received from Europe and India.

EXCHANGE.—But a small business has been done in bills pending the opening of the market for new season's teas.

SHARES.—In these, but very little has been done at a slight decline upon the news, in all descriptions.

HONG KONG FIRE INSURANCE COMPANY.—This has been established very much after the manner of the Canton Insurance Company, under the auspices and management of Messrs. Jardine, Matheson and Co., and should it be anything like as successful as the older institution, those will have cause for congratulation who may be so fortunate as to secure a share.

SHIPPING INTELLIGENCE.

ARRIVALS.

At YOKOHAMA.—From London: May 15, Challenger, Conference.

At SHANGHAI.—From Newport: May 11, Pldt Harbitz. (Reported by telegram.)—From Liverpool: Kew-Kee. (Reported by telegram.)—From London: Lauderdale.

At HONG HONG.—From Liverpool: May 25, Everest. From Sunderland: 17, Zingra; 22, Maitland. From England: Amberwitch. From Newcastle: 25, Hollands, Trouro. From Cardiff: 19, Island Queen. From Hamburg: 15, Margaretha; 18, Patna; 19, Patria. From New York: 17, N.B. Palmer; 23, Benefactor. (Reported by telegram.)—From Sunderland: June 23, Challenge.

At MANILA.—From London: May 17, Loyala. From Liverpool: 5, Alavesa.

At SINGAPORE.—From London: June 5, Eastern Star. From Liverpool: 6, Harry Puddemsey, Bolivia. From Hamburg: Mauritius. (Reported by telegram.)—Off Anjer: St. Eagle.

At PENANG.—None.

DEPARTURES.

From YOKOHAMA.—For New York: May 12, Castlehow.

From SHANGHAI.—None.

From FOOCHOW.—For London: May 30, Taeping. (Reported by Telegram.)

From HONG KONG, CANTON, and MACAO.—For London (via Algoa Bay): May 20, Whiteadder; 26, Western Chief; 10, Chanticleer; 24, Kungmon. For New York: 13, Caroline (via Hong Hong); 20, Ann Lucy (via Macao). For Havana: 12, Cataluna.

From MANILA.—For London: May 13, Lochnagar; 16, Herbert. For Falmouth: 13, Madagascar, Satellite. For Cork: Turandot. For New York: 17, Hadassah.

From SINGAPORE.—For Bristol: June 5, Alfred Ray. For Bremerhaven: Frederick VII.

From PENANG.—None.

VESSELS PASSED STRAITS OF SUNDA.

From ENGLAND AND CONTINENT TO CHINA, &c.—May 6, Star of China, London to Shanghai; 9, Fy-chow, Sunderland to Amoor River; 12, Punjaub, London to Hong Kong; Valdivia, London to Hong Kong; 14, Royal Minstrel, Cardiff to Hong Kong; 15, Blencathra, Broadwater, London to Japan; 16, Challenge, Sunderland to Hong Kong; 17, Fiwan, London to Shanghai, 18, Jan Peter, Hamburg to Singapore; Vigil, Liverpool to Shanghai; 21, Isles of the South, London to Japan; 27, Noord Brabant, Rotterdam to Batavia.

From CHINA, &c., TO ENGLAND AND CONTINENT.—May 6, Rocket, Shanghai to Liverpool; Henriette, Singapore to Hamburg; Lord Raglan, Japan to London; 8, James Wishart, Shanghai to London; 9, Rifle, Zebu to Liverpool; 9, Pieter Adolf, Singapore to London; 15, Congo, Manila to Cork.

From CHINA, &c., TO UNITED STATES.—4, Eastward Ho, Canton to New York; 5, George Green, Batavia to New York.

VESSELS LOADING.

At YOKOHAMA.—None.

At HANKOW.—For London: Eliza Shaw, Guinevere, Highflyer, Napoleon III.

At SHANGHAI.—For London: Cinderella, Burdwan, Ethiopian, City of Aberdeen, Sir Lancelot, Coulnakyle. For Liverpool; Trebolgan.

At FOOCHOW.—For London: Fiery Cross, Serica, Ariel, Taiping, Taitsing, Black Prince, Chinaman (all engaged full), Ada, Falcon, Yangtze, and Erl King, str. For Liverpool: Ziba (engaged full).

At HONG KONG and WHAMPOA.—For London: Deerfoot, Belted Will, Jno. Milton. For Liverpool: Luzon. For New York: N. B. Palmer, Ann Lucy (filling up).

At MANILA.—For London: Ironsides, Oithona. For Cork: Laura. For Falmouth: Simoon, William Cundal. For New York: Sailor Prince.

At SINGAPORE.—For London: Eastiaan Pot, Winona. For Liverpool: Patriot Queen, Grenada, Activ.

At PENANG.—For London: Queensberry.

FREIGHTS AND CHARTERS.

At YOKOHAMA.—To London: Cotton and Tea, £2 10s. to £3. Silk, £4 to £4 10s.

At SHANGHAI.—To London: No rate of freight fixed for New Teas, but £5 per ton is expected for the first ships. Tonnage remains scarce.

At FOOCHOW.—The rate of freight is fixed at £5 per ton of 50 cubic feet, and 10s. per ton extra for first ship to arrive in London with the New Teas. The rate per Erl King has not transpired.

At HONG KONG and CANTON.—In Home Charters direct no change is to be reported—the tea-clippers for London are still loading at Whampoa at £4 to £4 10s. per ton. The Island Queen has been laid on. The Victoria has taken the berth for general cargo, and is loading at £3 per ton. To New York 13 dol. gold. According to the circular of George Holmes, the estimated number of disengaged vessels in Hong Kong is 96, representing 47,056 tons.

At MANILA.—The Simoon loads for a port in the U. K. at £2 15s. per ton for a full cargo of Unclayed Sugar, 200 tons being shipped here, and the balance in Cebu. The Oithona has been fixed for London, with 500 tons Clayed Sugar at £2 17s. 6s. per ton.

At SINGAPORE.—For England: Ships on the berth load slowly at former rates of £2 per ton for dead weight, and £2 10s. per ton for light cargo.

COMMERCIAL POSTSCRIPT.

ARRIVALS NOT INCLUDED IN THE TABLES.—June 30, at New York, from Yokohama, Diamond; from Japan, Louisa Brogington; July 3, at Boston, from Batavia, Newcastle; 14, at Falmouth, from Rangoon, Otto; Speculator.

DEPARTURES.—July 11, from off Dungeness, for Batavia, Maria Regina; 13, from off Falmouth, for Batavia, Anthony v. Hoboken; 12, from Deal, for Batavia, Marie; from Cardiff, for Galle, Courier.

The ship Horatio, Palmer, cleared from New York for Shanghai on the 2nd July.

LAID-ON.—At London, for Shanghai, Silver Eagle.

SPOKEN.—Dr. Petermann (Bremen barque), Cardiff to Hong Kong, May 21, 23 S., 33 W.; Apellina, Singapore to New York, April 20, 27 S., 46 E.; Avondale, Cronstadt to the Amoor, April 30, 5 N., 114 E.; Geffrard, Liverpool to Batavia, July 6, 52 N., 11 W.

Digitized by Google

THE DUTCH SETTLEMENTS IN SUMATRA.

(To the Editor of the *London and China Telegraph.*)

SIR,—I regret that I am only able to reply to "Pulo Penang" after some considerable delay, but hope you will allow me a small space in your columns to rebut the questions which he evidently considers to be unanswerable. In the first place, I did not *attempt* to prove that "the Sultan of Siak is Suzerain of all States on the east coast of Sumatra," for I quoted as undeniable proof my authority, Mr. Anderson, who was charged by the Governor of Penang to make treaties with the various chiefs of Sumatra, and who admits the fact of the suzerainty. I do not wish to have better testimony on my side.

Pulo Penang lays great stress upon the third and sixth articles of the treaty of 1824, and charges the Dutch authorities with ignoring their existence. Now, I believe I am correct in asserting that the British first of all violated Art. 3 by failing to communicate, before the conclusion of that treaty, all former treaties and engagements existing between them and any native Power in the Eastern seas, for it is notorious that some of the conventions upon which the English found their claims to consideration with respect to Sumatra were never, until lately, made known to the Dutch authorities. But the concluding part of the article under notice states, "Like communication shall be made of all such treaties concluded by them respectively hereafter;" and yet Pulo Penang says that "the Dutch had not a shadow of right to conclude a treaty without informing the British Straits authorities." How is it possible to communicate a concluded treaty if one has not the power to conclude? Again, Pulo Penang argues that the Dutch have no right to form any new settlement, and asks whether the military occupation of Benghalies is not a violation of the treaty of 1824. I reply unhesitatingly that it is not. The Dutch officers had the previous authority of their Government in Europe, and that I deem quite sufficient (see Art. 6 of Treaty). Neither will I admit that the treaty with Siak of 1856 was a violation of Art. 3, unless it can be proved that the Dutch positively declined to communicate to, or endeavoured to conceal its nature from, the British Government.

I will now turn to an "unimportant point," viz., a question of history. Pulo Penang says:—"From the time the British held Java the Dutch had no power or right to any part of Sumatra. Their right to Benkoelen had been conquered from them by the British and their power in Sumatra became *nil*." Now I, together with many of my countrymen, have been and are still under the impression, that Java, &c., was taken from the French and in the name of the Prince of Orange to be returned when the war was over. At that time Holland, in fact, did not exist, it being, as many other and larger countries were then, merely a French province. In consequence of this the Dutch were afterwards (1815) again placed in possession of some of their territory, but Pulo Penang ignores these "patent facts" and adds another victory to British arms—the battle of Benkoelen!! Date not given. A person who makes such loose statements as those I have contradicted above should not carry weight with serious thinkers. Pulo Penang has not refuted any assertion formerly made by me, and I repeat, in reply to his repetition of the absurd charge against the Dutch of interfering with and jeopardising British commerce on the coast of Sumatra, that a trade which within the last four years shows an increase of 15 per cent. on imports and 36 per cent. on exports cannot be fostered by monopolies and double duties, and this fact, proved from official sources, is worth all the mouthy declamation and unfounded assertions of Pulo Penang. As for his last statement, that the natives of Java have been at a standstill, if not retrograding, since the English gave the country up to the Dutch, it is one of those old-fashioned accusations without proof which some people are in the habit of bringing forward at haphazard against the Dutch. It is evidently a proof that Pulo Penang has never been in Java, and I should advise him to do as I did last year and travel in that beautiful island for three months, after which I am sure he will have imbibed quite different ideas about the "standstill, if not retrogression," of the Javanese.—I remain, Sir, your most obedient servant,

T. C.

RUSSIA, GERMANY, &c.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, July 7.

After a severe struggle, and as the only means of preserving its independence as a Free State, Hamburg has resolved to take part with the winning side. For some time past Prussia has been urging the Hanseatic cities to accept her offers of alliance, with the promise of respecting their independence if they would join her in the reconstruction of the German Confederation, send members to the National Parliament, and put their contingents on the war footing, at the same time placing them at the disposal of the King of Prussia. This last condition was the hardest of all to swallow, as the public feeling is so decidedly in favour of Austria, and the disinclination to take active part in the fratricidal war very unmistakably apparent. Bremen and Lubeck have thrown themselves unconditionally into the arms of Prussia, voting, almost unanimously, the money required for the mobilisation of their contingents.

The party of Chinese that were lately in England, after having finished their visit to Holland, arrived here on Wednesday by the steamer from Amsterdam, and after inspecting the institutions most worth inspecting in this city, such as the Exchange, the Bank, and other public buildings, as well as the Zoological Gardens, left again the following day by the railway from Altona to Kiel, where they embarked the same evening for Copenhagen *en route* for St. Petersburg. They stopped at the Hotel de l'Europe and caused quite a sensation wherever they appeared, from the singularity of their costume, which has seldom or never been seen here before. They had luncheon with Mr. Kopcke, a merchant of this city, and then proceeded with that gentleman to the Exchange, from the interior galleries of which they contemplated for some time the busy throng assembled at their feet.

The *Stockholm Gazette* mentions the appointment of Mr. M. G. Moore to be Vice-Consul for the King of Sweden and Norway at Tientsin under the Consulate-General of Shanghai, and announces that Mr. D. Thorburn has resigned his appointment as Swedish and Norwegian Vice-Consul at Che-foo.

The sudden announcement of the *Moniteur* that Austria has offered to cede Venetia to France and make peace with Italy and Prussia has taken the Exchange by surprise, and funds of all descriptions rose ten per cent. In the meanwhile the dreadful losses of killed and wounded of Austrians, Prussians, and Hanoverians has created here a painful sensation, as so many of them were personally known and related to Hamburg families. Half a dozen charitable committees have been formed to collect lint, bandages, wine, cigars, and other refreshments and necessaries for the wounded, and with great success, especially among the ladies; and I firmly believe there is not a single house in this city where the females, high and low, are not engaged every day in picking lint and making bandages. At Altona, too, a Ladies' Committee has been formed, and amongst the names I notice that of Mrs. Pustau, the wife of Mr. Wm. Pustau, the China merchant, as one of the ladies who receive contributions for the sick and wounded.

P.S.—I have just heard of the arrival of the Chinese at Copenhagen, where they are making a great sensation.

COMMERCIAL.

There is but little to report to-day on this subject, public attention being far more absorbed here by the great military operations in Bohemia and Italy than business. The markets for all articles are still in a very feeble state, and what few transactions have been done were mostly at lower rates, indeed, so much so as to affect the retail prices in the shops. The only exception was Spelter, which has partially recovered from its late fall, and is more in favor as the miners and workmen at the smelting establishments in Silesia being all called out to serve in the army, the production of that metal is necessarily stopped for the present, and it has thus become a fair object for legitimate speculation. I must, however, add that since the receipt of the news that the war is probably at an end, a dull feeling pervades the market.

Money is much more plentiful now, and discount has fallen to 6½ per cent. Yesterday's official weekly returns of the Bank of Hamburg show that the present amount of the precious metals in that establishment is now 17,005,026 marks banco.

SHIPPING.—Arrived: July 5, Insulanerin from Sourabaya; July 6, George Andreas from Batavia. Sailed: June 25, Elise to Shanghai, July 5, Hans to Singapore; July 6, Alsen to Hong Kong.

COURT OF COMMON PLEAS.—PALMER v. LEMON.—This was an an action to recover damages for injury done to 584 bags of coffee from Manila shipped by the plaintiff on board the defendant's ship the *Sepoy* in the summer of 1864, and alleged to have been damaged by the defendant's taking on board a quantity of cocoa-nut oil at Manila, the pungent and bad smell of which flavoured the coffee. Mr. Brett, Q.C., and Mr. Mathew appeared for the plaintiff, and Mr. Edward James, Q.C., and Mr. Crompton for the defendant. The plaintiff's case was that this oil was stowed in the same hold as the coffee at Manila, and caused the damage to it. The defendant's case was that there was other coffee on board which was not injured, and it was assumed that if the pungent oil on board had caused the injury, the other coffee would have been injured too, and it was suggested that the coffee had possibly been damaged before it was put on board by being stowed in the same warehouse with Manila oil. No evidence was, however, called to substantiate this charge. The jury found a verdict for the plaintiff on the two issues submitted to them—that the coffee was not delivered in good condition according to the bill of lading, and that there was negligence in the shipowner in stowing coffee in the same hold as cocoa-nut oil. The amount of damage was agreed to be referred.

COHEN AND OTHERS v. WALKER AND OTHERS.—This was an action to recover the sum of £1,100 for negligence in not properly buying and superintending the packing of 262 bales of Shanghai cotton. Mr. Edward James, Q.C., and Mr. Watkyn Williams appeared for the plaintiffs; and Mr. Karslake, Q.C., and Mr. Mathew for the defendants. The plaintiffs, it appeared, are general merchants at Birmingham, and in 1863 they ordered through the defendants, who are brokers at Hong Kong, from 200 to 300 bales of cotton, and 262 bales were shipped to their order, the defendants being paid a commission to examine the cotton and see it properly packed. On the cargo arriving at Liverpool, and the cotton being inspected, the bales were found to have been what is called "water packed"—a species of fraud resorted to to make the cotton weigh heavier, by throwing water upon it when packed, which it was the defendants' duty to have discovered. On unpacking the bales the cotton was found to be in such a lumpy and damaged condition from "water packing" that it was unsaleable, and had to be sold by auction for what it would fetch, and it realised upwards of £1,100 less than the then market price for cotton of that quality. The defence was that this was a speculation which had not answered by reason of there being a falling market at the time of its arrival, otherwise there would have been no complaints about the cotton. The jury found a verdict for the defendants.

Digitized by Google

NOTICES TO CORRESPONDENTS.

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be authenticated by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

A REGISTER is kept of the addresses of all persons connected with the FAR EAST and reference can be made to the same by personal application at the office or by letter.

Any information required by Subscribers, in reference to Commercial or General matters in CHINA, JAPAN, SINGAPORE, *and other parts of the* FAR EAST, *will be supplied on application at the Office, where files may be seen of the Journals published in those countries.*

THE LONDON AND CHINA EXPRESS.

PUBLISHED on the departure of the Mails *via* Marseilles on the 10th, 17th, and 26th, contains a Summary of European, American, and General News; Commercial and Shipping Reports, and Special notices of Trade with the FAR EAST.

Subscription 54s. per annum, including Postage. Export Supplement 12s. extra.

The London & China Telegraph.

LONDON, MONDAY, JULY 16, 1866.

IMPROVEMENT OF SHANGHAI HARBOUR.

THE interests of foreign trade in China, and at Shanghai especially, are so overwhelming that the condition of the great arteries of commerce in and around what is now practically the capital of the Far East, claims the attention not only of the mercantile community but of the Imperial Government. When the rapidly rising importance of Shanghai as a commercial centre was first fully recognised, Admiral Sir JAMES HOPE, with that rare discernment which marked his career in China and has not deserted him in his new sphere, prevailed on the Chinese Government to appoint a qualified officer to the post of Conservator of the Yang-tsze-Kiang and its most important tributary, the Wusung Kiang, or as it is more generally known the Wang-poo. Year by year the number of ships entering the Yangtsze to discharge their cargoes on the Shanghai quays had steadily increased, but with that increase there had been an equally steady drain on the insurance offices caused by the accidents which occurred to vessels navigating the constantly shifting channels that led to their destinations. Collisions were of frequent occurrence, and the operation technically known as "fouling" was every day performed to the intense disgust of agents on the spot and of owners in this country. So soon, however, as Mr. HOCKLY was invested with the necessary authority as Harbour Master and Conservator a new state of things was rapidly organised. The narrow river which washes the walls of Shanghai, and pours its muddy stream past the foreign settlements was accurately sounded, buoyed and mapped out into berths, and a regularly graduated scale of tonnage eligible for the various divisions of the harbour was drawn up and rigidly enforced. By an arrangement with the Custom House authorities no vessel not reported as properly berthed in such a position as placed her out of reach of danger to herself, and out of the power of doing damage to others, was permitted to commence discharging cargo, and thus the interests of all were scrupulously observed. Gunpowder, which had hitherto been allowed to lie in unprotected cargo boats off the foreign settlements, was confined to the lower limits of the anchorage, where an explosion could do comparatively little harm, and vessels bringing munitions of war were compelled to remain far below the shipping until their dangerous stores were landed in a place of safety or transferred to the authorised powder hulk. It can easily be conceived that this exercise of an authority to which the merchants had not been accustomed created in many instances opposition, and in some ill-feeling. Fortunately, however, as the regulations were persevered in without respect to persons, even the most discontented eventually acknowledged the advantages which arose from the enforcement of one general rule, and gradually fell into the plans formed by the Harbour Master for the benefit of all. The result was soon manifest. Collisions became of rare occurrence, for whereas formerly a ship on arrival dropped anchor where she pleased and how she pleased, she was now assigned a place in which she formed one of a tier, and where she assisted in marking out the deep water channel through which coast and river steamers and tugs were able at any time to reach their moorings. Fouling was thenceforward unknown, for a ship so soon as it entered the river was boarded by an *employé* of the Harbour Master's office, and was obliged to comply with certain carefully prepared rules as to berthing, shifting of anchors, &c., which enabled her to swing without damage to her neighbours, and rendered drifting impossible under ordinary circumstances. The men-of-war, gunboats, river steamers and junks were each assigned their proper anchorage grounds; a junk channel in shallow water was kept clear, so that these unwieldy monsters of the deep could perform their peculiar evolutions without sustaining or causing injury, and finally the jetties, which in former times were often inaccessible from the vast number of cargo boats, house boats and native sampans which crowded round them, were placed under supervision and a passage to each kept open. Such were the more important improvements made in the harbour, but the approaches to the anchorage demanded even more attention than did the anchorage itself.

The entrance to the Yang-tsze Kiang is well-known to mariners on the China coast as the most dangerous, if not the most difficult to find, of any of the river embouchures. For some years a light-ship had been in existence, and a beacon about twenty miles from Wusung had warned navigators of the dangers of the South Bank. But while the light-ship was under no responsible supervision, the beacon was useless except in broad daylight, and hence the channel of the Yangtsze was studded in various places by sunken wrecks as dangerous as rocks, and was throughout so uncertain that the most experienced ship-masters were obliged, in default of any reliable marks, literally to feel their way from Gutzlaff to the anchorage at Shanghai. The first step was, of course, to improve the light at the entrance the second to endeavour to remove the existing obstructions, and failing this to buoy and light them; the third to place such marks and lights on shore and such buoys in the river as would serve to indicate the proper channel. This once completed all that was absolutely necessary would have been accomplished. Few believed that Mr. HOCKLY'S designs, involving as they did a considerable outlay, would ever have been carried out. But, all honour to the Chinese, who in this instance did not display that density of comprehension which so generally characterises them when improvements designed to prove of advantage to foreigners only are proposed, the Yangtsze is now lighted and buoyed; the sunken wrecks of the *Ocean Mail* and *Hellespont* are no longer the bugbear of captains entering the river at night; to go ashore on either bank is no longer the almost inevitable concomitant of a voyage up or down the river, but is rather a proof of gross stupidity or carelessness; the entrance to the Wangpoo is accurately marked, and the river itself so carefully sounded and laid down that even at night the lead is sufficient to indicate the position of a ship ascending or descending. The progress of these improvements we have watched with very considerable interest as from time to time the erection of a beacon, the establishing of a light, or the mooring of a buoy has been announced in the Shanghai papers, and, to judge from our individual experience of that tortuous stream which leads to the "model settlement," the dangers which once beset the voyager have now been removed, and the Wangpoo is as safe as the Thames, if not actually safer.

Owners of shipping have, as we pointed out above, gained by the formation of rules which prevent the constantly recurring accidents of former times. The insurance offices have materially gained by the lighting, buoying, &c., of the Yangtsze, for until the late improvements were made the voyage from the Lightship to Shanghai carried with it more actual danger than did the voyage from the European port of departure to the mouth of the Yangtsze. The ordinary sagacity of a mariner was of no avail, and ship captains were compelled to rely on that indefinite course of action—trusting in Providence. We do not assert that accidents can no longer occur. Until incompetent pilots are forcibly prevented from taking charge of vessels, cases will occur such as that of the *Ocean Mail*, in which, by the way, not only a large tea cargo perished, but the bibliographic gems rescued by Mr. WADE from the ruins of Yuen Ming Yuen were irretrievably lost. Assuming however the competence of the pilots, there is now no excuse for accident in either river, a statement fully borne out by the non-occurrence of any casualty during the past three years. But from Mr. HOCKLY'S exertions not only has the mercantile community derived an advantage, but the Chinese have learned to appreciate in a great measure the views held by Europeans with regard to river conservancy. He has taught them that by careful management and a judicious expenditure they can avoid endless trouble and litigation, and he has thus commended to their

Digitized by Google

attention and adoption the systems in vogue among the most civilised nations of the West. We trust that services such as these will be held by those in authority to merit same recognition, and that from the Admiralty Mr. HOCKLY will receive some solid proof of the estimation in which those officers are held who devote themselves successfully to the task of advancing European interests amongst a race so obstinately exclusive as is the Chinese.

THE P. AND O. COMPANY'S MAIL CONTRACT.

The last convention made between the Government and the company is dated Feb. 27, 1866. The following extract gives the company's contract time. The contract now runs subject to a year's notice. The penalty for non-delivery in the specified time is £50 per day and an allowance is made of £25 per day for early delivery:—

Between Suez and Alexandria	.. ..	310 hours.
Marseilles and ditto	.. ..	155 ,,
Suez and Calcutta	.. ..	499 ,,
Ditto and Bombay	.. ..	312 ,,
Bombay and Hong Kong	.. ..	413 ,,
Hong Kong and Shanghai	.. ..	84 ,,

NEW STEAMERS, &c., FOR CHINA.

There is again a movement in new steamers for China and Japan. We have to note the trial trip of the screw steamer *Osaka*, built by Messrs. Alex. Stephen and Sons, on the Clyde. Her engines are of 90 H.P., and she is owned by the same parties as the *Japan*, now in China. She is to be commanded by Captain Hybert, formerly of Dunbar's service.

Captain Castilla is on the Clyde, to superintend the building of a river steamer. Two screws of about 500 tons are building by Messrs. Henderson, Coulbourn, and Co., on the Clyde, and Messrs. Halls, of Aberdeen, have one in hand intended for the China trade A fine clipper ship is building for the tea trade, under the superintendence of Capt. Maxton, similar to the *Ariel*. She will be launched in about a month, and will be probably named the *Titania*.

A Return has been issued by order of the House of Commons on the East Indian Shan States, &c., containing the copy of a letter from Captain Richard Sprye to the Secretary of State for India, dated the 15th day of January, 1866, and of the maps attached thereto, referring to commerce with the Shan States and West of China from Rangoon, and extension of the Indo-European Telegraph by land from Pegue to Hong Kong and the Chinese open ports.

TRADE WITH THE FAR EAST.

We have received from the Foreign-office the Blue-book containing the Commercial Reports of Her Majesty's Consuls in China, Japan and Siam for the year 1865. In accordance with our usual custom we proceed to give a *resume* of each report, taking them in the order in which they are arranged, and commencing with Mr. P. J. Hughes' Report on

KIUKIANG.

The tonnage of vessels visiting this port does not, as will be seen by the following table, differ very materially from that of former years. The steamers at present plying regularly on the river are ten in number, and appear quite sufficient for the existing traffic.

	1863. Tons.	1864. Tons.	1865. Tons.
Tonnage of vessels cleared from Kiukiang	359,730	333,528	330,362

One British vessel, the *Emperor*, loaded with tea, direct for England. Almost all other vessels, including, of course, the steamers, proceeded to Hankow as well.

Though, in the winter months new shoals are often formed, others disappear, and, in spite of the shifting nature of the channels, the navigation of the river has offered no serious impediment to vessels drawing 10 feet of water,—vessels of greater draught are unsuitable for the winter navigation. In this season the most shallow part of the river is close to Hunter's Island, some twenty miles above this port, where the depth of water in the narrow channel is generally found to be about 10½ feet. Last season the principal difficulty was met with twenty-two miles lower down, that is to say, two miles below this port, where no impediment is at present encountered. This will serve as an illustration of the great changes to which the bed of the river is subject. The difference between the level of the river at Kiukiang on the 24th August, when it was at its highest, and the beginning of this month (January, 1866), is 39 feet. The river has not, however, as yet fallen so low as it did in January, 1865, when it was certainly three or four feet below its present level.

Exports.—The following table will show the amount and value of he exports from this port during the past year:—

	Value. Taels.		Value. Taels.
Chinaware, coarse ..	76,966·9	Tobacco, prepared ..	48,987·1
Ditto, fine ..	51,670·1	Ditto, leaf and dust ..	37,756·1
Paper, 1st quality ..	55,395·4	Tea	6,259,105·6
Ditto, 2nd ditto ..	101,778·4	Treasure	1,325 534·4
Hemp	78,579·9	Sundries	22,309·6
Grasscloth	24,704·9		
Vegetable tallow ..	46,206·0	Total ..	Tls. 8,199,774·4

Tea.—In the Report for 1864 it was remarked that the native dealers, rather than dispose of their teas at the prices offered, stored them in foreign godowns, and paid interest on loans obtained from the foreign merchants on the security of these teas at the rate of from two to three per cent. per mensem. The subjoined table shows that, despite the heavy losses which the teamen thus incurred, and the unfavourable anticipations which they, in common with almost every one else, entertained respecting the prospects of the season, the export of tea for 1865 has exceeded that of either 1863 or 1864:—

COMPARATIVE TABLE OF EXPORT OF TEA DURING THE YEARS 1863, 1864, AND 1865.

	1863. lbs.	1864. lbs.	1865. lbs.
Black	9,818.608	10,294,555	8,961,556
Green	15,724,115	7,609,605	18,140.790
Leaf	885,235	352,548	152,788
Totals ..	26,427,958	18,256,708	27,255,134

As the teas which were brought to Kiukiang during the past year came from districts drained by streams which flow into the Poyang Lake, Kiukiang may, therefore, be considered their natural *entrepot*; and such teas are not likely to be taken, at all events in the first instance, to other ports. The business transacted was done in the face of discouraging circumstances, as already pointed out, and it is evident that, so far as the natives are concerned, there is no reason to suppose that the amount of tea placed on the market at Kiukiang may not in subsequent years greatly exceed the supply of 1865.

Imports.—Subjoined is a list of the principal imports during the past year:—

	Value. Taels.		Value. Taels.
Seaweed	133,293·4	Spanish stripes ..	143,292·0
Sugar	320,949·9	T-cloths	89,296·4
Copper cash	52,434·0	Brocades	7,915·0
Opium, Malwa, & Patna	1,561,357·7	Camlets	39,943 0
Salt and cuttle fish ..	188,634·8	Chintz	16,637·3
Birds' nests	4,527·0	Crapes	8,700·0
Sugarcandy	7.825·9	Lastings	30,150·0
Lead	29,069·0	Long ells	124,080 0
Pepper	50,148·8	Lustres	36,138·4
Quicksilver	12,041·3	Velvets and velveteens	35,688 0
Sandal and sapanwood	35,068·5	Cotton handkerchiefs	8,258·6
Cotton, raw	35,820·6	Coals	9,135·0
Silk piece goods ..	22,791·3	Treasure	2,193,278 0
Nankeens	29,246·6	Sundries	216,707·0
Shirtings, figured & white	29,993·1		
Ditto, grey	205,125·6	Total value of imports ..	5,678,186·2

Of the above amount 639·738·7 taels is the value of the native produce imported.

If we compare this list with the imports of last year, we shall find a gratifying increase in the amount of most articles, whether native produce or foreign manufactures. Take, for example, the following items which represent important materials of clothing and food:—

	1864.	1865.
Grey shirtings	Pieces 34,091	60,331
Figured and white ditto ..	,, 7,506	7,990
T-cloths	,, 25,330	34,614
Sugar	Piculs 44,773·65	59,901·73
Seaweed	,, 26,377·07	33,563·96

Kiukiang has never been a great mart of trade, and its power of absorbing imports is limited. The extensive districts around the Poyang Lake will, however, be always supplied from Kiukiang; and should the country remain tranquil, and the means of communication be improved by the introduction of steam, the import trade of this port may in future years assume very respectable proportions.

The average value of the tael for the past year in bills at six months' sight was 6s. 8d. sterling. Agencies of two banks were established at this port in 1865. Exchange business is done chiefly with Shanghai and Hankow—seldom direct with England.

HAKODADI.

The following is Mr. Consul Vyse's Report of the trade of Hakodadi for the year 1865:—

BRITISH TRADE.

	No. of Vessels.	Tonnage.	Imports. Dols.	Exports. Dols.
1865	27	9,664	73,474	359,901
1864	45	13,746	83,070	356,758

FOREIGN TRADE.

1865	18	4,061	60,502	101,914
1864	26	6,346	7,727	58,088

It would thus appear that the British trade has been nearly stationary, while greater activity is observable in the traffic carried on in foreign bottoms.

Mr. Vyse represents that the trade continues to suffer from various monopolies and restrictions imposed by the authorities. The engagements they lately entered into to abandon the monopoly of irico and awabi only came into effect on the 9th of November last; and as it has been observed at Nagasaki, the good faith of our Government will eventually cause it to be observed in Hakodadi also.

Trade and Commerce.—Notwithstanding the numerous failures of

Digitized by Google

business houses all throughout the East, but more especially in China, which would be calculated to affect the few foreign resident merchants at this port, there is a very considerable increase in most of the articles of export over that of last year, which amounts to 75,000 Mexican dollars, including the large amount lost by fire, the property of Messrs. Lindsay and Co., of Shanghai.

Silk.—More of this article has been exported this year, and very much more could have been shipped if it was not for the obstacles placed in the way of the producers by the Governor, who will give no facility for its being brought across the Straits.

Comboo, the chief article of export for the China market, shows a decrease over the exportation of the same article during 1864, which was 119,054 piculs, and during 1865 there have been 82,862 piculs.

Erico.—65 piculs more during 1865 than the preceding year.

Awabee shows a diminution, which is entirely on account of the exportation of this article being monopolised by the Japanese Government, notwithstanding a promise which has been made that all restrictions hitherto imposed on the free sale of awabee to foreigners should be removed, and a notification was circulated in Hakodadi by the Governor to that effect; but at the same time at the principal ports on this island, as well as on the north coast of the Island of Niphon, nothing is as yet known of the aforesaid Proclamation, so that virtually the same prohibitions exist, and the Tycoon's Government, as is its custom, have broken faith with the foreign representatives.

Cuttle Fish is an article that varies from year to year more than any other. Last year 12,000 boxes were exported; this year 25,000. It is a fish that is very rare on this coast, and is only to be found in large quantities every two or three years, so the natives say themselves; but this is, I fancy, merely a legend.

Timber.—The exportation of this is also very much on the increase.

Shipping and Navigation.—Not much can be said upon this point. Twenty-seven British vessels only have visited this port during 1865, and the preceding year there were forty-six, which appears most incomprehensible, comparing it with the large increase of articles of exportation. Among the general shipping the arrival of the Japanese steamer *Kiu-siu*, from Nagasaki, and departure for Yokohama with a miscellaneous cargo, is worthy of notice, inasmuch as it denotes a readiness on the part of the Japanese to trust their merchandise to foreign-built vessels, the superiority of which over their fragile junks cannot but be apparent. There is no doubt but that with the opening of new ports commerce would not only be developed in the ordinary way, but that a large carrying trade in native produce for native consumption would be carried on along the coast in foreign bottoms; and even if the Japanese preferred to carry on the coasting trade with their own hands, the demand that this would give rise to for foreign-built craft would be immense, and, as a necessary consequence, for machinery and the like; in addition to this it would induce them to work their own coal-fields with something like vigour, and with all the mechanical appliances known to ourselves; the supply of this mineral in large quantities and at a fair rate would be an immense benefit to commerce in the East. The steamer *Kiu-siu* (English built) was recently purchased by the Prince of Satsuma, and was formely the property of Messrs. Fletcher and Co., of China.

Public Works.—During the past year an attempt was made on the part of the Governor to establish a light-ship at the entrance of the harbour, but up to the present time his efforts have been unattended with success.

General Remarks.—Hakodadi is a port that I feel convinced would increase rapidly both in population and commerce if proper inducements were held out on the part of the Japanese Government to their merchants to arrive and locate themselves; but the monopolies of the Government are so numerous that they find it impossible to contend against such competition; thus the commerce of Hakodadi is checked from perhaps becoming among the most important in Japan for the trade of China.

BANGKOK.

The following is Mr. Consul Knox's Report on the trade of Bangkok for the year 1865:—

Owing to the small quantity of rain that fell during the season of 1864, the rice crop was so much below the usual average that the Siamese Government considered it expedient to prohibit the exportation of that article.

This prohibition came into effect on the 25th of January, 1865, and ceased on the 21st of August last.

The high prices which the growers, as soon as the effect of the drought became apparent, demanded for their rice, would of itself have been a virtual prohibition to its export; and doubtless the most legitimate one.

The Siamese Government, however, failed to understand that in such matters there was no necessity for their interference, and, as the results would have been the same whether caused by the shortness of supply or Government intereference, I merely drew their attention to the fact, and yielded without remonstrance.

I have reason to believe that the lesson has not been lost on them, and that, on future occasions, this Government will not interfere in such matters.

From inquiries which I have made, it would appear that droughts occur in Siam on an average of once in twelve years. On former occasions the loss was much more injuriously felt than on the last.

Before the treaty with Great Britain, Siam merely grew enough rice for home consumption; but since that treaty a large export trade in that grain has sprung up, and consequently a great deal more is now planted than can be consumed in the country, even if the return is only an average one. Thence last year, though the return was very much below the average, yet, from the greater quantity sown, there was quite sufficient for the consumption of the people.

The consequences of this drought will, however, be plainly seen in the tables that accompany this report. Four-fifths of the exports of this country consist of rice, and having had last year none to export, the whole trade has been, to a great extent, paralysed.

The present crop, now harvested, is said to be an excellent one, and I therefore hope that my next report on the trade of this country will be very much more favourable than the present one.

I have to report one beneficial change which has taken place during last year, viz., the abolition of the heavy tax on cocoa-nut trees, which has been replaced by a light one on the oil extracted from the nut.

As the soil and climate of many parts of Siam are particularly well suited to the growth of this palm, a very extended cultivation of it will now probably take place.

NAGASAKI.

The following is Mr. Consul Gower's Report and returns of trade for the port of Nagasaki for the year 1865:—

The summary with which Mr. Gower concludes his Report exhibits a considerable decrease, both in imports and exports, as compared with the trade of the previous year; on the British side imports have decreased to the extent of 188,941 dollars, or one-fifth less than those of 1864, and the diminution in the case of exports is 409,010 dollars, or nearly one-half of the aggregate of the previous year. On the foreign side a similar falling-off is observed in exports, while in imports transactions have been stationary.

Mr. Gower is of opinion that this unfavourable result is attributable to the incorrectness of the returns, which are taken from the Custom-house books, and that if the real amount of business could be ascertained the trade of the past year would show an improvement instead of the reverse. The comparison between the two years, however, is made with returns obtained from the same source, and equally open, therefore, to the charge of short reports. In the case of each year—1864 and 1865—Mr. Gower considered that 50 per cent. should be added to the returns for smuggled goods and low valuations, and I am disposed to believe that he would have been within the fact if he had even doubled this estimate of the deficiencies of Japanese Custom-house administration.

The difference between the export trade of the two years may be traced, however, to the discontinuance of cotton shipments—those of 1865 being only 50,653 dollars in value against 496,404 in 1864. The exports of tea are satisfactory, being 3,216,440 lbs., according to the returns, or only 100,000 lbs. less than those of last year, and the circumstance that this item is in excess of the private estimate supplied to Mr. Gower is some proof that the returns are not altogether without their value. The transactions in silk at Nagasaki are very trifling.

The sale of steamers and foreign sailing-vessels forms a very considerable item in the business of the port, amounting this year to 699,500 dollars, and which is not included in the returns. These vessels have in every case been sold to Daimios, and it appears that a considerable impetus would be given to trade if Japanese merchants were also free to purchase foreign shipping.

Imports.—The principal imports are cotton and woollen manufactured goods, such as grey shirtings, cambrics, camlets, &c. The returns do not show increase during the past year; but this is easily accounted for by the high prices goods cost laid down in this country and the low value of the native currency. To this may also be added that the cessation of the civil war in America caused a very great diminution in the export of raw cotton, which export greatly tended to augment the import of manufactured goods. The total imports, however, amount to something very considerable, if steamers and sailing ships sold to the Japanese, as shown in the following list, may be included under this head:—

Name.	By whom Sold.	Price in Mex. dols.	To whom Sold.
BRITISH.			
Kin Lin	Glover and Co. ..	100,000 ..	Satsuma.
Sir Harry Parkes	J. Cull ..	112,000 ..	Kanga.
Union	Glover and Co. ..	60,000 ..	Satsuma.
Pembroke ..	Walsh and Co. ..	25,000 ..	Ditto.
Ayrshire Lass	Glover and Co. ..	25,000 ..	Chikuzen.
Gerard	A. Baudwin ..	80,000 ..	Satsuma.
Elgin	Glover and Co. ..	125,000 ..	Chikuzen.
AMERICAN.			
Star	Walsh and Co. ..	12,500 ..	Kanga.
Huntress ..	Glover and Co. ..	19,000 ..	Satsuma.
Matthew Luce, with stores ..	Walsh and Co. ..	35,000 ..	Japan Govt.
PRUSSIAN.			
Berlin	Ditto ..	11,000 ..	Echizen.
DUTCH.			
Viola	A. Baudwin ..	95,000 ..	Satsuma.
	Total	699,500	

A very large business is transacted also in arms and ammunition, of which but a very small portion is reported to the Custom-house. And, finally, I may include as sold to the local Government, principally by Chinese, 350 bars of Peking gold at 225 dollars, equal to 78,750 dollars.

Exports.—Tea, camphor, cotton, tobacco, vegetable wax, and silk, are the principal exports. These are largely produced to meet the foreign demand, and their cultivation greatly increased and still increasing. By reliable data furnished me by one of the principal British firms here, I find that tea exported in 1865 amounted to 2,239,839 lbs.; in 1861, 1,559,587 lbs.; showing a surplus of 680,252 lbs.; and this does not include the "green leaf," which the Chinese have commenced to fire in their own country, the quantity of which is considerable, but impossible to ascertain. Even the export of silk, which is but commencing at this port, shows an increase of 62 piculs 49 catties; and I may add that some 160,000 cards of silkworm eggs, valuing about 98,360 dollars, left this port for Europe during last year.

Exchange.—There are as yet no banks established at this port, and banking transactions are entirely in the hands of the principal mercantile firms. The rate of exchange is almost entirely regulated by those of our neighbouring port, Shanghai, and the sight value of the Mexican dollar may be said to have averaged about 4s. 5d. sterling. The average exchange of the native silver coin last year was 244 itzebus for 100 Mexican dollars.

Shipping.—It will be observed that there is no material difference be-

Digitized by Google

tween the number and tonnage of ships arriving at and departing from this port during the years 1864 and 1865. A large number came seeking, and generally succeeding in procuring, miscellaneous cargoes for various ports in China. Some came merely for the purpose of laying up, as the current expenses at this port are more moderate than in Shanghai.

The foreign residents are slowly increasing. They now number 166, viz. :—

British subjects	70	Portuguese	3
American citizens ...	32	Swiss	2
Dutch	26		
Prussian	19	Total	166
French	14		

Many visitors from China remain here during the summer months to recruit their health, or merely as villeggiatura, and bungalows for their reception are rapidly being built on the beautiful hills surrounding our charming lake-like harbour.

In conclusion, I may observe that notwithstanding the continued unsettled state of internal affairs in Japan, the trade of Nagasaki is prospering, and promises to improve; so much so, indeed, that even the opening of Hiogo will hardly affect it, as the Princes of Kiusiu are those who principally give proofs of entering into the spirit of our commerce, and they are undoubtedly making great preparations to freely supply our demands, and thereby the nature of trade here is gradually becoming more and more local.—I have, &c., (Signed) ABEL A. J. GOWER.

NINGPO.

The following is Mr. Consul Fittock's Report on the returns of trade at the Port of Ningpo for the year 1865 :—

Upon contrasting the present returns with those of the previous year, it will be observed that, as was predicted, a large decrease has taken place in many of the articles of both import and export; thus, owing to the termination of hostilities in America, the export of the raw cotton has dwindled from 103,201 piculs, valued at 3,096,030 dollars, to 33,567 piculs, valued at 963,100 dollars. As a partial set-off to this, however, green tea, which is sent from this port principally for the American markets, has increased from 53,810 piculs, valued at 2,475,260 dollars to 70,662 piculs, valued at 3,311,232 dollars, which realises the prediction contained in my report on the trade of 1864, that Ningpo is in a fair way of asserting her natural right to become the tea depot of the province of Chekiang.

Silk, which is also chiefly produced in this province, has increased in export from 949 piculs, valued at 379,600 dollars, to 1,914 piculs, valued at 957,000 dollars; and this, notwithstanding that the same obstructions to its reaching the port from the silk districts continue to exist. Were these obstructions removed there can be little doubt but this port would become the principal outlet for the raw silk grown in the province, instead of Shanghai, as at present. The obstructions referred to consist entirely of a defective water communication between this and Hang-chow, and they might easily be removed if the people had anything of Western enterprise in their character. Even as it is, I think it would not be wise to calculate upon Shanghai becoming the permanent *entrepot* for the raw silk and tea so extensively produced and cultivated in this province.

Another peculiar feature of the trade of the port during the past year as contrasted with that of 1864, is the decrease in the export of copper cash. This has gone from 1,362,892 strings, valued at 1,362,892 dollars, to 395,785 strings, valued at 395,785 dollars. This is no doubt attributable to the fact that the port of Hankow is for the present supplied from some cheaper source, possibly from Japan, the copper cash of which country, I believe, is identical with that of China. When at Nagasaki last year I heard, upon good authority, that, although the exportation is prohibited, large quantities were smuggled out of the country; and no wonder, for there you could obtain about 4,000 for the dollar, and dispose of the same in three days' time at Shanghai at a profit of 300 per cent. In my Report of last year I stated that if the enormous export of cash continued it might lead to popular disturbance, and that I thought why it had not done so already was because the people had not fathomed the mystery of the continually increasing cost of the necessaries of life. The staff of life to the Chinese is rice, and the way in which they were affected by the drain of copper cash was this: The province used to produce large quantities of grain, more, in fact, than was required for local consumption. The cultivation was first of all interrupted by the inroads of the rebels, and when this pest was removed, the enhanced value of cotton, in consequence of the civil war in America, induced cultivators to turn their attention to that product in lieu of rice. The result was that the dealers had to procure this necessary from abroad; and without apparently suspecting it, the consumers had to go to market to supply their wants on the same terms as the foreign residents had to furnish themselves with this and other requisites; that is to say, they had to pay in dollars instead of copper cash. The foreign merchant meanwhile took care to receive payment from the native brokers indirectly in copper cash, as he could thereby make a double market by sending it to Hankow, where it was in great demand for the purchase of tea, or rather to pay for its manipulation, there being a great scarcity of the circulating medium at that port to defray the daily demands of the numerous labourers engaged in the manufacture and preparation of the leaf to meet the continually increasing foreign demand. I believe this scarcity of copper cash is still much felt at Hankow and the other Yang-tsze ports; and it is quite probable a further resort will be had to this and other provinces to obtain the requisite supply, if it cannot be procured from Japan or elsewhere at a more remunerative rate.

I think the above brief statement of the decrease in the chief articles of export will show that the result, if not advantageous to the mercantile class, is undoubtedly so to the general inhabitants of the province, the gap caused by the diminished demand for raw cotton being almost filled up by the greater quantity of tea required, and the cessation of the drain of copper cash.

I believe the same may be said as regards the import trade, as evinced by the following statistics :—

In 1864 rice was imported to the extent of 1,911,143 piculs, valued at 5,613,463 dollars; last year only 558,442 piculs were imported, valued at 1,092,981 dollars. This tends to show either that a further tract of land has been brought under cultivation, or else that part of the area diverted to the growth of raw cotton has reverted to its former use.

In 1864 opium was imported to the extent of 3,011 piculs, valued at 2,258,430; last year the quantity was 3,380 piculs, valued at 2,251,690 dollars.

Sugar is the third principal article of import; and although this fell off from 149,924 piculs in 1864 to 136,847 piculs in 1865, that of 1864 in valued at 1,029,654, whilst the lesser quantity imported in 1865 is set down at 949,860 dollars, or nearly as much.

The foreign tonnage of the port has decreased from 296,311 tons in 1864, to 258,247 tons during the past year. As the duties collected by the Imperial Government increased to 346,566 taels last year against 342,918 taels in 1864, whilst the coast trade duties decreased from 52,405 taels in 1864 to 37,159 taels in 1865, it appears pretty evident that the total decrease in the value of the trade during the past year is attributable to the existence of a lesser demand amongst the inhabitants of the province for the products of their own country, and not to any abatement of the demand for commodities in which foreign countries, and more especially Great Britain, are interested; in other words, it is rather a sign of native prosperity than indicative of a threatened diminution of foreign trade, which I consider is now settled on a firmer and more satisfactory basis than it has ever been before at this port.

CHEFOO.

Mr. W. H. Lay, Vice-Consul at Chefoo, makes the following remarks upon the trade during the past year :—

Opium.—There has been an increase of nearly 13,000 piculs in the import of this drug. Various reasons are assigned for this increase, the most probable being the stoppage of the growth of the native article in the provinces of Shan-si, &c., and the heavy tax levied upon it by the Chinese authorities. Another reason of the large import may be attributed to the fact that during most of the year affairs have been tranquil in the North.

Cotton Piece-Goods.—The increased consumption of cotton piece-goods (247,242 pieces in 1865 against 112,753 in 1864) has been caused by the diminution in price—which has been slight—from last year, and by the decrease in arrivals in 1864. In that year there was a falling off as compared with 1863 of 12,000 pieces of grey shirtings, and of all cotton piece-goods of 27,000 pieces. These goods are purchased at once on arrival; and I am informed by the merchants that had the stock been double in 1865 it would have been sold. The high prices are still a bar to a very large trade in these articles at this port; but could a direct trade with England spring up, there is no doubt whatever the trade would increase enormously. At present the goods—which are refuse stock, not saleable at the moment—come hither from the ports in the South, incurring double freight and other expenses, and thus preventing their consumption to any large extent, and putting our manufactures in an unfavourable position, and not able to compete with the native. This port is a great depot for this province and the adjacent provinces of Shan-si, Ho-nan, and Shen-si, &c. Goods imported are conveyed in junks to the Ta-tsing River, and from thence taken to the marts of Se-nan-foo, Tung-chang-foo, Yen-chow-foo, Tsaou-chow-foo, Tung-ping-chow, &c., where they are lost sight of, but there is no doubt they penetrate far to the West and North. Reports of severe squeezes by the mandarins at a place called Teen-mun-kwan, a little distance from the Ta-tsing River, continue to reach this. It is difficult, however, to obtain the exact truth; the authorities here deny it. It is to be hoped, however, that as affairs get more tranquil in these provinces this impost, which is considered by some to be a war tax, will cease.

Cotton.—There has been a decrease this year, consequent upon the cessation of export to England, and the return of Indian cotton to China. It commands but a low price in the South, and so long as this continues the export will be small.

Seaweed.—This trade has largely increased, as the following table shows :—

Import of Seaweed.

	Piculs.
1863	8,500
1864	6,658
1865	41,425

Of these latter about 38,000 piculs were imported from foreign ports, Japan, Passiet, &c. The import of this article will probably increase, it being much used by the Chinese.

Sugar.—There has been a falling off in this import from the heavy prices ruling in the South. The presence of the rebels at Amoy, coupled with the inundations at Swatow, have been the cause of the failing of the crops.

Coals.—Upwards of 2,000 tons of coals have arrived at this port, and a ready sale has been effected. Chefoo is the coaling station for the steamers which ply between Shanghai and the northern ports, and is, moreover, a coaling station for the British and French fleets. Coals are at present taken to Shanghai, and from thence brought here, thus adding largely to their cost. A direct trade with England would materially benefit the consumers of this article.

Wheat.—Although the wheat crops suffered much from the long drought and heavy rains, a very large export was made :—

	Piculs.
In 1864	14,240
1865	59,538

showing an increase in 1865 of 45,298 piculs, or above 6,000,000 lbs.

Beancake.—The export of this article has largely increased, while the Newchwang beancake has fallen off. The former is now much preferred, in consequence of its containing more oil than the latter, the cakes not being pressed to such an extent.

Freights have been a trifle better than last year. The trade of this port is principally in the hands of the Chinese, and so long as an indirect trade continues this will be the case. The nive merchants find it much cheaper to go to Shanghai and buy goods there themselves than to purchase of the British merchant here, who adds to the Shanghai price his own commission and charges.

The extension of the tonnage dues certificates to vessels bound to and from Japan will be beneficial to the trade of this port in consequence of its proximity, and the large trade existing between it and Chefoo.

Digitized by Google

The port of Chefoo possesses a fine large harbour, with good anchorage for vessels. During the north-east monsoon, safe anchorage and smooth water is to be found on the other side of the harbour under Chefoo Cape. The harbour is more than four miles broad, and in length it extends to the Kung-Tung Islands, a distance of about five miles.

I regret that it is not in my power to make out comparative statements of the trade at this port from Consular official papers. From the 1st of January, 1865, and until my arrival here in April, 1865, in consequence of the illness of the Acting Consul, it does not appear that the manifests of ships containing what is necessary to compile full and correct returns of trade were preserved. Those I append, and numbered from 1 to 7, which I have obtained from the Custom-house through the kindness of the Commissioner, will I trust, be sufficient.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, JULY 8.

The Second Chamber is now definitively constituted for the new session, which is to be opened in September next. The elections and re-elections have not altered the strength of the different parties, so that three-fourths of the members are still Liberal. We are now waiting for the assembling of the members to finish the present session. Nothing has been yet heard on this point, notwithstanding it is very urgent that the Budget for India should be discussed. Mr. Myer, the Minister for the Colonial Department, seems, however, not to be ready. If we may believe the ministerial papers, the Budget of Mr. Fransen van de Putte is to be totally reformed in a Conservative sense; that is, the expenses for India are to be decreased and measures taken that our *batig slot* (the favourable balance of the revenues of India) shall be secured for the mother country. Of course this intelligence will cause much disappointment in India, but I think it better for them to trust in the Liberal majority of Parliament than in the *entrefilets* of the *Dagblad*. The conviction of the Liberals is that concessions must be made to India, and that the revenues of India must be spent in behalf of India. Much is said in our Conservative circles about an article in the *London Shipping and Mercantile Gazette*, relative to the commercial relations existing between England and foreign States. That journal argued:—"As regards the Netherlands the Dutch Government cannot, or, at all events, do not, as yet see the expediency of abandoning the privileges reserved to the Dutch East India Company under Treaty. Double Differential Duties [!] are, we believe, still levied in the Dutch Ports of the Indian Archipelago, and the interest which maintains this system is still strong and resolute. The rapid rise, however, of Singapore, and the facilities afforded to the commerce of those seas by the employment of steamers, must have the effect of diverting the foreign trade from such ports as Batavia and Lombok to those in the neighbouring region, where it can be pursued without the disabilities which attach to it in the Dutch ports; and thus, it may be hoped, the evil will work its own cure." The Conservatives decline to admit the truth of this reasoning, and thus their attitude will force the evil to work its own cure. It is already a vast stumbling block in their path that a good deal of the private imports from Java in our harbours are conveyed by English ships. But is not this the fault of most of our ship-owners themselves, who prefer to wait two or three years for their ships to be chartered, at a high rate, by the Trading Company rather than make an extra voyage on their own account, as the ship-owners of England, France, and Hamburg do? The old system is worn out.

In my last letter I told you, according to the declarations of our representative at the Federal Diet, that our Government declined to take part in any course of action which should imply a recognition of the continuance of the Federal Pact. This conclusion seems not to be right, because Mr. Von Scherff is still in Francfort and attends the sittings of the Diet. This, of course, confirms the opinion that the Federal Pact is not dissolved by the present war between Prussia and Austria. Contrary to the conviction of our present Minister of Foreign Affairs, we are obliged to wait for our province of Limburg being let loose from the Diet in a legal way. In the meantime, we have every reason to be very content that the Limburg Contingent is exempted from mobilisation. The war, however, has a very prejudicial influence upon our trade, which is really in a state of inertness. For home consumption but a very few transactions have taken place, and there is yet no likelihood of any material improvement in the business with foreigners. Much disappointment has been experienced at the Bank raising its discount to 7 and 7½ per cent. The news brought by the last mail, that some important failures had again taken place in Java, caused much sensation. I hear that in consequence thereof some of the Indian orders are withdrawn.

His Excellency the Chinese Commissioner, Ping-chun, and suite arrived here on the 26th June from England. This visit had an entirely unofficial character. After they had visited the Hague and Amsterdam, where they inspected all worth seeing, the foreign visitors started for Hamburg. Our Minister of Foreign Affairs had a very long conversation with his Excellency, which is said to be the prelude to a duly accredited embassy. Ping-chun seemed to be delighted with Amsterdam. Several times he said, "Here I should like to live; this town is much finer than Paris and London." The following *impromptu* we owe to his poetical feeling:—

TO HOLLAND.

A famous country, and of old renown;

There, where centuries ago the sea raged, wild and disordered, the strawberries ripen, the corn-ears grow.

Long bridges unite distant river banks, and vessels glide prettily along broad canals;

Long rows of houses sparkle in the moonlight, whereunder the streams glitter as brightly as precious stones.

Thanks, kindly thanks we owe to them by whose knowledge this was accomplished, whose energy was great, to whom the country owes its prosperity.

Such faculties, such works, such exertion must never be forgotten.

PING CHUN, Chinese Commissioner, who arrived from the Hague at Amsterdam on the 19th of the 5th moon.

In the last number of the *Bataviaasch Handlesblad* are two very interesting articles about the steam service between Java, Queensland, and Sydney, We are told that the Government of Queensland sacrificed about £10,000 to make two trials with the steamer *Souchays*, and the paper thinks that the Indian Government will now grant a subsidy, in order that the line may be continued and the company definitively constituted. But, of course, this cannot be done without the consent of our Home Government, and I have reasons to believe that Mr. Myer is not willing to allow this, notwithstanding the line would prove to be highy profitable for both the countries.

The East India Railway Company held its annual meeting on the 19th June. The report, which was inserted in the *Staats Courant* of the 1st inst., proved that the financial condition, as well as the progress of the works, was satisfactory. It was stated that in the year ending the 16th June 2,810 lasts of railway materials, representing a value of 796,750f., were shipped. It was regretted that the capital wanted for the construction of the Batavia-Buitenroz line could not be found in the present critical state of the money market.

Your readers in India will remember that Mr. T. J. Stieltjes was released from duty by Mr. Fransen van de Putte without the epithet "honourable." The present Minister, Mr. Myer, however, has now rehabilitated the high reputation of this gentleman.

His Majesty has appointed Mr. Fr. MacNab Vice-Consul at Sydney; Prince Pangeran Adhipatti Ario Mangkoe Negow at Souracarta his Adjutant Extraordinary; and granted an annual pension to ex-Ministers Mr. Fransen van de Putte of 3,327f., and to Mr. J. H. Geertsema of 516f.

COMMERCIAL.

COFFEE.—There is some inquiry for home consumption, but nothing is transacted for export. Only 2,000 bags Padang ex Uncas and 1,106 bags Java ex Marie were sold. The stock amounts to 465,217 bags, against 512,200 bags in 1865.

SUGAR.—The market is dull, but prices are firm. Holders decline to operate at the actual prices. Stock of the Trading Company 92,411 kr., of which 56,000 kr. will be offered in public sale on July 24. Total stock 60,743,943 kilo.

TOBACCO.—Java. The market is very dull, because the exports to England and Germany have totally ceased. Ordinary sorts, of which there is considerable stock, can only be sold at much lower prices. In Manilla sorts the market is inactive. The first hand stock amount to 12,700b. Java; 3,542b. Manilla.

CIGARS.—Manilla Habanas are rare, but there is a very important stock of Cortados. 2a 1864 Habanas are quoted 40f. to 43f. 2a 1864 Contados, 37f.

GINGER.—In auction yesterday were sold 450 ch. China ex Uranus; 400 ch. preserved were paid with 85c. to 88c., and 50 ch. Mandarin at 100c. to 104c.

JAVA INDIGO meets with a good demand. 90 chests private import were sold.

BANCA TIN.—The market has been very strong during the fortnight, and, notwithstanding the continued stringency in the money market, and the outbreak of hostilities in Germany, the price has steadily advanced. For Banca there has been a good demand; in the beginning of last month some sales took place at 44½f., from which the market gradually improved to 46½f. buyers. For 500 slabs was paid 47f., and holders decline now to operate under 47½. Stock on the 1st July 107,650 slabs, against 15,719 slabs in 1865.

HIDES.—Since our last report were sold 92 p. Buffalo ex Kanagawa; 277 Passaroeang do. ex. Three Bells.

TEA.—There is only some demand for consumption. Good ordinary China Congo is quoted 95 to 100c., and ditto Java 90 to 95c.

RICE.—We quote 1st table f.15 to f.16; 2a f.13 to f.14; White Java,

Digitized by Google

f.10½ to f.11; Carga, f.6½ to ¾. Rangoon floating is paid with f.6¾; Necranzie, f.6½.

SPICES.—The market is inactive. The nominal quotation for Nutmegs is 75c.; Mace D 95 to 98c.; Cloves No. 2, 25½ to 26c.; Pepper 19c. Unsold stock on the 1st July:—Nutmegs, 1,545 caks; Mace, 782 casks; Cloves, ; Cinnamon, 2,347 fard.

MONEY MARKET—The remarkable news from Paris, which was received on the morning of the 6th, created great excitement on the Stock Exchange. It was received directly with great satisfaction, and produced a very beneficial effect on the Dutch and foreign stock. The raising of the rate of discount by the Bank produced no effect in the stock market, all interest being absorbed with the intelligence which leads to the prospect of a speedy return to peace. Austrian funds were in very great demand, and speculators went in very heavily. That a good deal of this animation should be temporary was to foresee. The markets close much weaker to-day, in consequence of the uncertainty about the intentions of the King of Prussia. Should any unfavourable news be received there might be as great a desire to sell as there was, two days ago, to buy. Dutch Two-and-a-Half per Cents., 57½; Three per Cents., 67¼; Four per Cents., 87½; Trading Company, 137¼; Dutch Rhenish Railway shares, 270; Austria Five per Cents., 48; Two-and-a-Half per Cents., 24½; Nation, 1854, 51.

SHIPPING.—ARRIVALS.—June 30, at Texel, from Batavia, Anthonie Hoboken, Christina; July 1, at Texel, from Batavia, Willemina Clara; 2, at Texel, from Banjoewangie, Loevestein; from Padang, Helena; from Sourabaya, Viking; 3, at Brouwershaven, from Batavia, Hugo Grotius; at Texel, from Banjoewangie, Cornelia Adolphina; 4, at Texel, from Batavia, Cornelis Smit; 5, at Texel, from Batavia, Anna.

DEPARTURES.—June 23, from Texel for Padang, Almelo; for Batavia, Anna Sophia; 26, from Brouwershaven for Singapore, Ellina; from Texel for Samarang, Waalstroom; 28, from Texel for Batavia, Elizabeth.

PASSENGERS INWARD.

From Java.—Per Cornelia Adolphina: Mr. E. G. F. H. Poelman; per Helena: Mr. Deeleman, V. D. Schalk, Epke, Olt; per Loevestein: Messrs. Boes and family, Priester and family, Beretti and family, Van Balen Walter; per Willemina and Clara: Mr. de Neve and family, Baumhauer and family, M. D. Cross, J. H. Meyer, Miss Patyn; per Anna: Messrs. Looman, Edeling, and Marchand.

PASSENGERS OUTWARD.

To Java.—Per Rotterdam: Mr. S. E. Harthoorn and family, H. R. Kleyn, C. J. W. van Rhyn van Beverwyk, C. Kaempfer, E. C. Roll; per Maria Regina: J. Verheul and family; per Christina: Mr. J. van Zeventer and family; per Anna and Sophie: Messrs. F. A. Kamsma and family, C. A. Vermandel and family, Schurenberg and family, W. J. Thieme and family, D. J. Soeterik and family, F. van Oven, J. V. D. Laan, R. Goldenberg, and Misses Thieme and Wynveld; per Kosmopoliet; Messrs. J. C. Zublie and family, F. Elliot.

DIPLOMATIC APPOINTMENTS.—The Queen has appointed James Hay Wodehouse, Esq., now Her Majesty's Consul at Para, to be Her Majesty's Commissioner and Consul-General in the Sandwich Islands; and James De Vismes Drummond-Hay, Esq., C.B., now British Vice-Consul at Rabat and Salle, to be Her Majesty's Consul at Para. The Queen has appointed Charles Wilthew, Esq., now Her Majesty's Consul at Islay, to be Her Majesty's Consul at the island of St. Croix. The Queen has appointed George Strachey, Esq., now a Second Secretary in Her Majesty's Diplomatic Service, to be Secretary to Her Majesty's Legation at Buenos Ayres. The Queen has also appointed Charles Stewart Scott, Esq., now a Third Secretary, to be a Second Secretary in Her Majesty's Diplomatic Service.

Monetary and Commercial.

The report of the National Bank (the London drawing bank of the Bank of Hindustan) states the profit for the half-year to have been £111,863, against £94,416 in the corresponding half of 1865, and recommends the usual dividend, at the rate of 8 per cent. per annum, and a bonus of 16s. per share, leaving £11,863 to be applied to reserve, which will then stand at £467,917. The business of the establishment is stated to have been conducted with extreme caution, so as to preserve complete independence throughout the recent crisis, and thus "not only have the directors been able to refrain from seeking any advance or re-discount, but they have maintained, on an average, at the Bank of England, more than double their previous average balance.

The annual general meeting of the proprietors of the Union Bank of London was held at the London Tavern, Bishopsgate-street, Mr. P. Northall Laurie in the chair. The report of the directors, which was unanimously adopted, stated that the net profits of the bank for the six months ending 30th June last, after payment of all charges (including the sum of £174,780 13s. 10d. for interest paid and due to customers on their current and deposit accounts), and making full provision for all bad and doubtful debts, were £179,224 3s. 6d., which, with £50,659 13s. 3d. brought forward from 31st December last, amounted to £229,883 16s. 9d., out of which the directors declared a dividend at the rate of 15 per cent. per annum and a bonus of 5 per cent., being with the dividend and bonus paid in January last, 22½ per cent. per annum for the past twelve months, clear of income-tax. The unappropriated balance carried forward to the profit and loss new account was £79,883 16s. 9d.

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
July 5	Anna	Bok	Batavia	Texel.
— 7	Emile	Hansen	Macao & Hong Kong	London.
— 7	Conrad	Hansen	Rangoon	Falmouth.
— 7	Otto	Ahlmann	Do.	Off Falmouth.
— 8	Oregon	Harding	Singapore	Liverpool.
— 9	Spy	—	Do.	Do.
—	Amaranth	—	Amoy	New York.
—	Catalpa	—	Shanghai	Do.
— 6	Georg Andreas	Jansen	Batavia	Hamburg.
— 7	Electra	Sandweer	Do.	Off Falmouth.
— 11	Empress	Dale	Shanghai	Liverpool.
Jun. 28	Herschel	Myerdierks	Padang	New York.
—	Diligentia	—	Singapore	Do.
—	Royal Saxon	—	Manila	Do.
—	George Henry	—	Canton	Do.

DEPARTURES.

Date.	Ship.	Captain.	For	From
July 7	Red Riding Hood	Henderson	Hong Kong	London.
— 7	Sree Singapura	Tosk	Singapore	Do.
— 7	Queen of the Age	Claymore	Hong Kong.	Deal
— 1	Jeanne Alice	Montier	China	Portland.
— 6	Feliz	Urrutia	Manila	Liverpool.
— 7	Elizabeth	Storm	Batavia	Off Dover.
— 8	Silver Craig	Cohn	Singapore	Liverpool.
— 5	Bothwell Castle	Thyne	Do.	Clyde.
— 7	Burgmeister, National	—	Batavia	Shields.
— 6	Nouvelle Union No. 1	Conert	Saigon	Portland.
— 9	Agincourt	—	China	Shields.
— 12	Falcon	Luxton	Singapore	London.
— 12	Peter Denny	Adam	Shanghai	Do.
— 13	James Russell	Griffiths	Hg. Kong & Canton	Do.
— 11	Andromeda	Morrison	Do.	Cardiff.
June 6	Josefina	Sanchez	Macao	Callao.
— 10	Era	Christopher	China	Do.
— 11	Wanderer	Martin	Galle	Sunderland.

(*See Commercial Postscript.*)

LOADING.

At LONDON.—For Yokohama: Capiolani, Glenclune. For Nagasaki: Rifleman, Chrysolite. For Shanghai: Jas. Shepherd, Borealis. For Hong Kong and Canton: Chusan, Lucerne. For Singapore: Petchelee. For Batavia and Sourabaya: Rota. For Colombo: Teviot, Ferozepore, John Banfield. For Colombo, Cochin, Beypore, and Mangalore: Excelsior.

At LIVERPOOL.—For Singapore: Sophie, Chloris, Maria y Vicenta. For Manila: Cinco Hermanos. For Batavia and Singapore: Oscar. For Batavia and Sourabaya: Coquetdale, Engel.

At GLASGOW.—For Manila: Jose y Maria. For Singapore and Penang, Roslin Castle. For Colombo and Tuticorin: Vectis.

SPOKEN.

VYF VRIENDEN, Rotterdam to Batavia, May 16, 6 N. 22 W.
SPRUCE (?) Singapore to Falmouth, June 10, 34 N. 36 W.
ORISSA, Colombo to London, April 7, 4 S. 86 E.
JAN VAN BRAKEL (Dut. bar.), Batavia to Amster., May 10, 35 S. 20 E.
ALCYON (do.), Amsterdam to Batavia, May 2, 34 N. 22 W.
WAALSTROOM (ship), Amsterdam to Samarang, June 28, off the Singels.
TOLLENS, Cardiff to Singapore, May 22, 2 N. 25 W.
SCHELDE, Newport to Singapore, May 4, 4 N. 21 W.
MARIA ELIZABETH, Cardiff to Singapore, May 14, 8 N. 25 W.
QUEEN OF THE EAST, Philadelphia to Hong Kong, May 6, lat. 30 lon. 37.
HERMANN (ship), Amoy to Hamburg, May 14, off Mossell Bay.
BARRACKPORE, Liverpool to Hong Kong, March 26, off Cuhar.
HIGHLAND QUEEN, S'land to H. Kong, April 16, in Banca Straits.
PRINCESS OF WALES, Shields to Shanghai, May 14.
MEDINA, Foo-chow-foo to London, April 30, 5 N., 107 E.

FREIGHTS AND CHARTERS.

In consequence of the great scarcity of available vessels, caused by the present financial pressure, outward freights have manifested an upward tendency, and rates may now be quoted as under, viz.—

Current Rates of Freight for Vessels on the Berth:—To Yokohama: 40s. weight, 50s. meast. To Nagasaki: 50s. weight or mea. To Shanghai: 45s. weight, 45s. to 47s. 6d. meast. To Hong Kong: 40s. weight, or meast. To Singapore: 30s. weight or measurement. To Penang: 40s. weight or measurement. To Ceylon: 25s. to 30s. weight, 35s. meas.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel. For Hong Kong: £47. For Galle: £36 to £38. For Singapore: £36 to £37. For Shanghai: £52. For Saigon: £50. For Manila: £14. For Yokohama: £50. From Newport, Cardiff or Swansea, per ton. For Hong Kong: 23s. to 24s. For Manila: £2. For Galle: £1 13s. to £1 14s. For Singapore, £1 15s. For Yokohama: £2 8s. For Shanghai: £2 10s. For Saigon: £2 8s. For Batavia: £1 12s. 6d. For the Philippine Islands: £2 2s. 6d.

The Admiralty have invited tenders for the conveyance of 126 tons porter from the River Thames to Hong Kong.

CASUALTIES.

The Dilkhoosh, Bissett, from London to Shanghai, put into Falmouth, July 12, damaged, and with loss of jibboom, having been in collision on the night of the 11th, off the Eddystone, with the Mivina (barque), of and for Bremen, which vessel also sustained injury.

The Cezard, Caron, from Banjoewangie to Boston, put into the Mauritius, May 26, having experienced heavy weather, with a high cross sea May 17, in 26 S., 50 E. (Paris), in which she sprung a leak, making about 8 inches water per hour, and would have to discharge.

Digitized by Google

THE BANK OF HINDUSTAN, CHINA AND JAPAN (Limited).

1, BANK-BUILDINGS, LOTHBURY, LONDON.

CAPITAL £4,000,000
Subscribed 3,696,100
Paid-up 893,682

DIRECTORS.

William Ferneley Allen, Esq., Alderman.
William Frederick Baring, Esq.
James Nugent Daniell, Esq.
Philip Shore Fletcher, Esq.
William Harrison, Esq.
James Levick, Esq.
Sassoon David Sassoon, Esq.
J. Mackrill Smith, Esq.
Richard Spooner, Esq.
Philip Vanderbyl, Esq.
Henry Young, Esq.

BANKERS.

The Bank of England. | The National Bank. The Alliance Bank.

EDINBURGH BRANCH.

DIRECTORS.

William Forbes, Esq., of Medwyn.
Patrick Arkley, Esq., of Duninald.
James Mackintosh, Esq., jun., of La Mancha, and late of Calcutta.
John A. Macrae, Esq., W.S., 39, Frederick-street, Agent.

BRANCHES.

Bombay | Colombo | Shanghai
Calcutta | Hong Kong | Yokohama

Deposits received, subject to ten days' notice, on the usual terms, and for fixed periods at rates subject to special agreement.

Drafts issued, and Bills negotiated, payable in India, China, &c. Circular Notes and Letters of Credit, payable throughout Europe, are also issued for the convenience of Travellers per Overland Route.

The purchase and sale of Indian and other Securities, and the safe custody of the same, undertaken. Dividends, Pay, Pensions, Interest, or other moneys realised, and the registry of Indian Government Loan Notes effected, so that the interest may be paid in England.

Every other description of Banking and Agency business in connection with India, China, &c., conducted on the most favourable terms.

JOHN OUSELEY, General Manager.

CHARTERED MERCANTILE BANK of INDIA, LONDON, and CHINA.

Incorporated by Royal Charter.

Paid-up capital, £750,000. Reserve Fund, £250,000

BRANCHES AND AGENCIES.

Bombay. Colombo. Penang. Hong Kong. Yokohama
Calcutta. Kandy. Shanghai.
Madras. Galle. Singapore. Hankow. Mauritius

The Bank negotiates and collects bills and grants drafts payable at the places above mentioned, issues letters of credit and circular notes for the use of travellers by the Overland Route, terms for which can be ascertained at the Head Office in London.

The Bank will effect the purchase or sale of Indian securities, undertakes the safe custody of same, and the receipt of interest, dividends, pay, pensions, and other moneys for remittance through the Bank or otherwise.

The Bank receives money on deposit, on which interest will be allowed according to the length of time deposited. Particulars as to rates can be ascertained at the Head Office, 52, Threadneedle-street, London.

Office hours from 10 a.m. to 3 p.m.; Saturdays, from 10 a.m. to 2 p.m.

No. 52, Threadneedle-street, London, E.C.

NOTICE.

It being considered desirable to shorten the usance of bills drawn in India and China on Europe, the undersigned hereby give notice that from 1st January, 1867, their branches and agencies in the East will only BUY and SELL BILLS of EXCHANGE at a term not exceeding four months' sight.

The undersigned further give notice that they will purchase Bills of Exchange, drawn under credits, only when the credits contain a distinct engagement with the holders of the bills to accept the same.

G. U. ADAM, for the Chartered Bank of India Australia, and China.

D. T. ROBERTSON, for the Chartered Mercantile Bank of India, London, and China.

J. OUSELEY, for the Bank of Hindustan, China, and Japan (Limited).

J. C. PARRY, for the Delhi and London Bank (Limited).

G. PIETSCH, for the Comptoir d'Escompte de Paris

CHARLES J. F. STUART, for the Oriental Bank Corporation.

COWASJEE DINSHAW,

Close to the Landing Place Depot of

EUROPEAN, CHINA, AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality. Bombay-made Soda Water and Lemonade. Perfumery, Confectionery, Oil man's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.

STEAMER POINT, ADEN.

Drawing and Reading-room free to Passengers.

THE "LONDON AND CHINA EXPRESS" ON SALE

A FIRST-RATE BOOKKEEPER wishes an Engagement in China or Japan. Competent to take the entire charge of a House's books and accounts. Moderate salary for term of five or seven years. London and Eastern experience. Reference to an eminent City House in Eastern trade.—Address S.S., 1, Acacia-place, Acacia-road, N.W.

THE CHINESE COMMERCIAL GUIDE.

CONTAINING Treaties, Tariffs Regulations, Tables, &c., useful in the trade of China and Eastern Asia, with an Appendix of Sailing Directions for those Seas and Coasts, by S. WELLS WILLIAMS, LL.D. Fifth Edition.

Hong Kong, SHORTREDE and Co.; London Agent, F. ALGAR, 11, Clement's-lane, E.C. Price Two Guineas.

THE MONEY MARKET REVIEW

A WEEKLY JOURNAL OF THE HIGHEST CLASS,

EXCLUSIVELY DEVOTED TO THE DISCUSSION OF COMMERCIAL AND FINANCIAL TOPICS.

PUBLISHED EVERY SATURDAY

TERMS OF SUBSCRIPTION.

PAYABLE IN ADVANCE.

Single Paper ... ... 6d. Yearly ... ... £1 6s.

BY POST.

Single Paper ... ... 7d. Yearly £1 10s

*** Post-office orders to be made payable to FRANCIS FISHER, 23, Birchin-lane, Cornhill, London, E.C.

"CHINA MAIL" OFFICE.

No. 2 WYNDHAM-STREET (back of the Club):—

1.—THE EVENING MAIL,

A DAILY PAPER.

PRICE.—2 dols. per month.

TERMS OF ADVERTISING.—First insertion, Ten lines and under, 1 dol.; each additional line, 10 cents. Subsequent insertions, per week, 50 cents and 5 cents—"Auction" Notices are excepted, for which only One Charge per week is made).

2.—THE CHINA MAIL,

AN ORIGINAL WEEKLY PAPER.

[(Every Thursday Night.)

PRICE.—15 dols. per annum; Single Copies, 44 cents. ADVERTISING.—First insertion, Five lines, 1 dol.; each additional line, 20 cents. Subsequent insertions, 50 cents. and 10 cents.

The "China Mail" has been permanently enlarged in size, namely, from 4 to 6 full pages. It is the only weekly paper published in China which contains a complete summary of Hong Kong news as well as that from the treaty ports of China and Japan, and from Manila, Australia, India, and the Straits. Its circulation, which has of late considerably increased, extends throughout the coasts of those countries as well as to various parts of Europe. Great facilities are thus afforded to advertisers in this newspaper.

3.—OVERLAND CHINA MAIL.

Containing 8 FULL PAGES, and consisting of a reprint of the articles in the EVENING and CHINA MAILS, with Summary of News and Commercial Summary.

ONCE A FORTNIGHT.

(The Morning of the Mail's despatch.)

PRICE.—To Subscribers to the Weekly issue, 8 dols. to Non-subscribers, 12 dols. Single copies, 50 cents.

ADVERTISING.—The same as in the Weekly. All "Notices of Firms" appearing in the Weekly will be inserted in the *Overland*, and charged for, unless otherwise ordered.

A. SHORTREDE & CO.

Hong Kong, May 17, 1866.

Keating's Cough Lozenges.

JUDGED BY THE IMMENSE DEMAND this Universal Remedy now stands the first in public favour and confidence: this result has been acquired by the test of fifty years' experience. These Lozenges may be found on sale in every British colony, and throughout India and China. They have been esteemed wherever introduced. For COUGHS, ASTHMA, and all affections of the Throat and Chest, they are the most agreeable and efficacious remedy.

Prepared and sold in boxes and tins of various sizes, by THOMAS KEATING, Chemist, &c., 79, St. Paul's Churchyard, London. Sold retail by all druggists and patent medicine vendors in the world.

N.B.—To prevent spurious imitations, please to observe that the words "KEATING'S COUGH LOZENGES," are engraven on the Government Stamp of each Box without which none are genuine.

HOLLOWAY'S OINTMENT AND PILLS.—These highly esteemed medicaments cannot be too strongly recommended for curing most of the maladies to which humanity is heir. They are as suitable for the child first entering on the journey of life, as for the aged and infirm. The Ointment is a specific for the cuts, bruises, abrasion, and eruptions often witnessed in a nursery, and it is no less efficient in healing up soundly and permanently the chronic ulcers and bad legs which so often heap misery on advanced years. By an early attention to the instruction wrapped round each packet of Ointment and Pills, any moderately intelligent person may abridge or avert the discomfort and misery of chronic ill health.

PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's Establishments at the above Port afford every facility or REPAIRING and SPARRING VESSELS, and for CLEANING and PAINTING Iron and Steam Ships.

Their large Granite Dock, 286 feet long on the blocks, is in complete working order, and at average spring tides can take vessels drawing 16 to 17 feet water. The Dock is fitted with a Caisson Gate and with a Centrifugal Steam Pump of great power, ensuring despatch in all states of the tide. An ample stock is kept on hand of Timber, Oregon Spars, Sheathing Copper and Yellow Metal, and of every description of material for Dockyard use.

The premises comprise an Engineer's Workshop, Brass Foundry, a large Smithy and Carpenter's Workshops, and the works are superintended by Resident Europeans, viz., a Shipwright, an Engineer and a Blacksmith. Dry, Godowns for the reception of vessel tores, &c., when requiring to discharge them.

Amoy, March, 1865.

THE CREDIT FONCIER & MOBILIER OF ENGLAND (Limited).

The following Circular has been issued by the Credit Foncier and Mobilier of England (Limited):—

To the Shareholders of the Credit Foncier and Mobilier of England (Limited).

Referring to the Circular Letter of the 3rd inst., the Directors of the Credit Foncier and Mobilier of England (Limited) have much pleasure in reporting that the proposal for the RECONSTRUCTION of the COMPANY, with a view to the reduction of the liability of the Shareholders, has been most favourably received, as will be apparent when it is mentioned that out of a total of 4,546 Shareholders only 15 Shareholders have dissented from the proposals put forward, and even of these some have only expressed a qualified dissent.

I am further instructed to inform you that the Directors, at a meeting of the Court held this day, have unanimously passed the following Resolutions, to which your attention is requested:—

1st. That in accordance with the powers granted by Clause 83 of the Articles of Association, interest be paid to the Shareholders at the rate of Two Shillings and Sixpence per Share (free of income-tax), equal to 10 per cent. per annum, being interest from 1st April to 30th June, 1866, on the Company's investments; and that interest warrants for the same be sent to all Shareholders registered on the books of the Company on Monday, 9th July, 1866.

2nd. That in accordance with the powers granted by the Articles of Association in Clause 2 of Article 25, the sum of £400,000, or £2 per Share, be, and is hereby transferred to the capital account of the Company, in reduction of the amount of unpaid capital on the Shares of the Company, and that each Share do henceforth stand in the books of the Company as £7 paid up.

3rd. That in accordance with the powers granted by the Articles of Association, Article 6, a Call of £1 per Share be, and hereby made; the same to be payable at Messrs Smith, Payne, and Smith, Bankers, No. 1, Lombard-street E.C., on Saturday, 21st July, 1866.

4th. That an Extraordinary General Meeting be held on Monday, the 30th July, 1866, for the purpose of submitting to the Shareholders certain Resolutions, having reference to the Circular addressed to them, under date 3rd July, 1866; formal notice, naming place and hour of such meeting, to be duly sent to each Shareholder.

The Directors have further the satisfaction of reporting that, owing to the desire expressed by many of the Shareholders to pay up their Shares in full as soon as the reconstruction of the Company shall be carried out, the Directors are able to announce their confident belief that the Call of £1 per Share, announced as payable on 1st January, 1867, will not be required.

By order of the Court of Directors,
ALFRED LOWE, Secretary.

17 and 18, Cornhill, July 9, 1866.

Copies of the Circular, dated the 3rd July, and of the above, can be obtained on application at the Offices of the Company.

THE AGRA AND MASTERMAN'S BANK (Limited).

—Notice is hereby given, that the undersigned, Herbert Harris Cannan, the liquidator of this Bank, is prepared to ISSUE to all the creditors (other than persons holding Bills of Exchange or Promissory Notes or other securities) CERTIFICATES, in the form hereunder written, of the sums appearing on the books of the Bank to have been due to such creditors on the 7th day of June, 1866, when the said Bank stopped payment, subject to such claim or deduction as mentioned in the form of certificate. Creditors desirous of having such certificates are requested to apply, by letter, to the undersigned, stating such desire and the amount and particulars of their claims for examination.

H. H. CANNAN, 35, Nicholas-lane, London,
July 7, 1866.

N.B.—Creditors holding deposit receipts of the Bank, who are desirous of having certificates of indebtedness, will be required to give up such deposit receipts to be cancelled.

The AGRA and MASTERMAN'S BANK (Limited).

Certificate of Indebtedness for £——.

I hereby certify that it appears by the books of the Agra and Masterman's Bank (Limited) that the said Bank was indebted to——————at the time of its suspension, on the 7th day of June, 1866, in the sum of £————, subject to any claim or deduction which the said Bank may have or may be entitled to in respect of payment, mutual credit, or set off, or otherwise.

Dated this——day of——, 1866.

————————. Liquidator.

N.B.—Debts are only assignable in equity, and can only be recovered in the name of the creditor, and to make such assignments valid the assignee should give notice of them to the liquidator, who will register such notices on payment of a fee of 5s. each, and no one should advance money upon any debt without requiring the creditor to make a statutory declaration that the whole amount is due to him from the Bank, and is not liable to claim or deduction in respect of payment, mutual credit, set off, or otherwise.

Creditors who are shareholders in the Bank are not entitled to payment of their debts until the creditors who are not shareholders have been paid in full.

Digitized by Google

RADLEY'S HOTEL,
SOUTHAMPTON,

IMMEDIATELY OPPOSITE THE RAILWAY TERMINUS AND DOCKS

THIS FIRST-CLASS HOTEL, so well-known to most Travellers from the East and West Indies, China, the United States, Brazils, &c., is admirably situated for their convenience, Mr. RADLEY having, by careful organisation, made those arrangements that have tended so much to establish its reputation.

Mr. R. employs no touters or paid agents, but his Porters are always in attendance to meet passengers on arrival, with carriages, &c., as usual. Rooms may be engaged by letter from Malta.

SOLID MAHOGANY FURNITURE FOR INDIA, CHINA AND THE COLONIES.

HEAL and SON are Manufacturing, ESPECIALLY FOR use in EXTREME CLIMATES, BEDROOM FURNITURE, which is entirely Free from Veneer. A general Assortment always in Stock.

IRON AND BRASS BEDSTEADS

Suitable for all Parts of the World. Their Stock consists of 2,500 Bedsteads.

HEAL AND SON'S PATENT HORSEHAIR MATTRESS.

HEAL and SON have Patented an Improvement in the Manufacture of Mattresses, which prevents the material from felting into a mass, as is the case with all Mattresses made in the ordinary way. The Patent Mattresses are made of the very best Horsehair, are rather thicker than usual, and the prices are but a trifle higher than those of other good Mattresses.

HEAL AND SON'S ILLUSTRATED CATALOGUE

For INDIA, CHINA, and the COLONIES, of Bedsteads, Bedding, and Bedroom Furniture, SENT FREE TO EVERY PART OF THE WORLD to which there is Book Post.

HEAL and SON, Bedstead, Bedding, and Bedroom Furniture Manufacturers 196, 197, 198, Tottenham-court-road, London, W.

MESSRS. COLLARD & COLLARD

FIND it NECESSARY to CAUTION the Public against the EXTENSIVE FRAUDULENT USE of their NAMES in the COLONIES, and urge on Purchasers the necessity of Examining very Carefully the NAME-BOARD of any INSTRUMENT they may be Buying; but especially they recommend that in all cases Respectable DEALERS or PROFESSORS of MUSIC should be CONSULTED for GUIDANCE.

A Certificate of Authenticity accompanies every Instrument sent abroad by Messrs. COLLARD and COLLARD.

16, GROSVENOR-STREET, and 26, CHEAPSIDE, LONDON.

WALKER'S CRYSTAL CASE WATCHES.

PRIZE MEDAL, 1862.

JOHN WALKER,
CHRONOMETER, WATCH AND CLOCK MAKER

(BY APPOINTMENT), TO THE

English, Indian, Foreign, and Colonial Railways,

68, CORNHILL, AND 230, REGENT STREET, LONDON.

J. W. SOLICITS the attention of Military and Naval Officers and the Public of China to his CRYSTAL CASE WATCHES, as they are especially adapted for foreign use.

The CRYSTAL CASE WATCH is so constructed that it entirely obviates the necessity of a Hunting Case Watch, as it is much stronger and cannot so easily get out of repair. Description Pamphlets with List of Prices on application.

PRIZE MEDAL,
INTERNATIONAL EXHIBITION, 1862.
AWARDED TO
F. MORDAN,
FOR
IMPROVEMENT IN WRITING MATERIAL

F. MORDAN'S EVERLASTING GOLD PEN is now established in reputation as the most beautiful, useful, and truly economical Pen ever manufactured. Thirty years' experience has only increased the estimation in which it is held, and tested the value of the warranty given with it. F. MORDAN can now proudly point to a sale of upwards of 90,000.

F. MORDAN'S PATENT PNEUMATIC INKSTANDS, the most useful and simple ever offered to the public, perfectly protecting the ink from dust or evaporation.

F. MORDAN'S WRITING, COPYING, BLUE, BLUE BLACK, BLACK, COLOURED, and MARKING INKS, in bottles of new and useful designs, with patent spouts and stoppers. These bottles are rapidly superseding all others, there being no increase of price for these improvements.

F. MORDAN'S PERFUMED MAUVE INK for Ladies' writing.

F. MORDAN'S SCENTED SEALING WAX in fancy colours; also HARD INDIA WAX for warm climates.

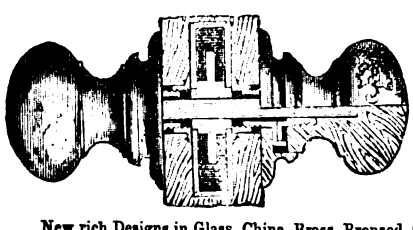
F. MORDAN'S LIQUID GLUE, for mending Glass, China, Wood, Metals, &c.

F. MORDAN'S PREPARED LIQUID GUM, for Office use, and general purposes.

Merchants and Shippers can obtain Illustrated Catalogues on application at the Manufactory,

ALBION WORKS, 326, CITY ROAD, LONDON.

THOMAS PUGH & CO.'S NEW PATENT ECONOMIC SELF-ADJUSTING MORTISE AND RIM LOCK FURNITURE.



J. B. SCAMMELL & CO.,
(Late THOMAS PUGH & Co.)
WHOLESALE IRONMONGERS,
13, KING-STREET, SNOW-HILL, LONDON.

We invite particular attention to the PATENT LOCK FURNITURE, which we do not hesitate to say is the most perfect article now manufactured, great improvements having been recently made in it. It has been extensively used in Public and Private Buildings, in Her Majesty's Pavilion and Camp at Aldershott—alone, many hundred sets without one single failure. It is applicable to all Locks and Latches, both Rim and Mortise, and effects a most secure fastenings without any screw in the neck of the knob.

New rich Designs in Glass, China, Brass, Bronzed, Gilt, Carved Woods, Inlaid, &c., &c., or to any Design.
THIS FURNITURE MAY BE HAD WITH PLATES OR NUTS.
A most complete and extensive stock of
SUPERIOR LOCKS, LATCHES, BRASS FOUNDRY, AND IRONMONGERY,
Required for Buildings, of the best quality manufactured, at the lowest wholesale prices.
☞ *Illustrations and Particulars sent on application.*

SCREWS, NAILS, PIPES, GUTTERS, AND BUILDERS' CASTINGS.
PATENT MORTISING MACHINES AND FLOORING CRAMPS.
Foreign and Colonial orders accompanied by a remittance, direct or through a London agent, receive the best attention

ENGLISH GARDENS IN THE EAST.

THE Fourth Season has now confirmed the complete success of MR. CHRISTY'S Cases for conveying Fruit Trees, Vines, Plants, Flowering Shrubs, and Seeds, to the East, when shipped in the holds of Steamers like ordinary Case Goods. Mr. John Waterer, junr., the American Nursery, Bagshot, Surrey, or Mr. Christy, 28, Pall Mall, London, are prepared to execute orders for gentlemen in the East, and beg to call attention to the list of prices and conditions. FRUIT TREES, including PEARS, APPLES, PLUMS, CURRANTS, GOOSEBERRIES, PEACHES, NECTARINES, APRICOTS, CHERRIES, and QUINCES, per case, 10 Guineas.

	Guineas.
20 FRUIT TREES, with Ten venes, per case	14
ROSES of the best kinds ... ... „	15
RHODODENDRONS and AZALIAS, &c.	15
GARDEN SEED (various) ... ... „	5 upwds

The number depends on the size of the roots; the cases average 80 plants each.

All the above prices include freight, insurance, and all charges to any port where the P. and O. steamers call. The season for shipment commences about September and ends in January. All orders must be accompanied by a remittance or orders for payment. The name of the agent at the port of arrival must be furnished, to prevent delay in forwarding.

REVUE ORIENTALE,

Conducted by M. LEON DE ROSNY,

Professor of Japanese in the Imperial School of Living Oriental Languages of Paris.

DEVOTED specially to Ethnography, History, Literature, and Commerce of Asia, Africa, and Oceana.

The last issue (No. 57) contains, amongst other matters,—

THE INEXORABEE COURTESAN, a Hindoo Story translated by M. Garcin de Tassy, Member of the Institute of France.

COMMERCIAL RELATIONS of the EAST and WEST in Ancient Times, by M. A. Castaing.

OCEANIC STUCIES, by G. Delonore.

VOYAGE in the HOLY LAND, by M. F. de Saulcy, of the Institute.

ORIGINAL CORRESPONDENCE.

MISCELLANEOUS NEWS relating to the East.

Agents in London: TRUBNER AND CO.

Now ready, 8vo, price 12s.

RUTTER'S METRIC SYSTEM OF WEIGHTS and MEASURES compared with the British Standard Weights and Measures in a complete Set of Comparative Tables; also, Tables of Equivalent Prices under the Two Systems, and of Chinese and Indian Weights compared with Metric Weights, &c.

By HENRY RUTTER,
Author of Exchange Tables and Arbitrations of Exchanges between England, India, and China.

Now ready, Ninth Edition, revised and enlarged, price 25s., cloth lettered,

RUTTER'S EXCHANGE and BULLION TABLES; being a complete Guide to Exchange Operations between England and the East, in sterling rupees, and dollars, extended so as to meet the requirements of Shanghae rates under any possible variation. To which is now added an Appendix, containing a guide o the negotiation of short-sighted Bills; with other information relative to Exchanges between England, India and China.

By HENRY RUTTER, late Agent of the Commercial Bank of India, Hong Kong.
London: EFFINGHAM WILSON, Royal Exchange.

PIGNATEL & CO.,

GENERAL MERCHANTS
AND
COMMISSION AGENTS
NAGASAKI,
JAPAN.

IMPORTANT ANNOUNCEMENT

JOSEPH GILLOTT,
Metallic Pen Maker to the Queen,

BEGS to inform the Commercial World Scholastic Institutions, and the Public generally that, by a novel application of his unrivalled Machinery for making Steel Pens, he has introduced a NEW SERIES of his useful productions, which, for EXCELLENCE OF TEMPER, QUALITY OF MATERIAL, and above all, CHEAPNESS IN PRICE, must ensure universal approbation. and defy competition.

Each Pen bears the impress of his name as a guarantee of quality; they are put up in boxes containing one gross each, with label outside, and the fac-simile of his signature.

At the request of numerous persons engaged in tuition J. G. has introduced his WARRANTED SCHOOL and PUBLIC PENS, which are especially adapted to their use, being of different degrees of flexibility, and with fine medium, and broad points, suitable for the various kinds of Writing taught in Schools.

Sold Retail by all Stationers and Booksellers. Merchants and Wholesale Dealers can be supplied at the Works, Graham-street, Birmingham; at 91, John-street New York; and 37, Gracechurch-street, London.

Digitized by Google

THE SHORTEST ROUTE TO AND FROM MANILA AND THE PHILIPPINES.

NOTICE to SHIPPERS and PASSENGERS by the OVERLAND ROUTE:—

The CHINA STEAM and LABUAN COAL COMPANY (Limited), in pursuance of an agreement entered into with the Government of Manila, have arranged to despatch their steamship "MONA," or other of their first-class steamers, with the mails and passengers monthly between Singapore and Manila, and Manila and Singapore, in correspondence with the Messageries Imperiales Overland Route. The Company's agents at Singapore will take charge of goods for transhipment. For further particulars apply at the Offices of the Company, Ethelburga-house, 70 and 71, Bishopsgate-street, London, E.C.

H. WALLER PLATT, Secretary.

OVERLAND ROUTE.

COMMUNICATION by STEAM to INDIA, AUSTRALIA, &c., *via* EGYPT.—From SOUTHAMPTON and MARSEILLES.—The PENINSULAR and ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels for Gibraltar, Malta, Egypt, Aden, Ceylon, Madras, Calcutta, the Straits, China, and Japan (Yokohama), by their steamers leaving Southampton on the 4th and 20th of every month. For Gibraltar, Malta, Egypt, Aden, and Bombay by those of the 12th and 27th of each month; and for King George's Sound, Melbourne, and Sydney, by the steamers leaving Southampton on the 20th of every month. The steamers leave Marseilles on the 5th, 12th, 20th and 28th of the Month.

For further particulars apply at the Company's Offices, 122, Leadenhall-street, London, E.C., or Oriental-place, Southampton.

OVERLAND ROUTE VIA MARSEILLES.

SERVICES MARITIMES DES MESSAGERIES IMPERIALES.

FRENCH MAIL STEAM PACKETS.

The 19th of every Month, at 2 P.M for—

MESSINA, ALEXANDRIA, ADEN, POINT DE GALLE (Ceylon), PONDICHERRY MADRAS, CALCUTTA, SINGAPORE, BATAVIA, SAIGON, HONG KONG, SHANGHAI, and JAPAN.

The 9th of every Month for—

MESSINA, ALEXANDRIA, ADEN, SEYCHELLES REUNION, MAURITIUS.

For passage, freight, and information apply to B. W. and H. HORNE, 4, Moorgate-street, London; G. H. FLETCHER and Co., Liverpool; at the offices of the Services Maritimes des Messageries Imperiales in Paris, Lyons, Bordeaux, and Marseilles: or to SMITH and Co., Rotterdam.

*** Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.

ORIENTAL, AUSTRALIAN, AND GENERAL STEAM AGENCY, AND GLOBE PARCEL EXPRESS.

PARCELS, PACKAGES, and MERCHANDISE forwarded, and PASSAGES engaged to all parts of the world. Baggage collected and shipped, insurances effected, &c.

CALCUTTA, MADRAS, CEYLON, and ADEN—Overland, 4th and 20th of every month.

BOMBAY and ADEN—Overland, 12th and 27th.

CHINA, JAPAN, SINGAPORE, and EASTERN SEAS—Overland, 4th and 20th.

AUSTRALIA, TASMANIA, and MAURITIUS—Overland, 20th.

NEW ZEALAND and AUSTRALIA via PANAMA, 2nd.

INDIA, CHINA, and AUSTRALIA—Via Cape of Good Hope, Clipper Ships, weekly.

Prospectuses, with through rate to a thousand places free on application.

G. W. WHEATLEY and Co. (late Wagnorn), 150, Leadenhall-street, E.C.; CHAPLIN'S, Regent-circus, W., and 23, Regent-street, S.W.

INDIA AND CHINA.

ROBERTSON and CO. will despatch the following first-class VESSELS to their respective destinations:—

Destination.	Ships.	Class.	Docks.	To Sail.
Shanghai ...	Jas. Shepherd ...	A1 13 yr.	W.I.D.	With des.
Shanghai ...	Jubilee ...	A1 14 yr.	W.I.D.	With des.
Hong Kong & Whampoa ...	Chusan ...	A1 14 yr.	W.I.D.	With des.
Hong Kong ...	Her Majesty ...	A1 12 yr.	E.I.D.	With des.
Singapore ...	Petchelee	A1 12 yr.	W.I.D.	With des.
Nagasaki, Japan.	Rifleman	A1 13 yr.	W.I.D.	With des.
Nagasaki & Kanagawa	Chrysolite.	A1 14 yr.	E.I.D.	With des.
Kanagawa and Yokohama ...	Capiolani	A1 10 yr.	W.I.D.	With des.

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.

CHINA, JAPAN, and SINGAPORE.—The following splendid first-class SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	Last Shipping Day.
Shanghai ...	Borealis ...	—	E.I.D.	Aug. 6.
Singapore ...	Falcon ...	A1 13 yr.	E.I.D.	With des.
Hong Kong & Whampoa ...	Lucerne ...	A1 12 yr.	E.I.D.	"
Kanagawa, Yokohama ...	Glenclune ...	A1 10 yr.	W.I.D.	"

For Freight or Passage apply to KILLICK, MARTIN and Co., 28, Nicholas-lane, Lombard-street, E.C.

THE BRINDISI ROUTE TO THE FAR EAST.

THREE DAYS' SEA PASSAGE FROM ITALY TO EGYPT.

THE SOCIETA ANONIMA ITALIANA, DI NAVIGAZIONE ADRIATICO-ORIENTALE,

Under Contract to carry the direct Mails, Despatch their first-class English built Steamers "Cairo," "Brindisi," "Principe di Carignano," or "Principe Tomaso,"

BETWEEN

BRINDISI AND ALEXANDRIA,

ONCE A WEEK.

This Route affords facilities which no other does either in going or returning from Egypt.

In GOING to EGYPT passengers can leave LONDON or PARIS after the Departure of the Indian Mail from either place, and arrive at ALEXANDRIA before its arrival.

In RETURNING from EGYPT, a Special Train is arranged to leave BRINDISI, so that a SAVING of possibly 36 HOURS may be effected. The passage from Brindisi to Alexandria is performed in 72 to 82 hours. The time of departure is as follows:—

From BRINDISI for ALEXANDRIA, on the 7th, 14th, 22nd, and 30th of each Month.

From ALEXANDRIA for BRINDISI, a few hours after the arrival of the Indian mails, usually about the 5th, 12th, 20th, and 28th of each Month.

FARES:—

	1st Class.	2nd Class.	3rd Class
BRINDISI TO ALEXANDRIA (AND *VICE VERSA*) ...	275 fr.	200 fr.	90 fr.

For further particulars apply to, at FLORENCE, VIA MONTEBELLO, 42; PARIS, RUE DE L'UNIVERSITE, 10.

LONDON: Messrs. PALMER, 44, Eastcheap, City, E.C.

JOHN C. CAMPBELL will despatch the following splendid first-class VESSELS:—

Destination.	Ships.	Class.	Tons.	Dock.
Colombo ...	Excelsior ...	A 1 12 yrs.	494	S.K.D.
Colombo ...	Ferozepore ...	A 1 12 yrs.	497	W.I.D.
Colombo ...	John Banfield ...	A 1 13 yrs	528	L.D.K.

No. 22, Great St. Helen's, E.C.

FROM LIVERPOOL.

Destination.	Ships.	Tons	Class.	To Sail.
Shanghai ...	Magellan ...	613	A 1 —	Imm.
Batavia & Soubrabaya ...	Eliza Henriette ...	312	—	"
Calcutta ...	Apelles ...	1036	—	"
Calcutta ...	British Peer...	1230	AA 1	"
Calcutta ...	Pandora ...	1156	—	"
Bombay ...	City of Agra .	1073	—	"

For terms of Freight or Passage apply to McDIARMID, GREENSHIELDS, and Co., Liverpool.

A Regular Trader.

Has a large portion of her Cargo already engaged, and will meet with quick despatch.

FOR COLOMBO, COCHIN, BEYPORE, and MANGALORE, the beautiful British-built clipper ship EXCELSIOR, A 1 thirteen years, 494 tons register, ——, Commander; lying in the St. Katharine Docks. This splendid ship, well known in the trade, offers a first-rate opportunity to shippers.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, C.E.; or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

With immediate Despatch.

DIRECT for COLOMBO, the well-known fine sailing ship FEROZEPORE, A 1 twelve years (owned by Messrs. R and J. Henderson), 497 tons register, H. E. WOOLTERTON, Commander; West India Docks. This magnificent vessel, having nearly the whole of her cargo engaged, offers a first-rate opportunity to shippers.

For Freight or Passage apply to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

To follow the FEROZEPORE, and will meet with very quick Despatch.

DIRECT for COLOMBO, the splendid clipper-built ship JOHN BANFIELD, A 1 thirteen years, 528 tons register, G. H. BASTIAN, Commander, lying in the London Docks. This beautiful clipper, having a large portion of her cargo engaged, will be quickly despatched.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

T. & H. SMITH'S

CODEIA LOZENGES.

THESE Lozenges have a remarkable effect in allaying Cough and Irritation of the Throat and Chest.

Prepared only by T. and H. SMITH and Co., 21, DUKE-STREET, EDINBURGH, and 69, COLEMAN-STREET, LONDON. In boxes at 1s. 1½d. and 2s. 9d. each.

TO IMPORTERS.

The undersigned beg to remind Importers of Wearing Apparel, and Boots and Shoes, of the many advantages which their long experience as Manufacturers and Shippers, their vast resources, and their intimate knowledge of the requirements of Foreign and Colonial Markets enable them to offer.

ASSORTED SAMPLE CASES FORWARDED ON RECEIPT OF REMITTANCE OR ORDER ON LONDON AGENT.

E. MOSES AND SON,

CORNER OF MINORIES AND ALDGATE, LONDON.

Bottled Ales and Wines, &c.

"NO BUYERS for the BEST BRANDS, unless RE-PACKED," in consequence of repeated BREAKAGE.—Melbourne Journal of Commerce, Nov. 16. Heating and Breakage entirely prevented, and 15 per cent. saved in Freight of Cases by using SEYMER'S BOTTLE PACKINGS AND COOLERS.

Price 7½d. per doz. Bottlers contracting for large quantities effect so great a saving in labour, &c., that they can supply them at one-fourth less in price to Shippers, who will find it most profitable to order their goods to be so packed in future. In use by all the leading London houses.—T. WHITEHEAD, 37, EASTCHEAP, E.C Sole Manufacturer.

TUPPER AND COMPANY.

MANUFACTURERS OF PATENT GALVANISED IRON in Sheets, Tiles, Iron Roofs, Sheds, Cisterns, Pails, Gutters, Wire for Fencing, &c.

WORKS AT BIRMINGHAM AND LONDON.

OFFICES: 61A, MOORGATE STREET, LONDON.

Merchants' orders executed with despatch.

THE LONDON AND CHINA TELEGRAPH.

THE EIGHTH Volume of this JOURNAL commenced on the 4th of January, 1866. The Subscription for the three numbers per month is 30s. per annum, including Postage, and to the Export Supplement 12s. Terms for advertising, 2s. 6d. per five lines; and 6d. for each additional line.

Subscriptions and Advertisements received abroad by the following Agents:—

Paris	G. W. YAPP, 4, Place Pentagonale, Boulevard Pereire.
Hamburg	Mr. ONCKEN.
Amsterdam	LOMAN AND VERSTER.
Rotterdam.....	HOOG & KRUYT.
New York	WILMER AND ROGERS.
Gibraltar.....	W. SPEED.
Malta	A. MILLER.
Alexandria.....	P. CUMBO, St. Catherine's-square.
Aden	COWASJEE DINSHAW.
Suez.....	
Bombay	CHESSON AND WOODHALL
Calcutta.....	SANDERS, CONES, AND Co.
Point de Galle	G. D. ANTHANISZ.
Colombo.....	J. W. VANDORT.
Kandy.....	W. A. ARCHBALD.
Labuan, Sarawak, and Singapore ...	JOHN LITTLE & Co., Singapore.
Penang	SANDILANDS, BUTTERY AND Co.
Bangkok.....	
Batavia	HUNTER, HOUGHTON, AND Co.
Anjer—Straits of Sunda	G. SCHUIT, Anjer Hotel.
Manila	PHILLIPS, MOORE, AND Co.
Hong Kong, Canton, Macao, & Swatow,	J. B. MORRIS, Hong Kong.
Amoy	BELLAMY AND Co.
Foo-Chow-Foo	HEDGE AND Co.
Shanghai.....	H. FOGG AND Co.
Tien-Tsin	JAMES HENDERSON.
Nagasaki—Japan ...	PIGNATEL AND Co.
Yokohoma	HANSARD AND BLACK.

OFFICE, 12, GEORGE-YARD, LOMBARD-STREET LONDON, E.C.

Printed for the Proprietors by WOODFALL and KINDER Milford-lane, Strand, W.C., and published by JOHN ELLISON, at the Office of the "LONDON AND CHINA TELEGRAPH," 12, George-yard, Lombard-street, E.C. in the parish of St. Edmund the King.—Monday, July 16, 1866.

Digitized by Google

The London and China Telegraph.
新聞紙

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON ARRIVAL OF THE MAILS, about the 4th, 14th, and 28th, in connection with the "LONDON AND CHINA EXPRESS,"
A SUMMARY OF NEWS FOR THE OUTWARD MAILS OF 10th, 17th, and 26th.

VOL. VIII.—No. 216.] LONDON, SATURDAY, JULY 28, 1866. [Price 9d., with Sup., 1s. 3d.—Sub. 30s. per ann. postage included, Sup. 12s. extra.

Latest Advices.

	From London.	Arrived out.	HOMEWARD. Arrived in London this day.
JAPAN—			
Yokohama	March 26	May 17	May 28
Nagasaki			June 8
Hakodadi			
CHINA—Peking			
Tien-tsin			May 29
Chefoo			
New-chwang			
Hankow			„ 1
Kiu-kiang			
Chin-kiang			
Shanghai	April 17	June 2	June 7
Ningpo			
Foo-Chow			„ 8
Formosa—Tamsuy			
Amoy			„ 9
Swatow			
Hong Kong	April 26	June 5	„ 13
Canton			
Macao			
PHILIPPINES—			
Manila	April 10	May 28	„ 5
COCHIN-CHINA—			
Saigon			„ 13
SIAM—Bangkok			„ 3
BORNEO—			
Labuan			
Sarawak			
JAVA—			
Batavia			„ 15
MALACCA STRAITS—			
Singapore	May 17	June 19	„ 21
Penang	„ 10	„ 12	„ 23

The next mail (French) is due on the 4th Aug. with dates from Hong Kong to the 25th June. Telegrams have been received from Shanghai to the 27th June, via Kiachta, and 22nd via Galle; from Hong Kong to the 29th. The following is from Messrs. Sillar and Bateman:—Export of tea for the fortnight, 8,000,000 lbs. Very good demand. Exchange in Hong Kong, 4s. 6d. Freight at Whampoa, 70s. per ton.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per P. and O. steamer Delta, arrived July 26.—From Galle: Mr. Henderson, Mrs. McGregor and child. From Shanghai: Messrs. Hockley and Jamieson. From Singapore: Mr. Shiell. From Penang: Mr. Klussman, Mr. Riley.

To Southampton, per Massilia, expected to arrive Aug. 3.—From Hong Kong: Rev. Mr. E. B. Inslie, two Misses Inslie, and two infants, Captain M. S. Nolloth, Lieuts. A. Little and J. C. Tucker, Messrs. B. B. Stuart, D. Stevenson, and Newton.

PASSENGERS OUTWARD.

Per P. and O. steamer Tanjore, from Southampton, July 20.—To Hong Kong: Mr. W. Laidlaw, Mr. Drummond, and three second-class passengers. To Singapore: Captain and Mrs. Playfair, infant, and ayah, Mr. Chapman. To Calcutta: Mr. F. L. Harford, Ensign Ashton, Mr. A. Thoms, Mr. M. Hunter, Mrs. A. B. Chittenden, Mrs. H. P. Cowper, Captain Osmer, Mr. J. H. L. Patterson. To Madras: Mr. E. W. Stoney, Mr. Stradiot. To Ceylon: Mr. J. Ritchie.

From Marseilles, July 28.—To Shanghai: Mr. J. Wilson, Mr. and Mrs. Droege. To Singapore: Mr. W. R. Scott. To Ceylon: Mr. and Mrs. Macdonald. Mr. C. Cheyne, Major General and Mrs. Milman, Lieut. Col. Milman, Aide-de-camp, and three servants. To Calcutta: Mr. W. Robertson, Mr. S. Warner, Mr. Vincent Poole, Mr. Preston. To Madras: Capt. J. H. Thompson, Assistant Surgeon W. Pearl, Mr. T. D. Paterson, Mr. J. Wood.

Per P. and O. steamer, from Southampton, August 4.—To Ceylon: Mr. J. H. Bell, and Mrs. Grinlinton. To Hong Kong: Messrs. E. Kearns, R.N., Prideaux, R.N., and Evatt, R.N.

From Marseilles, August 12.—To Hong Kong: Mr. and Mrs. J. J. Ray.

Per P. and O. steamer, from Southampton, Aug. 20.—To Hong Kong: Dr. Duncan, R.N.

From Marseilles, August 28.—To Singapore: Captain A. C. Bing. To Yokohama: Mr. Willgoss. To Hong Kong: Mrs. R. W. Halket. To Shanghai: Mr. and Mrs. T. Dick.

Per P. and O. steamer from Southampton, Sept. 4.—To Hong Kong: Mr. H. Beveridge, Mr. G. P. Duncanson, and Mr. J. T. Hudson. To Shanghai: Mr. A. Warwick. To Ceylon: Mr. P. Moir, Mrs. A. Carey and two children, Mr. and Mrs. Smith.

From Marseilles Sept. 12.—To Hong Kong: Mr. and Mrs. Sinclair, Mr. C. M. Kerr, Mr. W. Holt, Chief Justice and Mrs. Smale, Miss Smale, Mr. Smale, jun. To Shanghai: Mrs. Forrest, Mr. and Mrs. Stammann.

Per P. and O. steamer, from Southampton, Sept. 20.—To Hong Kong: Mr. John Brown. To Singapore: Mrs. Meldrum. To Ceylon: Mr. L. Carey, Mr. and Mrs. Strachan and three daughters.

From Marseilles, Sept. 28.—To Singapore: His Highness the Tumongong of Johore and two friends.

Per P. and O steamer, from Southampton, Oct. 4.—To Shanghai: Miss J. T. Blackwell. To Hong Kong: Mr. A. Zinnern.

From Marseilles, Oct. 12.—To Singapore: Mr. and Mrs. Cumming.

Per P. and O. steamer, from Southampton, Oct. 12.—To Ceylon: Sir John Cheape, Mr. Cheape.

Per P. and O. steamer, from Southampton, Oct. 20.—To Hong Kong: Mr. B. M. Stephenson, Mrs. Carnegie, Miss Kate Smith.

From Marseilles, Oct. 28.—To Shanghai: Mr. W. Watson. To Singapore: Mr. T. Scott.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

Our advices from this port extend to the 28th May. The English mail of 26th March had arrived out, and telegraphic news had been received up to 17th April.

Another great stride has been made towards the entire freedom of the people of Japan, the Government having publicly proclaimed that the restrictions which hitherto prevented the Japanese from visiting other countries are now entirely withdrawn.

The following is a translation of the edict:—

"Persons wishing to go in future to any of the various countries beyond the sea, for the purpose of learning any science or art, or for objects of trade, will receive permission from the Government on making application to this effect.

"The Government will, upon examination, grant a permit, with seal attached, to any such person. Let, therefore, the application be made out, giving the name of the petitioner, and stating clearly how he wishes to proceed, for what object, and to what country he intends to go. Retainers of Daimios and Hatamótos should make their application through their master. Peasants and citizens through the governor or rent collector of their place, or through the lord of the domain, to the proper department. In case any person should go abroad secretly without a passport, he shall be severely punished. Therefore let everybody understand and observe this regulation.

"The above decree having been issued, it is to be circulated and made known to everyone, even to the ordinary people, in order that such as wish to go may make their application.—May 23rd, 1866.

On Thursday, the 17th May, at 8 A.M., the first division of the 22nd Regiment embarked on board H.M.'s transport *Adventure*, and at noon the vessel steamed from the anchorage, bound for Hong Kong. The *Japan Herald* says:—The 22nd Regiment has now left the shores of Japan, and has taken its route for Hong Kong, in as fine condition of health and efficiency as did any regiment ever quit "Old England." The men who came up from Kowloon nearly two years ago pale, worn and half dessicated, have carried hence such an amount of health and vigour as would, we think, quickly decide the home authorities as to where they should keep their soldiers in this part of the world, could they but see them. In the interests of commerce, it is necessary that forces be retained in China and Japan; for the instant the rulers of either country saw them depart they would infallibly resume their obstructions, and all their pent-up animosities would burst into activity. But we do not

Digitized by Google

see any real necessity for keeping the bulk of the European troops at Hong Kong. Head-quarters, of course, must be there; first, as it is our own colony; and secondly, orders from home reach it days before they could reach Japan, and it has a centre to which all information and from which all orders would naturally radiate. But if a garrison mainly composed of Indian troops were kept there, almost the whole of the European soldiers might remain in Japan, to their great advantage and the saving of valuable men and consequently large sums of money to the country. It has been a great thing for the 2nd 22nd to be able to drill on almost every day of the year and to have barracks on a hill overhanging the sea. The men have had every possible advantage—a healthy locality, fine sea bathing, a beautiful country to recreate themselves in when off duty. The Commandant has been fortunate enough to see his men in the main exceedingly well conducted, and fraternising with the kind-hearted sociable people amongst whom they moved. He has kept them in such a state of discipline that, although it is true, both officers and men wished parades were less frequent, it was a great pleasure for practised eyes to see them go through their manœuvres on a field day; and he has been enabled to keep them in wind and feckle, by weekly marches, sham fights, &c., in a manner that would hardly be attempted even at home. On the whole, we doubt if there be any station in the world more favourable for troops, than Yokohama, and we have very strong hopes that the British Government will make it, not simply a sanitarium but the garrison for European troops in the China command. The colonel and officers of the 9th seem determined that we shall miss their predecessors as little as possible. Already the band has been promised for every Thursday afternoon. From the performances we have heard, we are disposed to think highly of the band. A question arises in our minds on seeing those who come down from the Bluff for our amusement exposed to the inconvenience of sun or rain, as the case may be, whether a band-stand might not be provided for them? A few hundred dollars would procure a very substantial one, and it might be so built as to be a very slight obstruction on the Bund. If it were raised so that pedestrians could walk beneath it, every advantage would be gained.

The Queen's birthday, unfortunately for the good intentions of the lieges resident in Yokohama, was one of the most boisterous days of the season. The early morning was gloomy enough, and the overcast sky gave promise of the rain that begun to fall about eight o'clock and continued until well on into the afternoon, whilst the wind gradually rose, until at midday it blew a perfect gale. The consequence was that the military parade on the Bund and the regatta were postponed. In the evening, however, all had cleared up, and a most brilliant moon shone resplendently in the cloudless and starlit sky. The guests, therefore, received by Lady Parkes "At home" were very numerous, and all were charmed with the excellent arrangements for their comfort and enjoyment. The whole of the diplomatic corps and the *elite* of Yokohama society were present. The grounds were illuminated, but, we believe, the bad weather of the earlier portion of the day interfered with some of the outdoor plans. Dancing was kept up until about one o'clock with great spirit to the irresistible music of the band of the 9th Regiment.

The regatta came off on the following day. The captain and officers of H.M.S. *Pelorus* very kindly invited most of the residents of Yokohama to a *déjeuner* on board, and to witness the regatta got up privately amongst themselves. The regatta itself had comparatively little interest for shoregoing people, as the racing was limited to so few boats, the majority of those being heavy ships' boats. The scene on board, however, was very animated and beautiful, and the hospitality of Captain Haswell and the officers such as merits the most hearty acknowledgments of all who shared it. The band of H.M.'s 9th Regiment was present, and after justice had been done to the collation, dancing commenced and continued until the day drew near its close.

In the diplomatic world, says the *Japan Herald*, there is nothing to report; and the only item of Japanese news is to the effect that it is generally understood that Choshiu has rejected the Tycoon's terms, and the arbitration of the sword seems alone to be expected. Satsuma, it is believed, sympathises with Choshiu, and openly declares that were the quarrel simply between the Tycoon and Choshiu, he would assist the latter—but the Tycoon acting only as the generalissimo of the Mikado, he will not oppose. Whether he will actively assist him is doubtful.

Municipal affairs are for the moment at a standstill. The first year has come to a close, and an election has taken place for members to serve in the Council for the coming twelve months. The changes in the component members are more numerous than might have anticipated, and do not, it is said, show that discrimination in the body of land-renters for which they were given credit. Some of the hardest working men are left out of the new Council; we can only hope good men have been found to replace them.

The revision of the Tariff is almost completed upon the basis proposed by the Chamber of Commerce, with very slight alterations. In other respects, the *Japan Times* remarks, the aspect of commercial affairs is unsatisfactory. "We have to note the continued depression of our markets for imports, and the almost total cessation of business in silk. The high value of the dollar and arrivals of large consignments of Manchester goods have driven down prices to a point at which it is impossible to sell without loss, and, even at such rates, buyers are not to be found among the natives. As for our chief export staple, the news from home being more gloomy than ever, the probability of a European crop of from 30 to 50 per cent. larger than last year's being reported from Italy—and it being certain that consumers in Europe are beginning to reduce their purchases of manufactured goods, in consequence of their enhanced price—these causes combine to make it unsafe to pay anything better than the equivalent of 30s. for best Mybash, a figure which no Japanese dealer will yet concede. Some Silk has been settled, however, but we look for six or eight weeks of comparative inaction, especially as the new crop is likely to be somewhat late."

Another disturbance between foreigners and natives had taken place which might have led to most serious results. A number of Japanese sailors belonging to the *Fusi-yama*, Japanese man-of-war, were ashore "on the burst" before putting to sea. At Yoshiwarra they were becoming somewhat noisy and uproarious, when a foreigner—we believe, a sergeant of police, quietly interfered to induce them to be less boisterous. They became indignant at being interfered with. He explained that he was a Yakonin, and it was his duty to see that the peace was not disturbed. They told him to mind his own (the foreign) settlement. They were in the Japanese town and had their own officers to answer to if they did wrong; and one, not unsheathing his sword, but drawing sword, sheath and all out of his waistband, said if the foreigner touched one of them he would knock him down. A number of soldiers came up at the moment and appeased the Japanese, and the affair fortunately ended quietly.

The *Challenger*, arrived from London on the 15th May, reports having had a very severe hurricane in lat. 18° S., lon. 172° E. Had to cut away mizen mast and fore and main top-gallant-masts, and sustained considerable other damage.

An infantry rifle corps has been organised, with every prospect of success, and on such a footing as will enable all classes of the community to take part in the movement. The mounted corps already established has, of course, absorbed all the more wealthy residents; the infantry corps will be, for the most part, composed of men whose means will not allow of a large expenditure, or of keeping a pony, a fact which would have prevented them from hitherto joining the mounted volunteers. The corps is formed, too, of very different stuff than usual. We have first on the list the officer who has raised it, who has for years been intimately connected with many metropolitan corps at home, and whose services to the volunteer force and Wimbledon Rifle Association have been gratefully acknowledged by Lords Elcho and Bury. Next comes the late Sergeant-major of the 20th Regiment, who, with two sergeants, a corporal, and twenty rank and file, all of whom have been but recently discharged from the 20th, compose the "old soldier" part of the corps. Our readers will agree with us in our remark that no volunteer rifles in the East have ever had such a foundation to build on. Then follow the names of twenty or thirty gentlemen, residents in this place, nearly all of whom have served in infantry corps in Great Britain, and consequently must need but little training to render them efficient. In fact, the preliminary parts of the exercise, which are so irksome and unpleasant, need only occupy a very small portion of time—merely enough, in fact, to bring up any who have in any particular forgotten it and the instructors may pass almost immediately to the more interesting and advanced stages. The first parade of the corps took place at the lot in rear of No. 1. The muster was excessively good, considering that it was their first appear-

Digitized by Google

ance, and the steadiness and attention of all gentlemen in the ranks must be very encouraging to the originators of the corps. After drilling for some time in the plot, the company was marched on to the bund and learnt several movements on the march. They then returned, and having taken up their rifles, marched with them to the armoury [where] they were dismissed.

The gale of the 24th May, which, as mentioned above, greatly interfered with the festivities held in honour of the Queen's birthday, was very violent, but does not appear to have caused any loss of life. A boat from one of the French men-of-war, the *Primauguet*, which attempted to make the shore, was driven over towards Kanagawa, about a mile-and-a-half out of her course. Two large boats from H.M.S. *Argus* were sent to its assistance, but the force of the gale increased and, in spite of all the efforts of the large crews which manned them, these boats found it impossible to return without assistance. They accordingly anchored; more help was despatched to them, and finally the curious spectacle was seen of the boats being drawn back to their ships by means of ropes more than a mile in length. In the evening, most fortunately, the weather changed —the storm passed and a dead calm succeeded to its fury.

NAGASAKI.

Our dates from this port are to the 7th June. There was no political or other news of importance. Nagasaki is rapidly getting up a name for being one of the most festive parts in the East. Almost every letter which we receive brings a description of some sports or festivities, got up on the slightest possible provocation, but with a heartiness and completeness which speak volumes for the bracing effect of the Nagasaki climate and the genial disposition of its residents. Such an occasion as the Queen's birthday could of course not be allowed to pass, although the absence of H.B.M. Consul was a disappointment, as a ball had been spoken of in connection with his name. Early in the morning the four Russian men-of-war in port, the *Askald*, *Variag*, *Isoumroud*, and *Sobol*, as well as H.M.'s ships *Scylla* and *Cormorant*, were gaily dressed with flags; and at noon a royal salute was fired from the *Askald*, *Variag*, and *Scylla*. In the evening H.M. Acting Consul entertained the Russian Admiral and the captains and officers of the Russian and English men-of-war, the foreign Consuls, and several of the residents to dinner, the band of H.I.R.M. ship *Variag* being in attendance. Immediately after dinner dancing was begun and kept up till a late hour. The Consulate buildings and the gardens were illuminated with a brilliance and good taste which did infinite credit to Mr. Lowder, who had undertaken the arrangements. Altogether the illumination was voted the best, and the festival one of the most joyous, that had taken place at Nagasaki.

CHINA.

TIEN-TSIN.

At Tien-tsin all is quiet, and nothing occurred to mar the success of the spring race meeting, which forms the only interesting item of news. The following is a summary:—

FIRST RACE.—Tzechulin Stakes, half a mile. Tls. 75. Mr. Martin's Blanc Mange, 1; Mr. Waverley's Flying Buck, 2. The race was between Flying Buck and Blanc Mange, and the judge decided it a dead heat. The deciding heat was run off after the day's races were over; both Blanc Mange and Flying Buck kept close together the whole way, Flying Buck having the inside place, but Blanc Mange passed him gradually on the winning post. Time, 1min. 5 sec.

SECOND RACE.—Town Plate. Once round. For ponies not otherwise entered. 1. Mr. Armstrong's Brick Tea; 2. Mr. Sempen's Knieput. Knieput took the lead down the hill but on coming in for the straight, Brick Tea came up and won easily, Knieput five lengths behind.

THIRD RACE.—Griffin's Plate. One mile. For ponies that have never run before in China. 1. The Cosmopolite's Quill Driver; 2. The Union's Black Diamond. Quill Driver won by 7 lengths; Black Diamond second.

FOURTH RACE.—The Tientsin Cup. Two miles and a half. 1. Mr. Martin's Blanc Mange; 2. Corduff's Anak.

FIFTH RACE.—The Peiho Stakes. Three quarters of a mile. 1, Flying Buck; 2, Chang; 3, Blitz. The race was won easily by Flying Buck, who came in 10 lengths ahead of Chang. Time, 1m. 42s.

SIXTH RACE.—Peking Cup. One mile and a half. 1, Black Diamond; 2, Spot's George; 3, Sir Michael. Black Diamond came to the front closely pressed by Sir Michael and by Spot's George who had come down the hill with a terrific rush, going through the other ponies as if they were standing still. He could not catch the Black, however, but came in a good second.

SEVENTH RACE.—Flyaway Stakes. Once over steeplechase course, Only Joke and Brute started, and the former had it all his own way. Both jumped beautifully.

SECOND DAY.

FIRST RACE.—Kiachta Cup. One mile. 1, Scrub; 2, Chang. The general opinion was that the race was Chang's, but after a severe struggle up the hill-house, Scrub came in a winner, Chang a length behind. Time 2.22.

SECOND RACE.—Roadster's Plate. Twice round. Winner of Town Plate 5lbs. extra. 1, Knieput; 2, Brick Tea.

THIRD RACE.—Challenge Cup.—Value 120 guineas. Two miles. To be won at two consecutive meetings by a pony or ponies, the property of the same owner. Eight started:—Blanc Mange, 1; Black Diamond, 2; Flying Buck, 3; and Spot's George, 4. They got away with a good start, and Quill Driver at once took the lead at a tremendous pace, followed at about eight lengths' distance by Flying Buck and Black Diamond, with the rest not far off. These positions were pretty closely maintained during the race, until, coming down the hill for the run in, Blanc Mange, who had been kept nearly last, rushed forward, and took the lead after entering the home stretch, hard pressed by Black Diamond. Spot's George took third place for a moment, but Flying Buck passed him again, and they passed the judge as numbered above. The race was a very good one, as there were no stragglers, all well up. Won by half a length. Immediately after the race, the Cup was presented to the owner of Blanc Mange. Time, four minutes fifty-one seconds.

FOURTH RACE.—Mongol Cup.—One mile and a quarter. This was reduced to a match between Sir Michael and Rushlight. The former won in a canter. No time.

FIFTH RACE.—Steeple Chase. This was no race. Blanc Mange went to the post to give Joke a start, the former was then quietly walked back. Joke went twice round the course taking all the jumps beautifully; but on the second time at the first jump, opposite the Stand, did not exert himself sufficiently and pitched on his head turning an exact sumersault, as did also his rider, who fell fortunately clear of the pony. The rider immediately mounted again, took Joke back and put him over the jump again successfully. He was much applauded on coming in.

SIXTH RACE.—Selling Race. Quarter mile. For all ponies. Gladiateur, 1; Brick Tea, 2.

THIRD DAY.

FIRST RACE.—Ceylon Planter's Cup. Value tls. 100, presented. One mile and a-half. 1, Spot's George; 2, Black Diamond. This was a very interesting race. The owners of Black Diamond felt very confident of winning, and Flying Buck had also a good many supporters. After a most exciting struggle, Spot's came in a winner by two lengths, running strong; Black Diamond 2nd; Sir Michael and Flying Buck raced for 3rd, which the Buck took. Time 3m. 36s.

SECOND RACE.—Tai Yuen Stakes. Three miles. This race did not attract much interest, as the only starters were Blanc Mange and Donner. Blanc Mange took the lead and maintained it easily.

THIRD RACE.—Trial Stakes. One mile. 1, Black Diamond; 2, Quill Driver; 3, Flying Buck. There were six competitors for this race. Quill Driver was the favourite. Time 2m. 19s.

FOURTH RACE.—Consolation. One mile. For all losers at this meeting. Six of the vanquished put in an appearance. 1, Chang; 2, Blitz; 3, Cockeye.

A Mafu's race was then organised, and thirteen ponies started; it was won by Mr. Harma's man upon Sir Michael.

Two or three Donkey races, which caused much amusement, concluded the sports; and thus ended a most successful meeting.

CHEFOO.

From this port we have no news of importance, either political or commercial. The spring race meeting came off on the 11th and 12th of May, and the following is a *resume* of the proceedings:—

FIRST DAY.

1.—The Trial Stakes. Value, $75. Half a mile, for Griffins. Entrance, $5. 1, Mr. Gannett's Outsider; 2, Mr. Hogarth's Hard Lines. This race was taken easily by Outsider, who won hard held, Hard Lines having unfortunately gone lame at starting. Useless, a pony much thought of by his friends, was entered, but began bucking as soon as his rider mounted, and, instead of going up to the starting point, galloped wildly off across the racecourse and disappeared amongst the crowd. When again seen, his jockey had left him in the usual abrupt manner in which bucking ponies and weak riders part.

2.—Merchant Shipping Stakes. Value $125. One mile and a quarter. Entrance, $5. 1, Mr. Wilson's Tam O'Shanter; 2, Gannett's Outsider. Jeames, Snowdrop and Souther Johnny ran but were not placed.

3.—Spring Cup. Value $100. Three-quarters of a mile. Entrance $5. Mr. Wilson's Souter Johnny, 1; Mr. Hope's Substitute, 2. Schuerin and Jewess also ran. Useless could not be mounted, so the ponies started without him.

4.—Yentai Vase. Value $125. One mile and a half. Entrance $5. Mr. Wilson's Tam O'Shanter, 1; Mr. Gannett's Outsider, 2. This was a well-contested race, but the victorious Tam could not be withstood.

SECOND DAY.

1.—Challenge Cup. Value £70. Two miles. Entrance $5. Mr. Wilson's Tam O'Shanter, 1. Before starting, Useless, who was ridden this time by an experienced China Ma-fu, took it into his head to start off at full speed across country. His rider, with much skill and nerve, just steered clear of the Grand Stand and the crowd, and then resigned himself with patience to a mile gallop. Tam O'Shanter is a Tien-tsin pony, and last ran at that port under the name of Nervous.

2.—Consolation. For all losers, $50. Half a mile. Entrance $5. 1, Mr. Cornabe's Schuerin. 2, Mr. Smith's Useless. A very hard fight for first place between Substitute and Schuerin; Substitute came in first by half a length, but a foul was claimed, and the stewards awarded the race to Schuerin.

3.—Criterion.—For all winners, $100. Once round. Entrance $10. 1, Mr. Wilson's Tam O'Shanter. 2, Mr. Gannett's Outsider. At starting, Souter Johnny got off badly, and lost a good deal of ground, the other two going away comfortably together, Tam winning with the greatest ease by five or six lengths.

4.—All comers. A handicap. Value $75. Once round. Entrance

Digitized by Google

$3. 1, Mr. Hogarth's Hard Times. 2. Wilson's Souter Johnny. Won by 50 lengths, Hard Times having a very light weight up.

5.—Celestial Stakes. For China Mafus. Winner to receive $15, the second $5. Once round. 1, Jeames; 2, Bayswater. The rider of Bayswater soon ran up against a post and fell off, so Jeames jogged merrily along by himself and won without any hurry. The mirth of the meeting was much increased by the appearance of a trap, an imitation, apparently, of a London postman's mail cart. It had three ponies, tandem fashion; the driver appearing in the correct Derby-going costume, to-wit, a white hat with veil and spectacles. The other two ponies had postilions, one of whom blew vigorously at a horn. The trap was duly paraded up the straight past the Grand Stand and winning post, to the great delight of everybody in general and the Chinese in particular, who evidently thought it a great institution.

NEWCHWANG.

Under the date of 4th May, a correspondent gives the following particulars of the late disturbances at Newchwang:—

"On the 25th ult. I noticed an armed body of Europeans, to the number of 50 odd, consisting principally of Swedes, Hollanders, and a few Manilamen, the latter each having a chopper, and carrying between them ropes and ladders for scaling purposes, collected from the several vessels in port for which Mr. Knight acts as Consul. These were headed by Mr. Knight, and accompanied by Mr. Commissioner of Customs A. Macpherson. On arriving at the place where they had been fired at previously, the order was given to level it to the ground, and after a few hours' work this was effected. One poor fellow, an Englishman, whilst in the act of demolishing a door with the butt of his musket, exploded his piece the ball passing through both his thighs, and smashing the bone of one leg. His leg will have to be amputated. After demolishing the house, the company, commanded by Mr. Knight marched back to the settlement, and for a few days we thought all was settled, when in came, on the 28th ult., news that the robbers I before mentioned had captured the district city of Newchwang, distant from us about 30 miles English.

The Chinese merchants, on hearing this, immediately formed a defence committee, who quickly collected all the coolies, thieves, boatmen, loafers, &c., that could be found in and around the settlement, to the number of 3,000 odd. The authorities, not having any guns or muskets, except a few rusty useless old three-pounders, decided to arm some of these 3,000 with a bamboo, about 20 feet long, into the end of which was inserted a bran new three-inch nail.

About midnight of the 30th ult. we were all roused out of our beds by cries and yelling that the robbers had come, and were attacking the Chinese part of the town. It being pitch dark, and no one seeming to know what the noise all meant, the females were carried on board one of the pilot boats that happened to be up the river that night, and remained on board till the following morning, when things being tolerably quiet, and there not being any apparent immediate danger of attack from the robbers, they returned to their homes.

The same day the British Consul called a meeting to ascertain, in the event of the robbers attacking the settlement, whom he could rely on to defend the Consulate, when it turned out that only seven persons appeared willing to take their chance with him (the Consul) at the Consulate; and as he said it would be useless to attempt to fight with so small a muster of Europeans, the meeting was dissolved, everyone being at liberty to shift for himself.

SHANGHAI.

Dates are down to the 7th of June. The P. and O. mail of the 10th of April arrived out on the 24th of May, and French mail of the 17th on the 2nd of June. Telegrams had been received up to the 10th of May announcing the failure of Overend, Gurney, and Co. and the German war. Business was quite at a stand in consequence. In another column it will be seen that telegrams have been received from Shanghai to the 27th of June. Telegrams to the 25th May had arrived out announcing the failure of the Commercial Bank, Bank of London, &c. The news of the Agra Bank failure had not been received. Admiral King seems to prefer Japan and the north of China to the head-quarters at Hong Kong. By last accounts he was about to proceed from Shanghai to Nagasaki in the *Princess Royal* flag ship. We hear that Sir Edmund Hornby has gone to Peking to consult with Sir R. Alcock.

The following summary of news is from the *Commercial Record*:—

Much disappointment has been felt by the mercantile community here with respect to a despatch received from Sir Rutherford Alcock in reference to the question whether small steamers could be permitted to penetrate into the interior of China. This question was referred to Peking some two months ago, in consequence of the native authorities suddenly raising an objection to steamers going into the silk district; and it was very confidently expected that an answer favourable to the views of the foreign trader would be received. Such, however, has not proved the case, and it is now decided that foreigners who wish to "go up country" must do so in Chinese-built boats.

By the *Suwonada* the Taoutai of Shanghai took his departure for Hong Kong, *en route* to Chow-chow-foo, which city he has been commissioned to open to foreigners. His Excellency does not at all appreciate his task, and anticipates no little unpopularity and opposition on the part of the inhabitants of the city.

A case of some importance in its bearing upon the jurisdiction of the Chinese in reference to Customs' confiscations was after some difficulty brought before the Mixed Court for decision. A chest of opium belonging to a foreigner was seized by some of the watchers connected with the "Opium Committee" on the plea that the duty on it had not been paid. It appeared however upon investigation that the Customs' duty had been duly discharged and the chest was returned to its owner accordingly. It is a question whether the Mixed Court was not exceeding its province in taking cognisance of the matter, and this objection appears to have been raised by the native officials. A step, however, would no doubt be gained in the right direction if matters of this kind were recognised as coming within the province of that court.

The foundation stone of new Trinity Church was laid on the 24th May, Queen Victoria's birthday, amid much ceremony. The Masonic fraternity were the chief actors, the stone being placed by the Deputy Provincial Grand, C. E. Parker; Mr. Winchester, H.B.M. Consul, reading a suitable address. The larger portion of the Consular body and other officials of importance both civil and naval, including Admiral King and Captain Boys, were in attendance.

In reference to the bankruptcy of Jarvie Thorburn and Co., the Chief Judge has given a decision, the effect of which is that the Oriental Bank will be recognised as the one to be employed by the Court for depositing funds connected with estates in liquidation. An application was made by some of the creditors for the funds to be placed in other banks who would allow a higher rate of interest; but the Chief Judge stated that it was not his province to decide what banks were suitable depositories for such money, and he would follow the practice of the Government in employing the Oriental.

The case of Yuh Chun *versus* William Church heard at the Supreme Court, has attracted some attention, the defendant, only recently discharged as a bankrupt, having bought a chop of tea from the plaintiff and after receiving tls. 23,800 from the banks upon it, only paying the Chinaman tls. 14,000, retaining the balance and speculating with it. The counsel for the plaintiff spoke in very severe terms of the transaction, characterising it as little short of a swindle.

The case of Bonney *v.* Hockly, recently heard before C. W. Goodwin, Esq., was expected to settle the point whether a British employé engaged in such capacity as that held by the Commissioner of Customs or the Harbour Master can be made responsible for liabilities incurred on behalf of the Chinese Government. The judgment, however, justly points out it is quite possible for a person occupying a post under the Chinese Government to make engagements in respect to certain individual matters himself for which he would be properly held responsible. In order, therefore, to oust any claim from the jurisdiction of the Supreme Court it will be necessary to do more then merely show that the person granting the appointment did so in his official capacity, and it will be incumbent clearly to establish that the contract or engagement was made as on behalf of the Chinese Government.

A serious robbery was committed on the morning of the 29th. Some five or six foreigners in a four-oared gig made their way to a boat near the Soochow Creek, containing some dollars designed to be sent up country to purchase silk for Messrs. Waller and Co.; and after a serious scuffle, in the course of which one of the Chinamen on board the boat attacked was killed and another wounded, the robbers succeeded in carrying off $9,000. They then made for the shore, and abandoned the gig, getting off with the booty. A revolver and a sword were left by them in the silk boat. A portion of the money, consisting of about one-half, was discovered the next day by the police, secreted in a ditch on the Pootung side; and the Superintendent of Police and three constables proceeded to the spot and by lying in wait they succeeded in capturing two of the culprits, who came to the spot to take away the booty. The men were armed, but seeing that there were four

Digitized by Google

against them, they made no resistance. An examination which subsequently took place at the Prussian Consulate General, has resulted in the discovery that the party who attacked the boat consisted of an American of the name of Thompson, an Austrian called Spiro, and two others as yet unknown. The two Austrians examined do not appear to have had any part in the attack, but were only hired by Spiro to fetch the money deposited in a small creek on the Pootung side. Spiro has confessed to the correctness of the deposition of the other two Austrians, and has given a full and complete statement of the whole affair. He was also very explicit with reference to the action taken by Thompson in the robbery. The clearest evidence against this man and Spiro is that given by the mate of a British schooner in port, who distinctly recognised them as two of the foreigners who came on board at 9 P.M. on the evening when the robbery was committed, and borrowed a boat. From the revolvers seized only one ball has been found missing and that from the pistol of Thompson, a circumstance which would appear as strong circumstantial evidence that he was the man who committed the murder.

The eight-oared race, which has been looked forward to with some interest, took place on the 28th. A large number of spectators went down to the Pootung Dock, the place of starting, on board the tug *Hercules*, and on the *Wang Leong Fei*. After some little time, Mr. Whittall, who was on board the *Hercules*, gave the sign to start, and both boats pulled off sharply. The red unluckily got foul of a native boat, the occupier of which, Chinaman like, thought it necessary to turn across their bows. The blues, seeing the difficulty, generously pulled up amid much cheering for their sportsman-like conduct, and a second start was shortly after effected. The blue soon got a boat's length in advance of the red, and gradually was seen increasing the interval till they came into the goal near the *Barossa* some five lengths ahead. The red were at no little disadvantage on account of the awkwardness of their coxswain, who balanced himself the wrong way, so as to give them his full weight to pull. We do not, however, think that without this disadvantage they would have been able to make head against the blue, who were superior both in style and strength. We are inclined to look upon four-oared races as better suited to this place, where there is necessarily much difficulty in finding so large a crew as eight, so that they are likely to be less evenly balanced. The distance was about two miles and a quarter.

From a native informant, we hear that Li-C'hang-Sh'u, who formerly distinguished himself against the rebels, and bears the title of Chung (Honourable) granted him on account of the services he rendered, is shortly to come to Shanghai and intends to lend a large collection of theatrical costumes which he possesses, to the proprietor of the native theatre near the Shakloo. Li-Chang-Sh'u is well known as a great amateur of theatricals. This in China consists not in acting as with Europeans, but in possessing these gorgeous dresses and appurtenances which play so conspicuous a part on the Chinese stage, and lending them to hired actors at private entertainments given to the amateurs' friends. The actors are looked upon as in quite a subordinate position, and as of very inferior importance.

At Ningpo a very serious catastrophe has befallen several hundred Chinese, who were celebrating some great holiday which occurs every eighth year. The party were crossing the River Ying on a bridge of boats, when it gave way, precipitating them into the water, causing the death of over one hundred. Forty-seven bodies have been recovered.

HONG KONG.

Dates are down to the 13th June. The P. & O. mail, of 26th April, arrived out on the 5th June. Telegrams to 12th May, announcing the stoppage of Overend, Gurney and Co., and suspension of the Bank Act, had arrived, and caused great alarm. Our dates by telegraph are down to the 29th June, at which date the outward telegrams to 30th May had been received, announcing failure of Commercial Bank, &c. The news of the Agra Bank (7th June) failure had not reached.

The steamer *Feroze* arrived from Galle on the 2nd June with the Ceylon Rifle troops, noticed in a previous issue. She is to return and embark a further number for Hong Kong. On the arrival of those troops the *China Mail* has the following :—

The "economy" involved in the despatch to this colony of he Ceylon Rifle companies is receiving a somewhat laughable illustration. The idea was that they would be considerably cheaper than any other troops which could be expected to stand the climate. The hire of quarters for married men and for single officers amounts to no less than $60,000 per annum ; while as many of the officers are married, it is to be presumed that a heavy outlay will be required to provide them with house accommodation. While on this subject it may be well to notice a report which has reached us of the manner in which these troops were conveyed hither. If the description given be in any way true, their stowage on deck must have strongly resembled that of the unfortunate cattle who are ofttimes at home to be seen on the decks of steam vessels plying between Holland, the Baltic and other ports, and London. The cattle, however, are allowed to stand or lie singly, while the unfortunate Ceylon Rifles are stated to have been absolutely overlying each other, preserved-sardine fashion, during the whole voyage from Point de Galle to this port. The officers, also, by all accounts, appear to have been most unduly crammed as regards space. Of course, it does not follow that any blame is due to the captain of the *Feroze* for this : he simply brought the number of persons which he was directed to embark, but this cheeseparing way of conveying troops is not calculated to increase either the efficiency of the corps or its zeal for the service.

The steamer *Far East* left on the 2nd June with about 400 troops and 10 officers. The details will be given in our next.

The leading news is the despatch of the "tea clippers," details of which will be found in a tabular form. We find the following also in the *China Mail* :—

The *Taitsing* tea clipper, which left Foochow on the 31st May, exchanged signals with the *Suwonada* at 9.30 A.M., on Saturday, 2nd June, a little to the south of Amoy. There was a fresh breeze blowing from the north-east at the time ; she had every stitch of canvas set, and was going at least twelve knots. The reason why the *Ariel*, *Serica*, and *Taiping* could not leave the Min on the 29th was that their draft of water was too great to permit of their crossing the bar in the state of the tide that day. The *Fiery Cross*, however, whose good luck is proverbial being of a somewhat lighter draft managed to clear the river. The time of their *departure*, as understood in the case of any bets or wages dependent on their speed, dates from the hour of their crossing the bar at the entrance of the Min. The dates of departure therefore stand thus :—*Fiery Cross*, May 29th ; *Serica*, 30th ; *Ariel*, 30th ; *Taiping*, 30th ; *Taitsing*, 31st.

(FROM OUR OWN CORRESPONDENT.)

HONG KONG, June 13, 1866.

Just as the last mail was leaving here an expedition was despatched against the piratical haunts near Macao, and some effectual results were speedily accomplished. Three British gunboats, the *Opossum*, *Banterer*, and *Janus*, under Commander St. John, R.N., were joined at the mouth of the Canton river by a force of Chinese troops from Canton, and at once occupied the islands of Pak-sui, which have long been one of the main fastnesses of the coast pirates, and a convenient depot whence the merchandise plundered from vessels at sea could with ease be transported to Hong Kong and Macao. A large Chinese force was placed as a permanent garrison on the islands, and several villages were utterly destroyed. Some complaint was made by the naval officers of the expedition with reference to an alleged display of pusillanimity on the part of the Chinese troops, but I am given to understand that this arose from an error rather than from any lack of audacity, which would be the more surprising, even with Chinese troops, as no effectual resistance was attempted by the piratical villagers. It is reported that the Chinese authorities intend to fortify one of the islands as a permanent base for operations against the piratical cruisers. They have signified their entire willingness to co-operate with the Government of Hong Kong and the naval department in measures for the suppression of piracy ; and it will probably be found unnecessary for the valiant burghers of Hamburg and Bremen to equip a steam fleet for the protection of their peddling little brigs and schooners, whose defenceless condition and inadequate equipment form the principal encouragement to pirates in attacking European vessels. The bombast with respect to a Hamburg anti-piratical squadron, news of which was brought hither by last mail, is only paralleled (perhaps outdone) by the proposition on the part of Count Bismarck to annex the "savage" island of Formosa, with complete disregard of the little incident that three ports open to British (and therefore all foreign) trade by treaty with the Chinese Government exist on that island, a fact which would probably complicate in some measure the otherwise

Digitized by Google

easy process of hoisting King William's flag on the summit of Ape's Hill.

We are all looking forward with anxiety to the arrival of the next mail, not only to have some certainty regarding the threatened European war, but with respect also to the "unparalleled panic" which curt and unsatisfying telegrams have told us has supervened in London. Speculators not a few are shaking in their shoes pending the arrival of further intelligence, and any great disaster in England is likely to be followed by crashes here. The Chinese even are in a very insecure condition, having notoriously dipped deeply into over-trading on their own account, in which they are encouraged by the multitude of "commission agents," principally Germans, who have sprung up within the last few years, and heavy losses in rice and cotton, as well as opium, are darkly hinted at. Tea is beginning to get shipped away from Canton, though slowly, as buyers there seem more cautious than the gentlemen of Hankow and Foochow, whose rashness in giving the extreme prices asked by the Chinese is again the subject of newspaper comment both here and at Shanghai.

The Mint turns out its coinage but slowly, and the new dollar can barely yet be said to be in circulation. The efforts of Capt. Kinder have succeeded in making the milled edges a little more respectable and less like the production of an idle schoolboy's pocket-knife, and it must remain for time to show how far the predictions of those who prophesy extensive counterfeiting and debasing are correct. Sir Richard MacDonnell continues his energetic efforts towards ameliorating the condition of government, and a sharp correspondence published in the last official *Gazette* between the Colonial Secretary at his direction and the two acting police magistrates, Messrs. Whyte and Smith, shows that his Excellency has no hesitation in "pulling up" his subordinates very tightly when he has reason to believe them negligent of duty. The correspondence originated in some complaints made by an inspector of nuisances, to the effect that his efforts to compel obedience to sanitary laws on the part of the Chinese population were frustrated by the leniency of the magistrates in awarding punishment for offences. A protest on the part of the magistrates against the publication of this complaint has led to some exceedingly plain language on the Governor's part.

The only news of interest from the North consists in some correspondence which has passed between the British Consul at Shanghai and the Chinese authorities on the subject of a barefaced attempt made by the latter to nullify the privilege obtained by Sir Frederick Bruce in 1862, respecting the shipment of beancake and pulse from the Northern ports in foreign bottoms. An alleged desire to protect the native junkowners against foreign competition led lately to a prohibition to native traders to ship by foreign vessels; but this has now been withdrawn.

STRAITS OF MALACCA.

SINGAPORE.

Dates hence are to the 21st June. The London mail of the 10th May arrived out on the 14th June, and the French steamer brought the mail of the 17th May on the 19th June.

Anxiety is still expressed in the papers just received for some definite intelligence regarding the Transfer. It was feared that a change of Ministry would delay the completion of the measure; but it is remarked—"In whatever Ministry succeeds the present, Lord Stanley is almost certain to occupy an important office, and he has identified himself too actively with the prosecution of the Transfer to leave any doubt but that his influence will be used to carry it through."

The *Fort St. George* (Madras) *Gazette* notifies that the services of Lieutenant D. T. Hatchell, 34th Regiment Light Infantry, are placed at the disposal of the Government of the Straits Settlement, for appointment as Assistant Resident Councillor, Prince of Wales' Island.

The British steamer *Douglas*, from Aberdeen, *via* Gibraltar, which last she left on the 26th March, arrived on the 14th June.

The Imperial French steamer *La Creuse*, from Suez the 23rd May, anchored in the harbour on the 15th June, with 841 troops on board, and proceeded to Saigon on the following day.

The following promotions and appointments have been made in the Singapore Volunteer Rifles:—

PROMOTIONS.—Lieutenant C. H. H. Wilsone to be Second Captain, to complete the Establishment. Sergeant D. Rodger to be Lieutenant, vice Wilsone, promoted.

APPOINTMENTS.—Second Captain C. H. H. Wilsone to be Adjutant; Lieutenant D. Rodger to be Quartermaster.

Births, Marriages, and Deaths.

(Announcements for subscribers are made free of charge.)

BIRTHS.

BUCHANAN—On the 25th June, at Edinburgh, the wife of Walter Buchanan, Esq., of a daughter, stillborn.

BARNES—On the 20th June, at the Pavilion, Singapore, the wife of F. D. Barnes, Esq., of a son.

CAZALAS—On the 9th June, at Singapore, the wife of Mr. J. Cazalas, of a son.

DANDO—On the 17th July, at Fryern Barnet the wife of N. Dando, Esq., of a son.

JOHNSON—On the 19th July, at West-hill Lodge, Hastings, the wife of Francis Bulkeley Johnson, of Shanghai, China, of a daughter.

LATTEY—On the 18th July, at 4, Gloucester-gardens, Hyde-park, the wife of Arthur P. Lattey, Esq., of a son.

LEVESON—On the 9th June, at Cluny, Singapore, the wife of Edward J. Leveson, Esq., of a daughter.

WILSONE—On the 20th June, at Srimanengok, Singapore, the wife of C. H. H. Wilsone, Esq., of a daughter.

MARRIAGES.

ANNESLEY—ANDERSON.—On the 24th inst., at the Holy Trinity Church, Paddington, by the Rev. Canon Boyd, incumbent of St. James's Church, Westbourne-terrace, Lieut.-Colonel R. M. S. Annesley, second surviving son of the late Captain the Hon. Francis Charles Annesley, R.N., to Jane Hume, youngest daughter of the late Sir George Anderson, K.C.B.

BASSAGOITI—BANDY.—On the 16th June, at the Presbyterian Church, Singapore, by the Rev. Mr. Jeffrys, Mr. James Parke Bassagoiti, to Miss Maria Bandy, both of Singapore.

LAIRD—CARMICHAEL.—On the 14th inst., at the British Consulate, Cologne, and on the same day, in the University Church, Bonn-on-the-Rhine, by the Rev. J. Scott Anderson, English Chaplain, Henry Hyndman, fourth son of John Laird, Esq., M.P., Birkenhead, to Jessie, eldest daughter of John Carmichael, Esq., of Honduras.

VENN—JARVIS.—On the 24th inst., Frederick Whatley Venn, eldest son of J. W. Venn, Esq., Colombo, Ceylon, to Marian Jane, youngest daughter of T. H. Jarvis, Esq., of Blenheim-crescent, Notting-hill, London.

SMITH—BAUMGARTEN.—On the 12th June, at St. Andrew's Episcopal Church, Singapore, by the Rev. E. S. Venn, M.A., Mr. William Buchanan Smith to Louisa, fourth daughter of Christian Baumgarten, Esq., Registrar of H.M.'s Court of Judicature

DEATHS.

BROWN—On the 18th May, at Hong Kong, on board the N. B. Palmer, John Brown, seaman.

BAKER—On the 10th June, at Hong Kong, George Samuel, infant son of S. W. Baker, aged seven weeks.

CLUNIS—On the 12th June, at Singapore, suddenly, Jacob Clunis, Esq.

HASPEN—On the 31st May, at the Civil Hospital, Hong Kong, Hempes Haspen, seaman, aged 18 years.

KLIFFALD—On the 29th May, at the Seaman's Hospital, Hong Kong, H. Kliffald, seaman, barque Luzon.

LEWIN—On the 27th July, at Tynwald Lodge, Springfield-road, St. John's-wood, of congestion of the lungs, Grace Eleanor, eldest surviving twin daughter of D. Duncan and S. Ida Lewin, aged 13 months.

POULTON—On the 23rd June, on board the P. and O. Co.'s steamship Baroda, in the Red Sea, on his passage to England, Charles Frederic Poulton, Esq., Sub-Manager of the Bank of Hindustan, Bombay, the third and beloved son of the Rev. William Poulton, of 13, Talbot-terrace, Bayswater, W., in the 26th year of his age.

PARKER—On the 11th June, at the Government Civil Hospital, Hong Kong, William Parker, seaman.

THOMPSON—On the 23rd May, at the Government Civil Hospital, Hong Kong, John Thompson, seaman, late of the U.S.S. Hartford.

WAKE—On the 11th June, at the Seaman's Hospital, Hong Kong, George Wake, mate late of barque Nelly.

EXCHANGES ON LONDON.

[For dates, see first page.]

		Bank.	Private.
At Yokohama	6 months sight	4s. 7¼d.	4s. 8d. to 4s. 8¼d.
At Shanghai (per Tael.)	6 ditto	6s. 1¼d. to 6s. 2d.	6s. 2¼d. to 6s. 3d.
At Canton, At Hong Kong, At Macao	6 ditto	4s. 6d.	4s. 7d.
At Singapore	6 ditto	4s. 5¼d.	4s. 6d.. to 4s. 6¼d.
At Manila	6 ditto	4s. 4d.	4s. 4d. to 4s. 5d.

At Shanghai, Bills on India, Rs. 296 per 100 taels. At Hong Kong, Rs. 217 to 218 per $100. Bar Silver at Shanghai, 111.10 taels; at Hong Kong, 10¾ per cent. prem. Mexican dollars at Shanghai, taels 73-3 per 100; and Exchange on Hong Kong, 26¾ discount. Hong Kong and Shanghai Bank Shares, par; Gas Company,——; Hong Kong and Whampoa Dock, 40 per cent. prem.; Steam Shares, 32½ per cent. discount; Union Dock Company, 7 per cent. dis.

Latest telegrams are reported to have been received giving exchange at Shanghai at 5s. 10d.; but we have not traced these to any authentic sources.

The following is from Messrs. Sharp and Co.'s Circular:—

GOLD.—The price of gold has varied but little during the fortnight. The arrivals represent $490,000 value, and the exports $370,000, including the shipments per *Orissa* on the 30th ultimo, and excluding those to-leave to-morrow; also the shipments already prepared for the direct Calcutta steamers.

SILVER.—Has come in freely both in Bars and Sycee and been as readily purchased. The imports are $1,970,000 the exports only $220,000, but this is exclusive of the shipments per present mail, which must amount to nearly a million dollars worth.

DOLLAR CURRENCY.—Inwards $860,000, outwards $1,320,000, of which latter sum Foochow has absorbed a very large proportion.

The issue of New dollars from the Mint proceeds very slowly. The coins lately circulated are much better than the first in point of execution.

DISCOUNT.—There has been a general disposition in view of the unfavourable advices from home to grant few facilities, and the rate has slightly risen in consequence. Loans have been made at from 9 to 12 per cent. Very short undoubted paper is negotiable on better terms. Some first-class mortgages are now offering for a period of twelve months, and as centrally situated water-side property in Hong Kong is as secure as Lombard-street or Lothbury, and pays twice the interest, these may be worth the attention of capitalists at home.

EXCHANGE.—A fair business has been done against shipments of New Season's Tea from Foochow. In rupees the business has been but small, the low price of opium restricting sales, and dollars still offering a better remittance.

SHARES have sympathised in the general depressed state of trade, and some forced sales have much lowered the market.

Digitized by Google

EXPORT OF TEA AND SILK TO GREAT BRITAIN.

1865-66.

	From Kanagawa.	From Shanghai.	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales.
From June 1, 1865, to May 31, 1866	1219472	51550971	47231380	747284	14583935	115333042	62899
Corresponding period last season.....	2961515	60239307	45410950	453017	12872075	121236864	41128

NEW SEASONS EXPORT.

	Ship.	From.		
June 1 ...	Tigre (Fr. mail str.)	sailed May 25...	Foochow ...	217,966
— ...	Fiery Cross	„ 29...	Do. ...	854,236
— ...	Ariel	„ 28...	Do. ...	1,230,900
— ...	Serie	„ 29...	Do. ...	954,700
— ...	Taiping	...	Do. ...	1,108,709
— ...	Taitsing	...	Do. ...	1,093,130
— 2 ...	Ziba	...	Do. ...	703,550
— 3 ...	Black Prince	...	Do. ...	1,005,137
— 5 ...	Chinaman	...	Do. ...	886,313
— 5 ...	Flying Spur	...	Do. ...	899,000
— 5 ...	Erl King (str.)	...	Do. ...	1,108,100
— 5 ...	Ada	...	Do. ...	988,000
— 8 ...	Deerfoot	...	Canton ...	558,360
— 9 ...	Belted Will	...	Do. ...	995,432
— 12 ...	John Milton	...	Do.	Cargo not reported.

TO UNITED STATES.

							Pcls.
From June 1, 1865, to May 31, 1866	...	...	...	...	...	31547497	375
Corresponding period last season.....	...	...	...	...	...	17244763	73½

NEW SEASONS EXPORT.

	Ship.	From.	
June 8 ...	N. B. Palmer	... Hong Kong ...	370,100
— 9 ...	Ann Lucy	... Macao ...	72,600

TO THE CONTINENT.

							Bales.
From June 1, 1865, to May 31, 1866	...	...	...	...	...	3126410	...
Corresponding period last season.....	...	...	...	...	...	1115144	...

TO SAN FRANCISCO.

						Tea pkgs	Boxes.
Fom June 1, 1865, to May 31, 1866	...	...	...	...	...	46816	508
Corresponding period last season	...	...	...	...	...	44883	166

NEW SEASONS EXPORT.

	Ship.	From.	
June 4 ...	Silas Greenman	... Hong Kong ...	1,023

TO GREAT BRITAIN.

From 1848 to 1844.....	...	...	...	51,022,000	...
„ 1845 to 1846.....	...	...	...	57,334,200	15,604
„ 1850 to 1851.....	...	...	...	66,972,000	22,143
„ 1853 to 1854.....	...	...	...	77,327,860	61,230
„ 1855 to 1856.....	...	...	...	92,240,360	50,480
„ 1857 to 1858.....	...	...	...	76,990,255	68,311
„ 1858 to 1859.....	...	...	...	65,789,792	87,136
„ 1859 to 1860.....	...	...	...	85,560,452	61,163
„ 1860 to 1861.....	...	...	...	90,056,160	70,014
„ 1861 to 1862.....	...	...	...	109,854,040	79,159
„ 1862 to 1863.....	...	...	...	121,273,580	72,884
„ 1863 to 1864.....	...	...	...	117,463,586	46,605
„ 1864 to 1865.....	...	...	...	121,286,870	32,317

EXPORT OF SUNDRIES TO GREAT BRITAIN.

	Cotton Piculs.	Wool Piculs.	Camphor Piculs.	Cassia Piculs.	Aniseed Oil Boxes.	Japan Wax Piculs.
From June 1, 1865, to May 31, 1866.	29338 357611	26 154	1187 2807	2969 7832	233 119	313 189

TO THE CONTINENT.

	Cassia Piculs.	Aniseed Oil Boxes.	Camphor Boxes.	Preserves Boxes.	Galangal Piculs.	Crackers Boxes.
From June 1 to May 31, 1866 .	10920	859	1050	907	3235	5897

TO THE UNITED STATES.

	Crackers Boxes.	Matting Rolls.	Fans Boxes.	Cassia Piculs.	Silk Pongees Pieces.	Wool Piculs.
From June 1 to May 31, 1866 .	209544	65704	5635	8100	2400	...

TO SAN FRANCISCO.

	Emigrants Number.	Sugar Piculs.	Rice Piculs.	Crackers Boxes.	Matting Rolls.	Opium Prepared. Taels.
From June 1 to May 31, 1866 .	15570	14629	230400	5367	6646	321600

TO AUSTRALIA.

	Emigrants Number.	Sugar Piculs.	Oil Piculs.	Matting Rolls.	Prepared Opium Taels.	Crackers Boxes.
From June 1 to May 31, 1866 .	588	...	2255	1872	1200	...

The picul is 133⅓ lbs. weight; the tael at Shanghai is equal to 1 dollar and 40 cents, and is divided into decimal parts of ten.

COMMERCIAL REPORT.

CHINA EXPORTS.

CANTON.—This market opened for Canton-made teas at rates rather easier to those of last season. During the last week, however, the market has remained very quiet, and the startling telegrams, just to hand, have caused a general dulness. Sales, &c., are reported as follow:—Canton Packed Congou, 1,300 ½-chests, at tls. 29 to 31; do. 800 boxes, at 31 to 33; Scented Orange Pekoe, 24,000 boxes, at 29 to 38; Scented Caper, 33,000 boxes, at 25 to 35; and Gunpowder, 1,000 boxes, at 27 to 28.

FOOCHOW.—After the departure of the last mail steamer, supplies of Congou began to arrive in quantity, and the market was regularly opened on the 25th May, during which day and the next about 50,000 chests were settled. As most of the buyers were required to make up without delay the tonnage they had engaged in the first clippers to be despatched, there was much excitement and considerable competition to secure desirable purchases. Prices were, therefore, irregular, though no actual advance was established on the very high rates paid for the finest parcels then to hand. The demand continued active, and settlements were on a very large scale until within the last two or three days, when so many vessels having been loaded, buyers began to hold back for a decline in rates. Oolongs have been arriving freely, and a considerable quantity has been settled for shipment to England at extreme rates. No true Souchongs have yet appeared, though a few parcels of the description have arrived from the inferior districts. Scented Teas are now coming forward, and have been taken at very full prices. The quality of the whole crop this season is excellent. Congou: Settlements 81,300 chests, and 79,700 half-chests, at the following rates:—Tls. 8 to 13, for Dust and broken Leaf; tls. 22 to 28, for Fair to good Flavory; tls. 29 to 34, for Medium to good Kaisows; tls. 35 to 38, for Fine Kaisows; tls. 39 to 46 for Finest Kaisows. Opening purchases were entirely confined to near district Teas, Yung Hows, Suey Kuts, and Keining-foo kinds fetching tls. 33 to 38, Saryunes tls. 38 to 40, and Paklins, tls. 40 to 44. The true Kaisow and Sinchune kinds which arrived subsequently have met with ready sale at tls. 42 to 46. The lower grade teas are now coming to hand freely, and have been sold to some extent, the demands of the teamen for these descriptions being more moderate. Buyers now show some disinclination to continue purchases at late rates. The teamen are anxious to realize, but are not yet disposed to submit to any material reduction. Stock 43,500 chests.

SHANGHAI.—Black: Settlements since the last mail have been two chops of common Black Leaf at tls. 16¼ and 22, and a parcel of Oonam Dust at tls. 10 per picul, leaving 800 chests of old tea in stock. Green teas: One small chop of Fychow has been taken at tls. 25½, and 500 half-chests have been shipped, reducing the stock to 1,100 packages. As yet there are no reliable advices from the Pingsuey districts, but teamen state that high prices have been paid in the country, and that a full supply may be expected.

HANKOW.—The market for new teas was opened on the 24th of May. The first purchase was a good flavoury Oonam at tls. 33, which was immediately followed by other settlements up to tls. 38¼ for finest from the same district, while good to finest Oopacks were eagerly taken at prices ranging from tls. 35 to 42½. Two really crack chops ("Ly Sunn" and "Ming Sing") were also placed at tls. 45½ and 46 respectively for Russia. At these rates a large business was done, reported settlements up to the 31st May having exceeded 40 chops, exclusive of contract teas. The prices paid are the highest yet reached since the opening of the port, and lay down at 6d. to 9d. per lb. over last year's purchases. The quality of both Oopacks and Oonams is generally admitted to be superior to late season's in flavour and strength, and some of the favourite chops are very fine. Only a few parcels had arrived in bulk, but large receipts were looked for daily. About 45 musters were on offer, but an easier feeling prevailed amongst buyers. Quotations are given as follow:—Oonams, Medium to finest, tls. 29 to 38¼ per picul; Oopacks, do., 34 to 42½; and Oopacks Crack Chops, 43 to 46.

KIUKIANG.—Black Teas.—Prices for leaf in Ningchow were reported lower, but the teas already lay down at about ten taels above last year's cost, and the opening rates in Hankow when known are sure to stimulate buyers in the country. A few musters have come to hand which are certainly superior to last season's, and the yield is likely to be above the average. Green Teas.—The new crop would be earlier than of late, and teas would be in Kiukiang in August. Laying down cost however would be much above last year's, best Moyunes being estimated to cost tls. 34 all round. The supply is expected to be large and the quality is well spoken of. The market was quite bare of old tea.

YOKOHAMA.—Prices have fallen slightly, but not sufficiently to induce foreigners to clear off the old stock, of which there are about 1,600 piculs left. A few parcels of New Tea have arrived, and they are being offered at $37 to 42 per picul, but until a great concession is made no large business is expected, The leaf is very fair and the liquor is a slight improvement on the first musters brought to hand about the same time last year. There are about 300 piculs on offer, but as there is no business being done, prices must be considered nominal. The settlements of old season's are estimated at about 340 piculs.

RAW SILK.—CANTON.—Since last advices, the market has been quite at a standstill, for the very unsatisfactory reports of the Bombay and Calcutta markets have quite closed up operations in silk for that quarter; the consequence is, a decline of more than $100 has been established for Loong-Kongs, Kow-Kongs, and other sorts in proportion. The second crop may be expected in about a fortnight, and report speaks very favourably of it in every respect. Prices, it is expected, will continue to decline, as at present rates there are no buyers. The last quotations are as follows:—Loong-Kong, No. 1 (white), $500 per picul; ditto, No. 2, $480; Cumchuck and Lacklow, No. 1, $470; Re-reeled Cumchuck, $540; Kow-

Digitized by Google

Kong, No. 1, $430; ditto, No. 2, $400; Tsatlee Reel, No. 1, $540 to 560; Seu-lam, No. 1, $375 to 380; Pun-jum, No. 1, $175 to 180; Waste Silk, No. 1, $80; ditto, No. 2, $75; Pierced Cocoon, $75.

SHANGHAI.—The increasing high cost of the mulberry leaves has had the unfortunate effect of making it necessary for the peasant growers to abandon at least a quarter of the worms, seeing that they had not the means of feeding them. It would now appear that the total yield for this season will not exceed 55,000 bales; the second crop will necessarily be a poor one, as so small a quantity of the first-crop Silk has yet been sold, that sufficient funds have not been forwarded by growers wherewith to undertake the culture of the second. The market for No. 3 Tsatlee of chops opened in the country at an equivalent of taels 485, and purchases were made to a small extent, when the telegraphic advices received by the French Mail of the 17th April, put a stop to all business, and on the re-opening of the market a reduction of from taels 70 to 90 per picul is expected.

YOKOHAMA.—The latest quotations show a further decline of 20 to $25. However, this difference only obtains for the common and inferior sorts, a few parcels of Oshio, Sodai, and Mybash, above the medium being still held at previous quotations. Settlements for the fortnight amount to about 130 piculs, leaving an unsold stock of 900 piculs, and some parcels which could not fetch the price demanded were sent back to Yedo. As regards the prospects of the crop in Japan, in the district of Hatchojee, the worms have arrived at the third age, and some very sudden and unhealthy changes in the atmosphere have taken place. The native dealers will persistently talk of the losses caused by the frost at the beginning of this month, and the respectable Japanese silkmen will not be easily induced to enter into a contract for silkworms' eggs, except, perhaps, at a very high price, and for a small quantity only. Total settlements since the 1st of July amount to 10,900 bales, against 15,450 bales same time last year. The latest quotations are as follows:—Ida, inferior, 580 to $620; Mybash and Sinchu, best, none; medium, 680 to $730; inferior, 600 to $660.

DRUGS, &c.—CANTON.—Cassia Lignea purchases amount to only 300 piculs; the stock is 400 piculs, and as the demand has been trifling the the price has receded to $18.35 and is still tending down. Cassia Buds quoted at $40 are quite neglected, stock 50 piculs. China Galls offering at $14, being much too high for the home market. Galangal, $2, with 300 piculs in stock and no buyers. China Root, $3.35 to 4.25 for good to trimmed. Vermilion, $38½ per box of 50 catties for best chops. Rhubarb, no transaction. Essential Oils and Star Anniseed: None on the market.

CAMPHOR.—HONG KONG.—There has been no transaction in this article, the price asked by the holders being higher than purchasers will pay; the stock is 2,400 piculs Formosa, for which $27 per picul packed is asked.

CHINA GRASS.—SHANGHAI.—Must be quoted lower, the demand for export having ceased, and there is hardly anything doing in the article amongst natives. Stocks are gradually getting reduced, and but little of good quality is left. Quotations:—White, No. 1, taels 14.5; No. 2 taels 12 to 13; No. 3, short staple, taels 10 to 11.5; Green, taels 8.5 to 9 per picul.

CHINA IMPORTS.

HONG KONG.

The clearances of the fortnight show how little has done in both Cotton and Woollen Manufactories; a few auction sales have been sufficient to supply any inquiry which existed. During the last few days however Yarn has attracted some little attention from the Chinese, and, just at the last moment some demand is said to have sprung up for shipment to the West Coast.

RAW COTTON.—Prices have again declined, and the market has been quite stagnant until within the past day or two, when the lower rates which have become current induced a few Chinese buyers to enter the market. Foreigners, however, continue to hold aloof. Quotations are, Bengal, $15 to 17 per picul; Tientsin, $18 to 20 per picul; Shanghai, $19 to 20 per picul; Ningpo, $20 to 22 per picul.

Cotton Yarn: No. 16 to 24, $200 to 215; 28 to 32, $240 to 265; 38 to 42, $265 to 285 per bale.

Grey Shirtings: 7 lbs., $3.25 to 3.30; 8 lbs., $3.45 to 3.50; 8.4 lbs., $3.60 to 3.65; 8.6 lbs., $3.70; 8.8 lbs., $3.75; 9 lbs., $4 to 4.10; 9.8 lbs., $4.50 to 4.60; 10 lbs., $5.25 to 5.30 per piece.

American Drills, 40 yards, 30 in., 15 lbs., $7 to 7.5; Jeans, 30 yards, 30 in., 10½ lbs., $5.5 to 6; Sheetings, 40 yards, 40 in., 15 lbs., $6.5 to 7.

Lead: Common, $6.40 to 6.75; W.B., $7 per picul. Spelter; $5.30 per picul. Iron: Wire, $7 to 8.50; Nail Rod: $3.10 to 3.20; Bar, $3 to 3.10; Hoop, $4 per picul. Tin: Straits, $23 per picul; Plates, $5.75 to 6 per box. Steel: $4 to 5 per picul. Quicksilver: $66 per flask.

SHIPPING INTELLIGENCE.

ARRIVALS.

At YOKOHAMA.—From London: May 15, Challenger, Conference.

At SHANGHAI.—From London: May 26, Lauderdale; June 1, Hoang Ho; 2, Gossamer. From Liverpool: May 30, Illimani. From Newcastle: 25, Princess of Wales; June 4, Tycoon; 5, Maria Laurie, Delengles. From Newport: May 13, General Harbitz. From Sunderland: Ellen Prowse; 28, Neptune. From Cardiff: 26, Tewkesbury.

At HONG KONG and CANTON.—From London: June 6, Valdivia. Reported by telegram:—From London: Mary Nicholson, Veronica, Melbreck.

At MANILA.—From Cardiff: May 25, Benjamin Bangs. From Glasgow: June 3, Bella Gallega.

At SINGAPORE.—From London: June 14, Malta; 18, Dovercourt. From Liverpool: 14, Egmond D. Horn; 20, Agamemnon (str.). From England and Gibraltar: Douglas (str.). From Cardiff: 8, Metis; 18 Nederland. From Newport: Burgemeester. Reported by telegram:—From London: June 5, Eastern Ssar. From Liverpool: 6th Harry Puddemsey. From Clyde: Edinburgh Castle.

At PENANG.—From Liverpool: June 15, Agamemnon.

DEPARTURES.

From YOKOHAMA.—For New York: May 12, Castlehow.

From SHANGHAI.—(Reported per telegram.) For London: Lauderdale; for Liverpool: Vigil.

From FOOCHOW.—For London: May 28, Ariel; 29, Fiery Cross, Serica, Taiping; 31, Taitsing; June 3, Black Prince; 5, Chinaman, Flying Spur, Erl King, Ada. For Liverpool: Ziba.

From HONG KONG, CANTON, and MACAO.—For London: June 5, Deerfoot; 12, John Milton. For Liverpool: May 30, Luzon. For New York: June 10, Ann Lucy (*via* Hong Kong).

From MANILA.—For London: June 2, Ironside. For Falmouth: 3, William Cundale. For Cork: 4, Laura. Do. (*via* Cebu): May 23, Simoon. For Boston (*via* Cebu): May 18, Leopoldin Bauer. For New York (*via* Cebu): 25, Mercurio. Reported by telegram:—For London: May 17, Loyola. For Queenstown: Crest of the Wave.

From SINGAPORE.—For London: June 13, Bastian Pot. For Liverpool: June 8, Patriot Queen; 15, Grenada. For Bristol: Alfred Ray. For Bordeaux: 15, Aurelie.

From PENANG.—For Falmouth: Eidsvold.

VESSELS LOADING.

At HANKOW.—For London: Eliza Shaw (full), Guinevere, Highflyer, Min, Coulnakyle, Sir Launcelot, Napoleon III.

At SHANGHAI.—For London: Cinderella, Burdwan, Ethiopian, City of Aberdeen, Fusi-yama, Georges, Pakwan, Illimani; for Liverpool, Trebolgan.

At FOOCHOW.—For London: Falcon (full), Belle of Southesk, Yang-tsze, Tamana.

At HONG KONG and CANTON.—For London: Alma, Island Queen, Taymouth Castle; for Liverpool, Luzon; for New York, May Queen, Music.

At MANILA.—For London: Oithona; for New York, Sailor Prince, Castleton, Looloo.

At SINGAPORE.—For London: Winona, Yuh-Shing; for Liverpool, River Eden, Activ.

At PENANG.—For London: Queensberry.

FREIGHTS AND CHARTERS.

At YOKOHAMA.—To London, cotton and tea, £2 10s. to £3 per ton; silk, £4 to £4 10s.

At NAGASAKI.—To London, £3 per ton; to New York, £4 5.

At HANKOW.—To London, the rate is £7 to £7 10s. at which the Eliza Shaw, Guinevere, Highflyer, and Min are engaged, full. The Napoleon III. is on the berth, and the Coulnakyle and Sir Launcelot are expected.

At SHANGHAI.—The rate to London is expected to be £4 15s. to £5 for the new teas. Vessels on the berth not yet commenced loading.

At FOOCHOW.—To London, £4 10s. per ton.

At HONG KONG and CANTON.—Tonnage is in less demand both for home and coast. The Taymouth Castle has taken the berth for London at former rates, and two charters have been made for New York at £2 2s. 6d. and £2 10s. per ton of 40 cubic feet.

The circular of George Holmes gives as the estimated number and tonnage of disengaged vessels in harbour as 91 representing 38,548 tons.

At MANILA.—The Ann Holzberg has been taken up for Pernambuco for orders, to the United States, or a port in the U.K., at £4 per ton, for Clayed Sugar and Hemp. The Oithona for London has engaged 200 tons Hemp at £3 7s. 6d. per ton.

At SINGAPORE.—Rates to England remain unchanged at £2 dead weight, £2 10s. light freight

At PENANG.—To London: The Queensberry has finished loading at £2 5s. dead weight and £2 15s. light freight, dead weight is scarce while light cargo is plentiful.

CASUALTIES.

At HANKOW.—(Reported by telegram).—Guinevere totally lost below Hankow. The Highflyer had been on shore, and will return to Shanghai to be docked,

At SHANGHAI.—(Reported by telegram).—The Coulnakyle damaged through collision will have to go to Shanghai to dock. Sir Launcelot, for London, damaged.

At SWATOW.—(Reported by telegram).—The Electricity totally lost near Swatow.

HONG KONG.—The British barque Trinculo reports having called in at Guam on May 5th, and found there the chief mate, passengers, and part of the crew of the Bremen barque Libelle, from San Francisco, bound here, which was lost on Wake Island, in the North Pacific; the captain and other boats' crew not yet turned up; on losing the vessel the captain buried the treasure—$150,000—on the island, and the mate on arrival at Guam chartered the schooner Anna to return and get the treasure and what else could be found. The Trinculo left Guam on May 9th, and had light airs and fine weather across.

VESSELS PASSED STRAITS OF SUNDA.

From ENGLAND and CONTINENT to CHINA, &c.—June 2, Helen Nicholson, London to Shanghai; Mary Nicholson, London to Hong Kong; Isaura, Cardiff to Manila; John Norman, Cardiff to Japan; 3, Bella, Cardiff to Hong Kong; Charlgrove, Liverpool to Shanghai; Str. Eagle, London to Japan; Elton, Liverpool to Hong Kong; Red Rose, Newport to Hong Kong; 4, Petronella Johanna, London to Batavia; 5, Mysore, Bordeaux to Batavia; John Bull, Cardiff to Shanghai; Egmond and Hooren, Liverpool to Singapore; Eulalie, Liverpool to Manila; John Paul, Liverpool to Shanghai; 8, Veronica, Liverpool to Hong Kong; Kelso, London to Hong Kong; 9, Countess, Liverpool to Hong Kong; Golden Hind, Liverpool to Hong Kong; 10, Acapulco, Liverpool to Hong Kong; Summer Cloud, Shields to Shanghai; 11, Earl of Chester, Liverpool to Singapore; Nederland, Cardiff to Singapore.

From CHINA, &c., to ENGLAND and CONTINENT.—June 1, Robert Dickson, Samarang to Amsterdam; 8, Eurandot, Manila to Cork; 9, Vanguard, Shanghai to London.

Digitized by Google

COMMERCIAL POSTSCRIPT.

TEA.—The sales concluded yesterday at stiffer prices. The total sales amounted to 33,849 packages, without reserve.

SILK.—Messrs. Kilburn, Kershaw, and Co. report on the market as follows :—"There is considerable improvement to report since our last circular; demand (chiefly speculative) has been very general since the prospects of peace on the Continent, and altogether a good business has been done at improved rates; prices have recovered much of the decline which had taken place, and the leading silks are now current as follows :—No. 3, Tsatlee, 28s. 6d. to 29s.; Bengal Filatures, best, 28s. to 29s.; Japan, best Mybash, 31s. to 31s. 6d.; the medium and inferior classes are sharing in the inquiry, but not to the same extent as the better descriptions. The general tone of the market is, however, decidedly better than for some time past."

COFFEE.—370 casks and 450 bags of Plantation Ceylon sold readily in public sale at a further advance of fully 6d.; 250 bags of native Ceylon sold at 63s.; 300 bags of Manila withdrawn.

SILVER.—Bar silver sales at 60¾d.; dollars at 59d.; very small demand. An amount of £200,000 is reported at St. Nazaire by the last French steamer from Mexico.

ARRIVALS NOT INCLUDED IN THE TABLES.—July 24, at Falmouth, from Banjoewangie, Acadie; from Singapore, Leotine; from Akyab, Gottingen; 25, at Queenstown, from Rangoon, Vincenzo Gianello; at Liverpool, from Rangoon, Cathaya; at Torbay, from Ceylon, Granville; at Falmouth, from Akyab, Norfolk, Aristides; from Rangoon, Irene; 24, off the Lizard, from Batavia, Hoop; at Scilly, from Akyab, Chalmers; 26, at Deal, from Akyab, Diana; from Colombo, Miranda; 25, at Falmouth, from Bassein, Theo, Lulu; from Rangoon, Queen of Commerce; 24, from Akyab, Orion; 25, at Liverpool, from Rangoon, Thos. Blythe; at Queenstown, from Rangoon, Nevada; 26, off Falmouth, from Singapore, Rio de Janeiro; 27, at London, from Manila, Crest of the Wave; at Deal, from Colombo, Queen Bee; 26, at Falmouth, from Batavia, Nornen; from Akyab, Dorthea Ann and Gottland; 6, at Havana, from Macao, Independent; at New York, from Hong Kong, Tai Lee; 27, at Deal from Penang, Kinnaird; 26, at Falmouth, from Sourabaya, Duc de Richelieu; from Bassein, Theresa; 27, from Bassein, Old England, Matilda; from Rangoon, Persia; from Akyab, Havelock. In the Clyde from Singapore and London, County of Ayr; 27, at Falmouth from Rangoon, Chefoo; 28, at London from Japan, Ben Nevis; at Liverpool, from Shanghai, Seawfell; 25, off the Start, from Colombo, Champion.

DEPARTURES.—July 26, from London, for Shanghai, James Shepherd; for Colombo, Cochin, &c., Excelsor; 25, from Shields; for Singapore, Catherine Elizabeth; from Sunderland for Colombo, Sanderson.

DEPARTURES.—July 23, from Cardiff for Galle, Argonaute.

SPOKEN.—Ker Airnee, St. Nazaire to Galle, May 29, 4 N., 28 W.; Ida Maria de Raoth, Samarang to Middelburg, July 10, 44 N., 25 W.; Bothwell Castle, Clyde to Singapore, July 15, 50 N., 14 W.; Louise Collet (French barque), Singapore to Bordeaux, July 9; Chanticleer, Shields to Shanghai, June 10 N., 6 N., 25 W.; Algernon (barque), London to Penang, July 18, 48 N., 10 W.; Galt (?), Batavia to Falmouth, 67 days out, May 19, 34 S., 14 E.; Scawfell, Shanghai to Liverpool, June 29, lat. 35, lon. 35 W.; Aalanta, Colombo to London, 49 N., 10 W.; Richard S. Eli (?) (ship), Penang to London, 31 days out, April 20, 18 S., 84 E.; Doxothy (barque), Colombo to London, July 11, 44 N., 25 W.; Rover (ship), Ceylon to Falmouth, 77 days out, May 24, 12 S., 10 W.; Mathilde, of Bremen, Bassein to Falmouth, 40 days out, 21 S., 72 E.; Feiga (bargue), of and from Hamburg for Hong Kong, June 15, 7 N., 23 W.; Stirlingshire, Swansea to Hong Kong, June 9, 6 N., 21 W.; Hamilla Mitchell, Cardiff to Shanghai, July 21, 51 N. 6 W.; Graaf Dirk, Sourabaya to Amsterdam, July 7, 39 N., 36 W.; Toin (Dutch barque), Sourabaya to Amsterdam, 134 days out, July 18, 49 N. 10 W.; Elgiva (Dutch barque), Sourabaya to Amsterdam, 136 days out, 49 N., 10 W.; Eclipse, Liverpool to Japan, Jan. 6, 3 N., 24 W.

CASUALTIES.—The Singapore Holges, from Liverpool to Singapore, which sunk in Formby Channel on the 9th January, has been raised and beached half a mile higher up.

LAID ON.—At London: For Colombo, Avon. For Singapore: Rushing Water.

Mr. E. L. Oxenham has been appointed to be a student interpreter in China.

RE THE AGRA AND MASTERMAN'S BANK (LIMITED).—This was an application under the Companies' Act, 1862, on behalf of Messrs. Rennie, Clowes, and Co., of Liverpool, for leave to file a bill against the Agra and Masterman's Bank (Limited), now in course of being wound-up. The object of the proposed suit was to obtain information as to certain acceptances of Messrs. Rennie, supposed to have been held by the Agra Bank before their suspension, with a view of establishing a set-off in favour of Messrs. Rennie, who hold acceptances of the Agra Bank to a considerable amount of bills drawn in Bombay. Mr. Giffard, Q.C., and Mr. Kay appeared in support of the application. Mr. Rolt, Q.C., on behalf of Mr. Cannan, the official liquidator of the bank, opposed the application, and referred to Mr. Cannan's affidavit, which distinctly denied the possession (as part of the assets and securities of the bank), since the suspension of payment, of the acceptances referred to by Messrs. Rennie. After some discussion, his Honour granted leave to file a bill, upon an undertaking that it should not be filed against the company and the official liquidator alone.

THE NEW HOTEL AT GALLE.—*Colombo Observer*, June 14.—The building erected by the Oriental Hotels Company at Galle is quite palatial in its dimensions and accommodation. It is a fine three-storied edifice erected on an elevated site, and the upper rooms command the most beautiful views of the harbour, the sea, the undulating hills around, and the mountains beyond Galle. When we visited the place, the appliances from England were being unpacked, and we almost envied those who were to use the nice marble-topped tables and wash-hand stands, the neat iron bedsteads, the baths, and other comforts and conveniences. If the views from above were splendid, the sight below in the cellarage was wonderful. Not to speak of the array of wines, spirits, beer, aerated waters, and all kinds of drinkables; the display of stores, preserved meats and soups, fruits, jams, jellies, &c., was so extensive and varied that a little fellow who accompanied us in our exploration of the crypt exclaimed, "I should like to live in this cellar!" The management of the establishment is entrusted to Mr. and Mrs. Barker, true types of English activity and civility.

POSTAL AND TELEGRAPHIC COMMUNICATION WITH INDIA, CHINA, &c.

The following is a condensed report of the recommendations of the Committee noticed in another column :—

The Commons Select Committee on this subject have presented their report to the House. In relation to postal communication with India the committee are of opinion that the time had arrived when tenders should be invited for a weekly express service to Bombay, entirely unconnected eastward of Suez with any other mail services, the separate postal service between this country and Madras and Calcutta to be discontinued. The committee recommend in consequence an early consideration of arrangements for maintaining a fortnightly service to China and monthly to Australia, having regard to facilities afforded by the monthly service to China performed by the Messageries Impériales; and the committee consider that the payment by India of half the net cost of the China service will not under the proposed arrangements be equitable. In relation to telegraphic communication with India the committee consider that it should not be dependent upon any single system in the hands of several foreign Governments and under several distinct responsibilities; and that the establishment of separate lines, entirely or partially independent of the present line through Turkey, is desirable. They are of opinion that means should be taken for improving the condition and facilitating the use of the lines which connect the Persian system with Europe by way of the Georgian lines of the Russian Government, and for bringing if possible within the Turkish convention the line recently established through Syria for connecting Alexandria with the main line to India at Diarbekir. They recommend that the communication by way of the Persian Gulf be doubled. They regard as deserving of serious consideration and the support of the influence of the Government, the proposition for a direct communication between Alexandria and Bombay by way of Aden, on the principle of a line practically under one management and responsibility between London and India in the first instance, and afterwards with China and Australia. In regard to telegraphs on the several railway lines in India, the committee suggest that the Indian Government might sanction the use of the wires by a public company willing to rent the privilege, or that there should be some such organisation of the several independent companies as will establish a unity of system and bring the use of the lines fairly within the reach of the public. Lastly, the committee represent that it is desirable that arrangements should be made to bring China and Australia within the reach of telegraphic communication with Europe. The report, which is of considerable length, was agreed to without a single division. It calls attention to the fact that one-fourth of the external commerce of the United Kingdom is with the following countries :—British India, China, Australia, Japan, Philippine Islands, Ceylon, Mauritius, Egypt, and Singapore and Dutch Indian possessions.

TRADE WITH THE FAR EAST.

SHANGHAI.

The following is Mr. Consul Winchester's Report on the trade of Shanghai for the year 1865 :—

Probably no year ever opened on the trade of this port with gloomier prospects than 1865. The vast exodus of Chinese after the defeat of the rebels had left stranded in serious difficulties many traders, whom the enormous return yielded by Chinese houses had induced to embark their own, and such funds as they could raise, in real estate.

The extension of the tea export in the Yang-tze had thrown upon the home market an excess of that article. The closure of the great outlet of the United States, and consequent necessity imposed on American firms to contract their operations, had diverted the supply destined for that market to the London stocks. The increasing severity of the blockade materially increased this unprofitable accumulation, and a rapid fall in home prices was the consequence. This was disastrous to many long-established and respectable firms. Bank accommodation, on the facilities connected with which recent commercial building operations were much based, was withdrawn, and the usual result of numerous failures followed.

To add to this depression, the astonishing successes of the "Union forces" led to a marked decline in the value of cotton, a staple which had formed during the year a large though exceptional article of export to England from this locality. Chinese cotton, being always packed with water to effect a fictitious increase of weight, was even exceptionably depreciated as the prospect of less objectionable supplies opened. The effect upon the state of business at this port was striking. The whole aspect of the place seemed to have changed. Mercantile houses of world-wide reputation were reported to have sustained enormous losses, to meet which the fortunes made by former generations of merchant princes were to be called out. The expression of men's faces was sombre and depressed. Exchange fell because sellers could see no way to the profitable employment of their funds; and the list of names to whom the banks were allowed to give credit was largely reduced in numbers. Freights went down so low as 30s. a ton for tea; and the profitable employment for shipping, either on homeward or coasting voyages, became impossible. The port was rapidly deserted by its mercantile fleet; and the crowd of storekeepers and artizans, foreign and Chinese, supported by its presence, soon became straitened in their business operations.

So complete a reversal of prosperity as that witnessed between the fall of 1863 and the spring of 1865 was hardly ever before witnessed; nor was there the slightest prospect of improvement previous to the arrival of the intelligence of the reduction of the tea duties—a measure which will be ever memorable in the history of British commerce at Shanghai, as having, almost providentially, interposed to bring back prosperity to this mercantile community.

There was much in the condition of affairs above described traceable to contingencies within the range of those hazards to which commercial

Digitized by Google

operations are necessarily liable; but much of it, even on the most favourable view, is attributable to the excessive and short-sighted spirit of speculation with which all classes of residents in this settlement had been infected by the enormous and short-lived returns of the two former years. When the crisis arrived it was quickly found that those houses who had withdrawn their funds from the slower circle of legitimate commercial operations to invest them in real estate, or on alluring Chinese ventures, were the first to succumb to pressure. The extent to which these causes operated in depopulating Chinese and foreign houses was surprising; and in a future despatch, in which I hope to present a general view of the state of the settlement, I trust to be able to furnish some interesting particulars on this head. In the meantime it is sufficient for the purpose of this letter to note the connection. Probably no interest suffered more generally than the banking. The establishment of seven or eight additional branches led to a competition for business, of which the results were severe losses.

After the end of July the condition of the settlement and commerce generally gradually improved; and, indeed, so far as trading ope tions proper were concerned, the year closed with prospects of more than average success.

The tables of imports and exports embodied in Mr. Winchester's report are too lengthy for reproduction, but the following analysis of them gives the general results of British trade :—

IMPORTS.

	Taels.
Value of imports from Great Britain	12,359.022
„ „ Australia	309,732
„ „ Hong Kong	3,905,063
„ „ India	17,769,726
„ „ Singapore	522,686
Total value of British Imports (exclusive of treasure)	34,866,229
Treasure imported from Hong Kong... ...	2,650,551
„ „ Great Britain ...	351,659
Total treasure imported	3,002,210
Grand total	37,868,439

EXPORTS.

	Taels.		Taels.
Silk	11,168.227	Nutgalls	5,915
Tea, black	6,557.235	Sundries, comprising	
„ green	3,801,680	24 items	14,222
Cotton	1,584,422		
Musk...	34,864	Total value British	
Rhubarb	30,566	export trade ...	23,206,396
Camel's hair... ...	9,211		

The "Foreign Trade" of the port shows a total (import and export) of...	67,917,817
Treasure	3,495,769
Grand total	71,413,586

The "Coast and River Trade" carried on under Foreign flags, is as follows :—

Native produce ... ... Taels	38,315,890
Foreign goods... ... ... „	25,374,280
	63,690,170

And finally, the return of Foreign tonnage entered during the year shows the following result :—

INWARDS.

	Vessels.	Tonnage.
British...	1,011	486,958
Other foreign countries ...	729	360,498
Total	1,740	848,456

OUTWARDS.

	Vessels.	Tonnage.
British	1,066	518,408
Other countries	744	369,339
Total	1,810	887,747

REMARKS.

COALS are imported from Great Britain, Australia, the United States of America and Japan, as well as from the Chinese port of Kelung, in Formosa. The importations from Australia, Kelung, and Japan seem likely to increase in proportion to the high rates and short supplies of those from Great Britain. Formosa coals have sold at Shanghai at from 5 to 6½ taels per ton. The Chinese have been almost the only consumers, though this coal has occasionally been used for steamers. The only port in Japan from which Shanghai receives coals in any quantity is Nagasaki. Owing to the recent abolishment of the Government monopoly, the workers of the Japanese mines have been enabled to supply a more uniformly good description of coals than formerly, but at somewhat advanced prices. It is estimated that 25 tons of the best Japanese coals will give the same result for steaming purposes as 20 tons of Welsh coals. Owing to the introduction of improvements in the working, an increasing supply, and of superior quality, may be looked for.

The consumption of Australian coals has largely increased as compared with other descriptions, having been used by some steamers more generally han the English coal, owing to the high cost of the latter. The quantity of coals imported from Great Britain in 1865 was 51,325 tons; the stock n Shanghai on the 1st January, 1865, was 46,630 tons, and on the 1st January, 1866, was 23,724 tons, showing a consumption of 74,221 tons during 1865.

EXPORTS.—TEA.—The year 1865 was one of the most eventful in the annals of the trade. For the first few months those who had been largely interested in shipments of cargoes during the season of 1864-65 were smarting from the disastrous results which had accrued to their ventures; and when the market opened for the new season's teas, there was a feeling of distrust as to the likely results of the shipments about to be made. Some houses had already succumbed to the pressure of the times; and most of the banks having been sufferers in consequence, became distrustful of mercantile paper, and credit sustained a severe loss thereby.

The prices paid at the opening of the new season, although not so high as the opening rates of the previous year, were in excess of what the teamen had been led to anticipate; and consequently rashness was again the character applied by many to the operations of the foreign merchants. After the first settlements had been made, little disposition was shown on he part of foreigners to continue purchases, and prices exhibited a weakening tendency. Any material decline was, however, arrested by the announcement of the reduction in the duty on tea in England from 1s. to 6d. per pound; and an advance of 3 taels per picul was at once established. The stimulus to purchasers, however, which would in ordinary times have resulted consequent upon such intelligence, was not realised, caution having been instilled into the minds of most operators by the costly experience of the previous year's shipments, and part of the above advance was soon lost. Moreover, advices from home did not encourage the anticipation of any large increase of consumption in Great Britain in consequence of the lowering of the duty 50 per cent. Considerable fluctuations took place in the values of cargoes owing to the accounts received from the home markets until the end of September, after which time a steady and continuous rise took place month by month, and quotations for black leaf teas exhibited at the end of 1865 an advance of fully 6 taels per picul upon the opening rates of the season. The position of the market was much improved when the favourable out-turn of the first shipments of the season to England became known, and was much strengthened by the fact that the supply of black leaf teas had been proved beyond doubt to be considerably less than that of the previous season—say some 50,000 to 60,000 chests, or about 5,500,000 lbs. Green Teas during the first half of the year commanded some attention for shipment to America, but for England not much business was done.

SILK.—At the opening of the year 1865 the stock of China silk was almost exhausted, only about 3,100 bales being exported from the 1st of January to the 1st of June, at which time the new crop began to be brought down to market. The first crop proved good; but about the beginning of July, when the second crop was nearly ready for reeling, the weather was unusually wet, and the result was that the second crop was almost entirely lost. The finest silks have throughout the season been most in demand, as being the most suitable to replace the deficiency of the European crop; and prices for such qualities have naturally advanced to the greatest extent. The unsold stock on the 31st December only amounted to about 1,500 bales, and but little more silk can be expected to be brought down to market until the arrival of the new crop of June next. The high prices paid for fine silk this season have greatly enriched the growers, as well as encouraged them to increase the production of suitable silk for export; great preparations are accordingly said to be in progress for the coming season; and should the weather prove fairly favourable for the culture of the worms, a much larger yield than heretofore may be confidently expected for next season.

The total export of China silk from Shanghai, from the 1st January to the 31st December, 1865, amounted to about 42,000 bales. Of these about 25,800 were shipped by the Peninsular and Oriental Company's steamers, 14,400 by the Messageries Impériales steamers, 1,167 by British sailing-vessels direct to London, and 633 to Hong Kong, for shipment thence to Europe. About 7,000 bales were shipped to Marseilles.

COTTON.—For the first three months of 1865 cotton was in some inquiry for shipment to England; but after that time the demand subsided, and by the end of May it had ceased to be exported to Europe. Lower prices in Liverpool consequent on the termination of the American war, and character given to China cotton as "water-packed," deterred shippers from operating further; and, in fact, the latter reason caused the China cotton trade to be looked upon with suspicion and distrust.

CANTON.

Mr. Consul Robertson gives the following account of the trade of this port for the year 1865 :—

The returns of trade at the port of Canton for the past year, 1865, show a marked improvement in amount over those of the preceding year, 1864, as the following summary will show.

Total value of imports in Mexican dollars :—

1865.	Goods	9,228,634	
	Treasure	3,421,114	
			12,649,748
1864.	Goods	5.706,147	
	Treasure	2,828,045	
			8,534,192
			4,115,556

Total value of exports in Mexican dollars :—

1865.	Goods	13.984,555	
1864.	Ditto	9,813,711	
			4,170,844
Increase in value for 1865			8,286,400

The increase of revenue to the Imperial Government has likewise been in proportion, amounting to the sum of 116,000 taels; but of that particulars are unnecessary beyond observing that by a customs regulation of the 30th October, 1861, native produce carried coastwise, that is, from one treaty port to another, in foreign vessels paid full export duty at the port of shipment, for which a certificate was granted, and coast trade duty at the port of entry, the amount of which is half import duty. Orders, however, were given to the various Custom-houses not to receive export duty certificates after the 31st of March, 1864, except on such goods as came direct from a treaty port; thus placing the British Colony of Hong Kong on the footing of a foreign port, from whence heretofore native produce accompanied by a certificate was allowed to be imported on the payment of half duties.

EXPORTS.—TEA.—It can scarcely be said that the state of the tea market at home during the past year had much influence on that of this port; for, under any circumstances, the ports of Hankow and Foochow must monopolise the bulk of the black teas, leaving only a comparatively insignificant amount to find its way down here. Such indeed is a natural result

Digitized by Google

from the local conditions of these two ports, and there is little, if any, prospect of amendment. What business is done at all is chiefly in teas produced in the neighbourhood of Canton, and of these a considerable portion are taken for shipment to the Portuguese settlement of Macao, to avoid the levy of the Customs tariff duty at Canton. The export for the past year, 14,457,024 lbs., against 13,961,836 lbs. in 1864, shows an increase over that of the preceding one of 495,188 lbs., leaving a stock on hand at the close of the year of about 14,000 piculs, or 1,866,666 lbs.

SILK.—The market quotations at home had their influence on the trade here; and the export of silk shows an increase of 5,919 piculs over that of the preceding year, being 8,778 piculs in 1865, against 2,859 piculs in 1864. All, in fact, that was available was bought up, notwithstanding the high rates which prevailed. Wild raw silk also shared in the improved demand, and shows an increase in export of 1,619 piculs. This description of silk is purchased chiefly for the Indian market, where there is a ready sale for it. In silk piece goods there is a falling off, being 2,775 piculs in 1865, against 3,290 in 1864, showing a diminution of 515 piculs, which may be accounted for in the demand for the raw article.

SUGAR shows an improvement, the shipments of last year being 90,000 piculs, against 65,000 piculs in 1864, showing an increase of 25,000 piculs.

IMPORTS.—The importation of grey shirtings was almost doubled in 1865, and in white the increase was about one-fourth over that of the previous year, and with few exceptions there was an equal improvement in other fabrics. In woollens the market was not so active, and in metals also there was a considerable falling off.

TONNAGE.—Some improvement in the employment of vessels is exhibited in the returns for the past year over those of 1864; 218 sailing-vessels were entered inwards in 1864, 157 of which, measuring 74,346 tons where in ballast; and 226 were cleared outwards, of which 108, measuring 46,840 tons, were in ballast; from which it will be seen that of 157 vessels entered in ballast, 49 took cargo out of port; whilst in 1865, 310 vessels were entered inwards, of which 227, measuring 102,023 tons, were in ballast; and 303 cleared outwards, 134 of which, measuring 58,875 tons, were in ballast; thus showing that 93 of the vessels in ballast left with cargoes.

The total value of trade, imports and exports, for the past year, 1865, may be estimated at 28,611,159 Mexican dollars, against 21,851,972 Mexican dollars in 1864, showing a balance in favour of the former of 6,755,187 dollars; and so far an improvement, owing, probably, to the increased demand for teas and silk exhibited by the home market, and larger imports on Chinese account than were made in the preceding year. As regards tea, the total receipts of the year did not exceed thirty-seven chops, notwithstanding that full rates were asked and obtained for all descriptions. It is, however, but fair to state that the rise in the home market and the reduction of the duty were not anticipated by either foreigners or Chinese, and consequently the market was not prepared for any exceptional call upon it; and the same may be said of silk. Every available bale was bought up at extreme rates, and the stock was cleared off at the close of the year. In imports, however, little or no business has been done by foreigners. During the whole of the year not a single piece of grey or white shirtings was sold by them, and comparatively little of other articles of import.

MACAO.

A return of the trade of this port is made by Mr. Lauca, the British Consular Agent. It offers no special feature of interest, except the following remarks on Coolie emigration as now conducted at that port:—

There has been a great demand for coolies, both for Havana and Callao, which caused much speculation and excitement on the subject; however, nothing can be said with justice against the freedom with which the emigration is carried on at this port under the present Government regulations; every opportunity is allowed to the coolies to desist up to the last day of the ship's despatch, when the vessel is visited by the Captain of the Port, who questions every one of them, through an interpreter, as to their own free will to emigrate, and there have been several instances of some of them returning after having signed their contracts and received advances; moreover, they are allowed one dollar to return to their native country; the Chinese brokers who bring the coolies from the country are closely watched by the police, so that the coolies may not in any way be forced to sign a contract against their will, and many of the brokers have been severely punished for interfering; nor are the coolies allowed to be watched at all on their way to the office to sign their contracts, they are perfectly free to take their own way, which has occurred very often. Provisions are also carefully inspected, both by the authorities as well as by the master of the vessel; and the latter is held responsible to carry out the Government regulations, for which purpose the merchant signs a bond of 1,000 dollars, with one surety of a resident merchant or property-holder in Macao.

From the Return of Emigrants it will be observed that the number of vessels despatched with coolies during the past year has been 39, measuring 24,671 tons, carrying 13,674 coolies; and, in 1864, 33 vessels, measuring 20,450 tons, carrying 10,722 coolies, thus showing an increase of 2,952 coolies despatched from this port, being 738 for Havana, 2,164 for Callao, and 50 for Sandwich Islands as compared with the previous year.

SWATOW.

Mr. Consul Caine gives the following account of the trade of Swatow:—

IMPORTS.—During 1864 the value of the import trade was £1,961,740, an increase of £191,105 over that of the previous twelvemonth; but 1865 shows a marked improvement, the excess being £526,242.

The very large increase in the import of rice is attributable to the destruction of the crops in the early part of the year, and the presence of the rebels in this department necessitating the storage of rice in the several cities threatened. The imports of rice from Saigon amounted to 131,670 dollars, from Siam, to 68,634 dollars, and from Batavia, to 27,000 dollars. At the same time there has been a decrease in the quantity of opium and tin imported.

The import of treasure during 1865 amounted to 742,619 dollars.

EXPORTS.—The total value of the export trade for 1865 amounts to £991,973 1s., being a decrease of £175,934 as compared with 1864. This falling off has been chiefly in chinaware, cotton, hemp, paper, rice (of which the export was prohibited), and sugar, in the latter article alone the decrease has been £191,178. There has, however, been an increase in the export of paper fans, grass cloth, and tobacco.

The total value of the trade of Swatow for 1865 computes to £3,479,955—an augmentation of £350,308 over the previous year.

The export of treasure during the year has been 5,341,483 dollars.

REMARKS.—It is very satisfactory to note the steady extension of trade at this port since its opening in 1860. At one time, as mentioned in my report for 1863, it seemed probable that the small and handy vessels under the flags of continental States would monopolise the coasting trade, but the class of English vessels now engaged in this trade are better suited to the work, and will be able, I believe, to hold their own.

The local Customs authorities have recently notified the Chinese merchants that in future it will be permissible to store sugar at Swatow itself. This measure will enable merchants to collect cargo and so make it worth the while of steamers to load from this for the more northern ports; for whilst the prohibition lasted cargo could not be collected nearer than Alimpo, some ten miles from Swatow. The detention, therefore, to a vessel was great whilst cargo was being brought to the port of shipment, and steamers would not, on the uncertainty, come in seeking.

Great facilities have been given by the Customs officials to steamers engaged in the coasting trade, by which their loading and discharging is much expedited. Such steamers when once entered at the Consulate need not again report for a period of four months, the agents at the same time giving a guarantee to abide by the regulations of the port. This change has worked well, and has given satisfaction to all concerned.

HANKOW.

The following is Mr. Consul Medhurst's report on the trade of Hankow for the year 1865:—

IMPORTS.—The returns of this branch of the trade for the past year contrast very favourably with those of the preceding twelvemonth. The gross imports for the year from the Chinese ports and from foreign countries, including copper cash and treasure, and deducting re-exports, amount to 12,862,182 taels, against 12,068,870 taels for the preceding year, showing a difference in favour of 1865 of 793,312 taels. The actual increase, however, in the value of goods imported will be found to be much larger than this, if the considerable decline in the import of copper cash and treasure for the year be taken into account. The import of these articles fell off during 1865 to the amount of 2,086,308 taels, which sum must, therefore, be considered as representing a portion of the increase in the merchandise imported, making the actual increase for 1865 fully 2,879,620 taels. This increase may be divided between foreign goods and native produce in the following proportions:—Foreign goods, 2,638,170 taels; native produce, 241,450 taels.

The large preponderance of the imports from Chinese ports, more especially from Shanghai, over those from foreign countries, need cause no surprise, when the situation of this port relatively to other places is taken into consideration. Shanghai, from its position, must always serve as a seaport to Hankow, through which all its carrying trade with foreign ports and the Chinese coast ports would be conveyed. Hence, as will be seen from the table, Shanghai takes the first rank in the value of its imports hither, and consequently any development in the trade of this port must always be expected to have a correspondingly beneficial influence on that of Shanghai.

EXPORTS.—The total value of the exports for the year 1865, leaving out of consideration treasure and copper cash, amounts to 12,685,231 taels against 13,448,313 taels for the preceding year, showing thus a falling off for the former period of 763,082 taels. This discrepancy, however, is more than accounted for by the diminished shipments of tea, the exports in which for the year 1865 are valued at 6,091,156 taels, while those for 1864 were estimated at 7,222,009 taels, whence it may be inferred that the export of other staples of produce must have increased by 367,771 taels.

The total export of tea for the year is shown to have been 35,886,144 lbs., against 39,630,305 lbs. during 1864, being a decrease of 3,744,161 lbs.; but although this serious decline has to be recorded as regards the total export, yet it is gratifying to observe that the direct shipments to England continue to exhibit a steady increase as compared to previous years, as will be seen from the following figures:—

In 1863. Exported in 5 vessels...	. .	...	3,711,582 lbs.
1864. „ 8 „ ...	...	...	6,407,077 „
1865. „ 12 „ ...	...	...	10,519,973 „

SHIPPING.—As I have already remarked in the opening paragraph of this report, the shipping on the Yang-tze consists principally of steamers which ply regularly between Shanghai and this port. These numbered during 1865 12 vessels, 4 of which were under the British flag and 8 under American colours, representing an aggregate tonnage of about 10,000 tons, and they were entered at the Custom-house 225 times during the twelve months. Since November 3 of these vessels have been taken off the line. The entries of steamers during 1864 amounted 217. Of direct ships to England 12 vessels of 8,641 tons left the port in 1865, against 8 vessels of 6,199 tons in 1864, and 5 vessels of 3,059 tons in 1863. The aggregate tonnage of British steamers, ships, lorchas, and junks (under special pass) entered at Hankow for the year 1865 amounted to 90,758 tons, against 59,744 tons during the preceding year. The tonnage of American vessels of all kinds for the same period amounted to 120,650 tons, against 143,649 tons during 1864. The remarkable increase in the British tonnage, as well as the equally noticeable decrease in the American, is traceable to the steamers alone, the American entries of these vessels having fallen from 160 to 154, and those entered under the British flag having increased in number from 62 to 64, as well as in carrying capacity. Other national flags show an entry during 1865 of but 260 tons, against 216 during the previous year.

Digitized by Google

NOTICES TO CORRESPONDENTS.

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be authenticated by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

A REGISTER is kept of the addresses of all persons connected with the FAR EAST and reference can be made to the same by personal application at the office or by letter.

Any information required by Subscribers, in reference to Commercial or General matters in CHINA, JAPAN, SINGAPORE, *and other parts of the* FAR EAST, *will be supplied on application at the Office, where files may be seen of the Journals published in those countries.*

THE LONDON AND CHINA EXPRESS.

PUBLISHED on the departure of the Mails *via* Marseilles on the 10th, 17th, and 26th, contains a Summary of European, American, and General News; Commercial and Shipping Reports, and Special notices of Trade with the FAR EAST.

Subscription 5*l*s. per annum, including Postage. Export Supplement 12s. extra.

The London & China Telegraph.

LONDON, SATURDAY, JULY 28, 1866.

DEFICIENCY OF THE INDIAN TELGRAPHIC SYSTEM.

THE evidence brought before the Parliamentary Committee charged with an investigation into the state of our East India telegraphic and postal communications goes to show that owing to the virtual ban placed on private enterprise, the telegraphic system in India itself is wofully defective. It might have been supposed that with the surrender of the interests of the East India Company a more liberal policy would have been pursued in India in respect to telegraphic facilities for the Indian public, but such has not to any great extent been the case. Although the Act of 1854 has been modified, and railway companies may now transmit messages in which they possess a pecuniary interest, the spirit of monopoly still asserts itself, excluding the commercial community from those advantages that they may rightly claim. The Indian public are not sufficiently accommodated, either as to number of wires, the extent of lines, or the efficiency of working; and this is felt to be more grievous as under proper management—such as might be expected from a public company—additional Indian telegraphic lines would in all probability prove, financially, admirable investments. Even many of the scientific improvements in telegraphy at home have been ignored in India, whilst the present condition of telegraphy in this vast dependency is simply disgraceful. The state of things gives some foundation to the opinion that a considerable proportion of the errors charged on the new submarine and overland lines might be fairly debited to the Indian lines. Be this as it may, Great Britain, no less than India, which now possesses an external and internal trade of £250,000,000 per annum, has an immense interest in the establishment of prompt and sufficient communication in dealing with the Indian telegraphic system. The evils to be encountered are two-fold; first, that the Government lines are so fully employed, and so defective in their transmissions, that the commercial and mercantile community of India cannot rely on them for use; and, secondly, that the restricted licences of the railway companies prevent them from sufficiently supplementing this want. We have in India all the results which might be expected to spring from the absence of the modifying influence of competition. We witness, too, a general want of confidence by the public in existing lines; and no wonder, when messages are actually evaporated on transmission from station to station. It was on January 15, 1852, that it was officially announced that "there would be no objection "made by the Government to the construction of private lines "of telegraph in any direction from one part of India to an- "other," yet all attempts of private capitalists to obtain permission to this end have hitherto been baffled. We are satisfied that the matter will not be suffered by Parliament to remain in abeyance. Telegraphic enterprise in India, as in Great Britain, must be rendered free, and independent proposals as to new routes, money payment, maintenance and working, be dealt with on their merits. Hitherto, the real point at issue in the proposals made has been abandoned; when entering into minutiæ they have been too specific, when revised too comprehensive. Those proposals have come from capitalists in India and capitalists in London, separately and conjointly, and have all shared the same fate. Notwithstanding the single uninsulated wire of the Government, it has shown no disposition in the negotiations entered into to be abruptly broken off, to sanction to the extent desired or available the use of its own supports.

A scheme, too, has been rejected by which the East Indian Railway and Great Indian Peninsula Railway Companies would have given the Indian public all the telegraphic facilities required between Calcutta and Bombay. It cannot be tolerated that the interests of the commercial community of India should be trifled with by a monopolising and exacting spirit which finds play in the imposition of restrictions on enterprise, and exercising unreasonable control. By the time that China will be connected telegraphically with India, it is to be hoped that the restrictive licences granted to the Indian railways will be withdrawn, and that in combination with them the Indian telegraph system will be vastly improved. The lines that now exist are both overtaxed and inefficient, and in any event it is quite as necessary to erect lines in India, independent of the Government, in and between the three Presidencies, as it was to erect a separate line from Alexandria to Suez free from the supervision of the Egyptian Government. The Government lines of India are necessarily much employed on official business, so much so, that at times the public are completely excluded from their use. The maximum rapidity of transmission is only 800 words per minute, which is far behind English and American accomplishments. The policy that has been pursued has evidently much to do with the result. But commercial necessities must be met, and with perfected means of communication with India itself, it will in addition be a political necessity, that transmission of information to all the chief centres of Indian population shall be at once rapid and correct. We are daily expecting the report of the Parliamentary Committee which sat under the presidentship of Mr. R. W. CRAWFORD. As to connection between Europe and India itself, the convention between Her MAJESTY and the Shah of PERSIA is calculated to provide great facilities. The line will be divided into six sections, extending from the Turkish frontier to Hamadan, thence onwards to Tehran, Kashan, Ispahan, Shiraz, and Bushire, and as the organisation and working will be superintended by English officers, we may anticipate that the undertaking will be successful from the outset. The rates for messages will conform to the tariff in force from Bushire to India, and from Khanikin to Constantinople or Europe, and all yearly receipts beyond 30,000 tomans—the sum accredited to the Persian Treasury—are to be made over to the officers of the English Government. There are to be two wires, one ordinarily under the control of the Persian Government, but the use of which on English account is subject to specified arrangements under stated conditions, such as excess of work or temporary derangement on the other line. No difficulty can apparently arise in the settlement of the accounts of international traffic, as difficulties of every kind that may arise are to be referred and arbitrated upon by their Excellencies the Persian Minister for Foreign Affairs, and the British Minister at Tehran. The convention is to take effect from the opening of correspondence on the second wire, and to remain in force five years.

Since the above was written, the report of the Committee has been published, and concludes with the following results:—

"AS REGARDS THE POSTAL QUESTION.

"1. That, while it has not been expedient hitherto to add to the expense of the postal communications with India, by establishing a more frequent service to Bombay, in addition to the existing services to Madras and Calcutta, yet having regard to the facilities already afforded by the railways under construction in India, and to the prospect of the early completion of the main lines of communication connecting the port of Bombay with the Presidencies of Calcutta and Madras, the North-West Provinces, and the Punjab, the time has arrived when tenders should be invited for a weekly service to Bombay alone, and the separate postal service between this country and Madras and Calcutta should be discontinued.

"2. That such service should be on the footing of an express service, entirely unconnected, to the eastward of Suez, with any other mail services.

"3. That the tenders should be either for the entire service to and from Bombay, or for the sections to the east and west of Egypt separately, the parties having the option to tender for either weekly or fortnightly services.

"4. That the time table should be based on a prescribed speed of not less than 11 nautical miles per hour on the voyage between Marseilles and Alexandria, and 10 miles per hour between Suez and Bombay; but that the tenders be required to state also terms in each case for higher rates of speed of not less than one additional half mile per hour.

"5. That in consideration of the outlay which must necessarily be incurred in the construction of new vessels, or adapting those now employed, for the efficient performance of the future service to India, it is expedient that the new contract shall be for a term of years certain, subject to a subsequent notice of two years on either side.

"6. That Her Majesty's Government should take into their early

Digitized by Google

consideration the arrangements to be made, in consequence of the proposed separation of the Indian service, for maintaining a fortnightly or half-monthly service to China, and a monthly or four-weekly service to Australia, having regard to any facilities which may be afforded by the monthly service to China now performed by the Messageries Imperiales from Marseilles.

"7. That, in the opinion of your committee, the arrangements under which India now defrays a moiety of the net cost of the China service, after deducting the postal receipts, will not, under the proposed arrangements, be equitable as regards that Government, and should be modified.

"AS REGARDS THE TELEGRAPHIC QUESTION.

"1. That, having regard to the magnitude of the interests, political, commercial, and social, involved in the connection between this country and India, it is not expedient that the means of intercommunication by telegraph should be dependent upon any single line, or any single system of wires, in the hands of several foreign Governments, and under several distinct responsibilities, however well such services may be conducted as a whole in time of peace.

"2. That the establishment of separate lines, entirely or partially independent of the present line through Turkey, is therefore desirable; and, in that view, that means should be taken for improving the condition and facilitating the use of the lines of telegraph which connect the Persian system with Europe, by way of the Georgian lines of the Russian Government, and for bringing, if possible, within the Turkish convention the line recently established through Syria for connecting Alexandria with the main line to India at Diarbekir.

"3. That, with the view to better security against accident in time to come, the communication by way of the Persian Gulf should be doubled, either by the laying of a second submarine cable or by continuing the land line from Kurrachee and Gwadel to Bunder Abbas, and thence, under arrangements with the Government of Persia, to Ispahan, by way of Kerman and Yezd.

"4. That a proposition made to your committee for the establishment of a direct communication between Alexandria and Bombay, by way of Aden, on the principle of a line practically under one management and responsibility, between London and the Indian Presidencies in the first instance, and afterwards with China and the Australian colonies, is deserving of serious consideration, and such reasonable support as the influence of Her Majesty's Government may be able to bring to its aid.

"5. That, considering the great outlay of guaranteed railway capital already incurred in the establishment of the telegraph on the several lines of railway in India, it is expedient that means should be taken for affording the public the utmost benefit attainable from that expenditure, either by the Government of India sanctioning the use of the wires of the companies by a public company willing to rent the privilege on equitable terms, or by such an organisation of the several independent companies as will establish a unity of system, and bring the use of the lines fairly within the reach of the public.

"6. That the magnitude of the interests involved in the trade of this country with China and Australia, and the rapidly-increasing development of the colonies in population, in commerce, and in the various elements of national greatness, render it desirable that arrangements should be made to bring these communities within the reach of telegraphic communication with Europe."

THE HONG KONG DOLLAR.

THE community at Hong Kong interested in the new coinage will be glad to hear that a more powerful press than any in his possession is about to be shipped to Captain KINDER for the use of the Royal Mint. As the "weakness" complained of in the appearance of the dollars issued at Hong Kong at the commencement of operations was due in part to the defective power in the presses employed, a nearer approach to the specimens struck at Tower Hill may be anticipated as soon as the new machinery comes into play. As to milling, the specimens struck here were with a plain edge, this being the invariable rule for "proofs." A difficulty has always attended the outer milling of large silver coin, interfering as the process does with the liberation of the coin, and thus checking the rapidity with which it might be otherwise produced. Thus it was abandoned in the crown piece. It is evident, however, that to prevent the exterior rim of the Hong Kong dollar from being tampered with, necessitates either milling or lettering, and either to be effectual should approach very near perfection. When so much difficulty has been encountered in correct milling, it is easy to conceive how much more serious would be the task of lettering—the method proposed by Captain KINDER, and which he considers would defy manual imitation. Lettering would certainly interfere with the rapidity with which the coin could be worked off, but the compensation could be found in additional presses and an increased number of employés. It was not to be assumed that the Hong Kong Mint would at the outset rival the production of Tower Hill, even with the same die. In respect to ornamentation, the borders of the dollar represent a design largely entering into Chinese designs; but however elaborate the surface might have been rendered, this would have afforded little protection, for it is the cutting the coin in two that has to be guarded against. Captain KINDER'S communication to the Treasury and Mint authorities will doubtless lead to all requisite steps being taken to rectify any deficiency in the Hong Kong coinage, more especially as on its integrity depends the range of its circulation, and the facilities it can afford in the East to trading and commercial transactions. We are satisfied the machinery of the Royal Mint at Hong Kong should have been entrusted with experimental work for a longer period before any coin was issued, so as to have rendered it more creditable to British art. But the very anxiety of the public to be in possession of the new coinage has evidently caused Captain KINDER to yield, when his judgment would have been in favour of a postponement. The Hong Kong Council, too, are anxious to secure at the earliest period any profits derivable from seigniorage; but the extent of profit, if any, must be largely determined by the excellence of the coin.

CEYLON PLANTING INTERESTS.

THE increasing attention now being paid in Ceylon to the reduction of the expenditure on estates, the improved organisation as to the employment of native labour of a superior and sufficient character, satisfy us that in the future none of the elements of success will be overlooked. If there is one influence that more than any other has turned aside British capital from Ceylon it has been the apprehension of insufficient hands, or of labour intermittently supplied. Planters are beginning to discover that they have the remedy in their own hands, not by any excessive outlay, but by a just treatment of coolies; whilst as to outlay for wages, it is evident that it must be materially decreased, apart from the effect of competition, by a proper system of registration, and by aid of the law for the enforcement of contracts. We are not surprised to see coolies flocking to "the land of rupees," and, although labour in Ceylon is never likely to become a drug, an available surplus is always desirable to guard against unwarrantable exactions as well as the capricious dispersion of hands.

CEYLON PRODUCE.

IT could not be otherwise than that Ceylon coffee should share in the depreciation common to all descriptions of stock during a period of panic increased in its intensity by a foreign war. Although the rate of discount is maintained at 10 per cent., the effect of a less stringent money market is witnessed in the rise of Colonial produce generally, and in our next issue we anticipate being able to report a considerable improvement in prices. Although the amount of Ceylon coffee consumed at home holds but an inconsiderable proportion to that consumed on the Continent, the effect of buyers in our market has a stimulating influence on the prices of this article. The war promises to be shortly closed, and with peace our continental trade may be expected rapidly to assume its accustomed proportions.

THE STRAITS TRANSFER.

THE Bill for the transfer of the Straits Settlements has passed through all its stages in the House of Commons, and its second reading through the Lords yesterday. The measure is therefore at last accomplished.

Literature.

MR. HENRY RUTTER'S *Tables for Calculating Exchanges between England, India, and China, in Sterling, Rupees, and Dollars* have reached a Ninth Edition, revised and enlarged. Such a fact dispenses with the necessity of notice or recommendation. Each edition has received amendments and additions to its predecessor; and such, indeed, is the highly honourable purpose of the author, for his present preface explains that every succeeding issue has been limited in number, as it "has been his desire from time to time so to improve and alter the book that it might keep pace with the requirements of an extending commerce." For this, the ninth appearance of this thoroughly standard work, the author carefully went through a great part of the tables, and has altered and extended the whole of Part VIII, viz., the Comparative Exchanges between Hong Kong and Shanghai; and also that portion of the Bullion Tables relating to remittances of silver from Hong Kong to India. This constant supervision will continue to keep the book in the first rank of all such aids to the business of the Eastern merchant or banker.

Ti-Ping Tien-kwoh. The History of the Tiping Revolution, including a Narrative of the Author's Personal Adventures. By LINDLEY.—Day and Son.—Our attention has been called to the

Digitized by Google

fact that in our review of this work expressions and statements reflecting on the author personally were inadvertently and in the absence of the editor allowed to appear. Feeling as we do that personalities, even if well founded, are not fair weapons in criticism, we hasten to express our very great regret that the expressions and statements in question found place in our review, the more so as we are assured that they were really without foundation. We differ from the author's opinion of the Taipings, and think his conduct in joining them laid him open to criticism of the same kind as that to which he has subjected the British officers on the other side; but we freely admit that it does not fall within the province of a reviewer to judge of the propriety of the conduct of an author, and are sorry that any remarks of ours should have given Mr. Lindley any pain.

NOTES FROM PARIS.

The transport *Ardeche* has left Toulon for Alexandria with 1,400 persons on board, consisting principally of eight companies of marines and 250 sailors for Cochin China, where revolutionary attempts are said to have been made against the French authorities, together with 300 tons of materials of war. The report afloat is that the Imperial Government intends to take possession of the three Annamite Provinces of Lower Cochin China, whence all the difficulties proceed. The Toulon papers declare that nothing is heard in that port of any such insurrection, or of any demands for reinforcements by Admiral de La Grandiere, but it is difficult to conceive that, unless some pressing necessity existed, the present season should be chosen for such an expedition. The heat in the Red Sea is said to be excessive; the *Orne,* bringing a number of passengers from Saigon, has suffered terribly, typhus having broken out on board the ship, giving rise to the most serious apprehensions. Under any circumstances the 1,400 persons going out in the *Ardeche* are to be pitied. We have just heard that the *Ardeche* departed without waiting for certain passengers and a quantity of baggage which were behind time, a pretty good proof that the expedition is the result of a pressing demand.

A Chinese collection has just been opened in the Lonore; the number of objects amounts to ten thousand, and the exhibition is said to be one of the most complete of its kind ever seen in Europe.

The flags of China, Japan, Tunis, and Morocco are now flying over those portions of the International Exhibition reserved for these countries. The setting up of the flags was performed officially by representatives of the Imperial Commission, Baron Jules de Lesseps, Commissioner for Tunis, Morocco, and Japan; the Marquis de Hervey de St. Denis, the Barons de Mériteus and Girette, Chinese Commissioners; and MM. Fleury-Herard, Erlanger, and Gréhan, Commissioners for Japan, Tunis, and Siam. The predominance of yellow in the bunting makes a brilliant exhibition.

Japan, we are told, is about to be endowed with a Franco-Japanese bank, having a capital equal to six millions sterling, two-thirds of which are to be raised in France and the rest in Japan.

The breeding of silk worms in the gardens of the Acclimatisation Society, in the Bois de Boulogne, is just terminating for the season, and no sign of the prevailing epidemic is said to have appeared. The eggs produced in the garden by Japanese insects have succeeded much better than those imported from Japan this year. The cocoons are decidedly finer, which would seem to prove that the climate of France is peculiarly suited for these insects, though it must not be forgotten that the extreme care with which the breeding is conducted in the gardens may have been a part cause of this successful result. The importance of the fact, on the other hand, is increased by another, namely, that the French insects which were bred side by side with those of Japan and other varieties have not succeeded nearly so well as those derived from Japan. The produce of the season is now being wound off in the presence of the public, and we shall probably have some more definite information regarding the yield in a short time.

Matters seem decidedly improving at Lyons; a month ago the quantity of raw silk taken by the manufacturers was little more than a quarter of what was taken during the corresponding week of 1865, the price of cocoons was falling, and business was becoming worse every day—the stagnation seemed hopeless. But when things come to the worst they needs must mend, says the old proverb, which, in the present case, has proved true, for although the war still goes on and the hopes of immediate peace seem terribly deferred, the Lyons markets have recovered in an extraordinary manner. Prices have recovered themselves; the quantity of raw silk demanded last week was nearly double that of the same week last year, and some manufactured articles have risen more than once in price. Lyons exhibits a decided tendency towards improvement, and a further improvement is predicted for the present week. The truth may be that the manufacturers and merchants could hold out no longer, and are determined to try and create activity. Another hypothesis may be risked, namely, that the difficulties of Austria and Italy may turn to the advantage of the French silk trade. There is, they say, no evil without its compensation.

Naval and Military.

The Renown, East Indiaman, has been chartered by the Hon. Council of India for the conveyance of the following troops to Bombay, viz.: 4 officers and 27 men of the 11th Hussars; 2 officers and 136 non-commissioned officers and men of the Royal Artillery; 3 officers and 61 non-commissioned officers and men of the 1st batt. King's Own Royals; 2 officers and 45 men of the 26th Cameronians; 26 men of the 49th Regiment, and 2 officers and 119 men of all ranks of the 96th Regiment. The following troops have embarked on the troopship Rajah of Cochin, for conveyance to Kurrachee, 57 non-commissioned officers and men of the 95th Regiment, and 84 men of all ranks of the 3rd battalion Rifle brigade, together with 2 officers' wives, 20 soldiers' wives, and 5 children.

The regimental returns of target practice at Aldershott just issued show figures of merit of battalions and companies, the marksmen per cent., and the number of points obtained by the best shots in the division. The 52nd Regiment stands first, the battalion figure of merit being 98·70, best company, 120·48; marksmen per cent., 6·28. The second in order of merit is the 66th Regiment—battalion 94·15, best company 100·84 marksmen per cent. 5·71.

Tenders are invited for the conveyance of about 79 men and 4 officers for Colombo. These are intended to replace time-expired and sick troops now on the station.

His Swedish Majesty's sailing corvette Chapman, 24, Capt. A. Herkepe, from the Western Islands July 4, bound for Gottenburg, arrived in Plymouth Sound on the 23rd for supplies.

The Cruiser, 5, unarmoured screw sloop, has been commissioned at Portsmouth by Commander E. Field, for service on the Australian station.

The court martial at Portsmouth upon the captain and officers of Her Majesty's ship Amazon (for sinking the Osprey, as reported in our last) was concluded on the 21st. Commander Hunter was honourably acquitted, and the President returned him his sword in the most complimentary manner. The Court ascribed the collision to a grave error of judgment on the part of Sub-Lieutenant Loveridge, the officer of the watch, in having the helm put to starboard and not to port, according to the regulations, and sentenced that officer to be dismissed the service, at the same time recommending him to mercy. The exertions of the officers and crew to save life after the collision were the subject of warm panegyric on the part of the Court.

The new Lords of the Admiralty are working most industriously, and we believe that before the present session of Parliament closes the House of Commons will be called upon to vote money to enable their lordships to commence the construction of at least four additional iron turret-ships, of not less than 4,000 tons each.

The Secretary of State for India will announce in a few days the steps to be taken with respect to the long-pending question of the grievances of the officers of the old Indian army. Lord Cranborne, we believe it will be found, has adopted the views of his predecessor.

CELESTIAL BUTTONS.

(PALL MALL GAZETTE.)

When the Chinese Mission, which has now left for the Continent, was in the House of Commons—not on the day which the papers erroneously mentioned, but on that when Mr. Mill, a sort of minor Mencius, complimented the Tory squires on their justifiable ignorance of his books,—Pin, the head of it, remarked, regarding some member who was speaking with more energy and vehemence than usual, "But is he speaking sense?" It is quite evident that no one but a stranger to our public logomachies would ever have thought of putting such a question, or of imagining that sense was at all necessary in the House; but a suspicion of the truth seems to have come across Ta-Jin's mind. And it may be noted generally that, though they said very little on the subject, the impression left by our material civilisation on the minds of the members of the mission was by no means one of overwhelming admiration. In so short a space of time brought in contact with so much that was imposing, magnificent, and to them new, it might have been expected that they would succumb; but they did not. Was this simply Chinese impassive pride—the spirit of the Cantonese, who, when a steamer was first pointed out to him by an exultant foreigner, said, "Hab got allo same up Peking;" or was it the insight of intelligent men? It would be difficult to say, even if we had perusal of the notes which Pin took every night, and in which he probably recorded only the outward appearance of what he had seen. Few people are content with things as they are, and a rumour has risen lately that this elderly and long-headed mandarin is something more than he assumes—is no less than a brother of the late Emperor Hienfung! It unfortunately happens for this pleasing theory that Pin is very well known to foreigners in China, and has long been associated with the Maritime Customs. There is a "Red Book" published periodically at Peking, giving the rank and occupations of the officials that we loosely call "Mandarins," a word not of Chinese origin, but from the Portuguese *mandar*, "to command," and, as we use it, having no proper equivalent in Chinese. In this Red Book Pin appears as a mandarin of the third class, and he wears a transparent blue button as the insignia of that class. There is another division into literary, civil, and military mandarins; but as regards rank the arrangement is into nine classes, of which the first two have red buttons of different descriptions, the next two blue ones, and the remainder glass or gilt ones. Of the lowest class of all there is a subdivision who bear the title of "not yet entered the stream." If we applied this system to England it may be roughly said that the Premier, the Lord Chancellor, and the Foreign Secretary would be found wearing ruby buttons of the first Class, the other Cabinet Ministers would have red coral ones, and on the caps of the Under Secretaries of State would be seen sapphires like that borne by Pin. The title Ta-Jin, which the head of the Mission bears, and which has generally been mistaken for a portion of his name, literally means "great man," and is best, but still very inadequately translated by "your excellency."

The mission has had every opportunity of seeing things in this country, and now on the Continent it may, if so disposed, have some estimate of the enormous armaments which European nations can bring into the field—armaments which, compared with anything that China can now produce, or is likely to produce for a couple of centuries, are as the power of a tiger before that of a kitten. But the Chinese have now no need to be practically instructed in the force of England or of any other great country. They, that is the Government, know also that their true security lies in our sense of justice, and still more in the fact that all our interests are opposed to attacking them without just and cogent cause. When one of the Japanese Ministers was witnessing a review of troops here he was heard to exclaim, "It is a long way to Yokohama," being probably mentally engaged in balancing the length of the way against the efficiency of the troops. So, in like manner, the Chinese know that it is a long way from here to Peking. Their real danger is from Russia, whose Siberian domains impinge upon their territory, and who has already taken such large slices from the northern frontier of the Celestial Empire. But if the Chinese do not require

Digitized by Google

instruction in these matters, will this mission accomplish no good? That it will not effect anything in making the Chinese less Chinese and more English we deem certain. Even in the most favourable circumstances their contact with foreigners has had no effect upon them, except perhaps in abating their contempt for us; and this is very doubtful, for much on which we pride ourselves they regard as no better than the civilization of the London cabby who inquired of the missionary regardi the Chinese, "Are they a civilised like people, sir? do they take their gin of a morning?" The real question is whether this mission will be followed by a more formal one, and then by one to be permanently settled in London. Of this we should say there is little doubt.

HOLLAND.

FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, JULY 17.

Again a week has elapsed without our Parliament being called together; our home politics have come to an extraordinary standstill. The leading papers are occupied in discussing the probable duration of the existing Cabinet, and their conjectural comments go so far as to predict that the Minister for the Home-Department, Mr. Heemskerk, will resign, as a concession to the anti-revolutionary party. I need not say that this hypothesis springs from the dearth of news, but as it is very probable that this unfounded rumour will reach Java, it is necessary to contradict it.

The King has again started for his seat "*Het Loo*," but now without the Royal family.

Vice-Admiral May died suddenly on his way from Wiesbaden to the Hague. It is not possible that this vacant place will soon be filled, because a general promotion will take place amongst our naval officers.

ROTTERDAM, JULY 24.

We learn that at last the Second Chamber of the States General is to meet on the 1st of August, when the East India budget will be at once discussed. It is not probable that the House will have any other Bill submitted to their consideration, and it is generally thought the session will be closed about the middle of the month and the new session be opened, as usual, on the first Monday in September. Again it has been widely rumoured that a difference exists between the Minister of the Colonies, Mr. Myer, and Mr. Heemskerk, who remains at the head of the Home Department. The Liberal papers are apparently of opinion that a ministerial crisis will ensue, and that Mr. Heemskerk—who represents the Liberal element in this Cabinet—will be sacrificed to the anti-revolutionary or orthodox party. Nothing, however, can be yet said with any authority in reference to this rumour.

The question whether our Government is of opinion that the German Diet is dissolved by the existing war between Austria and Prussia still preoccupies our papers. According to the *Handelsblad* our representative at Frankfort has declared that he will not follow the Diet to Augsburg, but that it was not to be concluded from this refusal that his Government was of opinion that the Diet was dissolved. Our official paper, the *Staats Courant*, declared that this statement had no foundation. I need not say that it would have been better for our Government to have published the declaration made by our representative, instead of now making known what was *not* said. The greatest uncertainty exists on this important question.

The Minister of the Home Department has taken the excellent resolution of reducing the price of the parliamentary reports to six florins per annum. At the same time he has ordered that official documents, laws, reports, appointments, &c., may be published by the press upon unstamped paper. We hope that this will be a first step towards the press being free of the stamp duty, which, without any doubt, is a tax upon intelligence.

According to the *Staats Courant* a protocol was signed on the 4th of July at Paris, by the representatives of the Netherlands, England, and Belgium, by which the term fixed by Art. 3 of the International Regulations for the sugar duties was prolonged for three months.

Your readers in India will remember how much sensation was created, both here and in our colonies, when Money's book, "How to Manage a Colony," was published. This was chiefly caused by the figures exhibiting the revenues and expenditure in India, which were furnished to him by our Government, and which showed an unfavourable difference of 114,500,000 guilders, when compared with the amount returned here. Of course the Liberal party accused the Conservative Government, and our Tories endeavoured in vain to clear themselves of this impeachment. Mr. Myer at once interrogated Mr. Fransen van de Putte on this question, and asked him if he had not found *les pieces justificatives*, but all the Minister of the Colonies answered was—"Please, come yourselves into my department and seek what you wish to find; I have sought, but I cannot find them!" Mr. Myer, who has succeeded Mr. Fransen van de Putte, has sought, and seems to have found, what he wanted. He has laid before the House a cartload of parliamentary papers to justify the former Conservative Administration.

Messrs. J. L. Kuinders and C. Otshoorn, the well-known architects, who built the Crystal Palace at Amsterdam, have now asked for the concession for building a principal street in the capital besides a *cite ouvriere*. This street, ,225 yards in length and 20 yards broad, will run from the centre (*de dam*) to the extreme end of the town (*de plantaadje*). The cost of the street, which will be for Amsterdam what Regent-street is to London, Rue de Rivoli to Paris, and the Prater to Vienna, will amount to 4,541,000 florins. The capital wanted will be at once furnished by one of our most influential financial establishments. It is generally understood that the concession will be speedily granted.

Our corn merchants are trying energetically to effect a modification in the system of that trade. Till now corn has been sold by measure, but it is proposed that henceforward the sale shall be by weight. I have reason to believe that this modification will take effect. Likewise our swornbrokers will disappear sooner or later. The Council of Rotterdam has sent in an address to the Government urging that our Commercial Code must be modified, so that the broker's business is to be open to free competition, and that the appointment of swornbrokers by the town councils gives no security at all to trade. The Chambers of Commerce are inclined to favour both alterations.

The National Exhibition, which is opened in the Crystal Palace at Amsterdam, suffers much from the present sanitary and monetary condition of the country. A financial crisis still prevails, though not so seriously, and trade is somewhat revived. Our sanitary condition, however, becomes daily worse, and the cholera has attacked nearly every community throughout the country. Fifty-five to sixty per cent. of the cases still prove fatal. Unwholesome water for drinking and culinary use is considered to be one cause of the epidemic, and therefore our Government has appointed a Royal Commission to examine the water used for drinking in different places, and to propose measures for providing an unobjectionable supply of that great necessary of life. It is more than probable that extensive waterworks will be constructed by the Government, since private exertions have not proved successful in this respect. Both at the Hague and Rotterdam endeavours to construct reservoirs, as private undertakings, failed.

His Majesty is still at his seat "*het* Loo," where he makes, in company of some officers, experiments with breech-loaders. The press energetically insists that our army must be provided without delay with this gun.

Mr. J. F. Happenbrouwers, the well-known *peintre artist*, died suddenly at the Hague, aged 47.

His Majesty's screw steamers, *Leeuwarden* and *Java*, have been ordered to start for the East Indies on the 16th of August.

COMMERCIAL.

COFFEE.—The market has become very firm since our last report; there is much inquiry and the stock of the Trading Company is strongly decreasing. Some days ago an advance of ½c. to 1c. was offered for 27,000 b. of the Trading Company, but the offer was declined. The managers have now taken the resolution to sell nothing privately. The private transactions include 6,000 b. Padang, ex Helena, at 43c.; 1,000 b. Java, ex Quintet, at 41c.; 350 cases and 100 b. Plantation Ceylon, at different prices.

SUGAR.—Raw, in waiting for the auction of to-morrow the market remained in a very firm condition. There was only a little doing in refined, because refiners prefer to wait upon the result of the auction.

RICE.—The market has been very active and a good business doing, comprising 8,500 b. Necranzie, ex Diana; 8,800 b. Bassein, ex Johannes, at 6¼f.; 11,000 b. Rangoon, ex Kinderdyk, at 6¾f.

SPICES.—The market has been so inactive that quotations are rather nominal.

TOBACCO.—Java leaves without transactions. Stock, 12,937 bales.

JAVA INDIGO.—With much demand, and a good business doing at firm prices. 70 chests were sold privately.

BANCA TIN.—600 slabs were sold at 46¼f., and 800 slabs at 46f.

COTTON.—1,000 b. E.I. were sold at firm prices; the market closes, however, flatter.

HIDES.—3,620 p. Buffalo ex Advance were sold at Amsterdam at 30 cents., in average. Holders now decline to operate without an advance. To-morrow are to be sold by inscription 2,865 p. E.I. Buffalo cornes, ex Helena, and on the 25th 1,000 p. Java Rinderhides, ex Cornelia Adolphina.

STOCK AND MONEY MARKET.—The market has been for the last few days totally under the impression of the steps which had been taken to bring about an armistice between Prussia and Austria. When this news, however, was known, there was a little hesitation, while it was found that sellers were very willing to come forward upon the much improved prices. The market closed, however, firmly. Dutch Two-and-a-Half per Cents., 57⅜; Three per Cents., 67⅝; Four per Cents., 88½; Trading Company, 135½; Dutch Rhenish Railway (shares), 282; Austria Five per Cents., 46¾; ditto Amsterdam, 63½; ditto 1864 (silver), 51⅜; Nation, 48⅝.

Money abundant, and at 1 per cent. under Bank rate large sums were offered.

CHANGE.—London, 3 mo., f. 11.46; 2 mo., f. 11.54; short, f. 11.70. Paris, 3 mo., f. 45.75; 2 mo., f. 45.90; short, f. 46.50. Hambro, 3 mo., f. 34.40; 2 mo., f. 34.60; short, f. 35.15. Bremen, 3 mo., f. 186. Bordeaux, 2 mo., f. 54¾.

SHIPPING.—ARRIVALS.—July 19, at Flushing from Java, Emanuel.

The Trading Company chartered the following thirteen ships to convey produce from Java to the following ports.—For Rotterdam: Karel August, Capt. P. Meermans; Singapore, J. P. Stoop; Nereus, H. F. Planten; Krimpenerwaard, H. P. Kluit; Catharina Jacoba Henriette, C. J. Tonjes. —For Amsterdam: Catharina, Capt. S. Visman; Astrea, J. Koorders; Vice-Admiral May, N. M. O. de Groot Stiffry; Macasser, P. Vitringa Coulon; Sirius, W. van Wijngaarden van Rees Nederland and Oranje, P.

Digitized by Google

Haesnoot; Baron van Pallandt van Roosendaal, W. S. Kramers.—For Dordrecht: Grootmeester Nationaal, Capt. A. F. Giesse.

DEPARTURES.—July 16, from Brouwershaven for Batavia: Kosmopoliet I.; July 17, from Texel for Batavia: Vice-Admiraal May; Constance, via Newsdort, for Singapore; from Hellevaet for Singapore (via Newcastle): Abblasserwaard; for Hong Kong (via Newcastle): Voorwaarts.

PASSENGERS OUTWARD.

For Java: per Vice-Admiraal May: Mr. G. T. Koornengel and family; R. Steenmeyer and family; Messrs. A. C. Baay, J. F. Sandicky, O. W. Seket, W. de Lanoy, Miss A. S. Sinken. Per Samarang: Mr. Bezoet de Bie.

THE HANSEATIC TOWNS.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, July 23.

About twenty years ago the merchants and shipowners of Bremen found that the Weser was silting up so fast that vessels of large tonnage were no longer able to come up to that city without discharging a great portion of their cargo into lighters, an operation accompanied by considerable risk, delay, and expense. They therefore entered into negotiations with the late King of Hanover, and succeeded in persuading him to cede to them a small strip of useless marshy land on the right bank of the Weser, and about thirty miles lower down, on which to found a dock and warehouses for the accommodation of the trade and shipping of the port. This is the origin of Bremerhaven, which has become a great success, and has grown into a lively and flourishing seaport with about ten thousand inhabitants, and of the utmost importance for Bremen, where the larger class of vessels trading with Transatlantic countries can discharge and load their cargoes with perfect safety, in a capacious floating dock, with plenty of water outside in the river, and approachable at all times of the tide for ships of even 3,000 tons.

On witnessing the unparalleled quick development of Bremerhaven Hanover appears to have repented of the bargain when too late; but in order to make up in some degree for her mistake in ceding this bit of land to Bremen, she determined at all events to enter into competition by the foundation of a similar port with even still greater facilities. This has been carried into effect by the Hanoverian Government at an enormous expense, the floating dock covering an area of more than a hundred acres, the dock gates being 74ft. wide, and consequently able to admit any ship afloat, except perhaps the *Great Eastern*, whilst the basin itself is surrounded by noble quays, with massive warehouses and cellarage of great extent. A little river, called the Geeste, falls into the Weser, and forms the southern frontier of Bremerhaven; whilst the new establishment—called Geestemunde, or the mouth of the Geeste—is placed on the opposite or south side of that river, but on the same side of the Weser, and therefore nearer to Bremen. To encourage and facilitate the communication with the new pet port, Hanover further constructed a railway from Bremen to Geestemunde, which stopped there; and it was only after tedious negotiations and a delay of many years that Bremen was enabled to obtain a concession from Hanover, under very onerous and disadvantageous conditions, to build a railway bridge over the Geeste, at a considerable distance from its mouth, and lay down an extension line to Bremerhaven, the works being constructed at the sole expense of Bremen, but a certain part of the revenue derived to be paid over to Hanover.

But now Hanover's dreams of ruining her rival and drawing all the trade of the Weser to Geestemunde are suddenly and unpleasantly dispelled by the greedy rapaciousness of Prussia; for as the works in question were all made by the Hanoverian Government, and that kingdom has been conquered by Prussia, that latter Power has declared it to be Prussian State property and an admirable spot for the establishment of a naval port and arsenal, all ready made and to hand, without waiting any long years for its construction. Your readers are no doubt aware that Prussia has long coveted a naval port on the North Sea, and some years ago actually bought for that purpose a couple of square miles of unfathomable mud on the coast from the Grand Duke of Oldenburg, where ever since she has been spending annually a couple of millions of dollars with the vain intention of making it into a naval port. Prussia must therefore secretly or openly exult in the lucky chance that threw this ready-made harbour and port of Geestemunde into her hands. To make it all doubly safe a treaty has been concluded with the Provisional Government of Hanover for the cession of the place in due form, and since my last letter commissioners of the two Governments have been sent down to Geestemunde for the formal transfer of the property, which ended by hauling down the Hanoverian flag and hoisting the Prussian eagle.

The Hamburg Contingent is now mobilised, and, after being inspected by the authorities of the Military Department, left this city yesterday by special train for Cassel, whence they will be forwarded to Frankfort, which is now in the hands of the Prussians, the Rump Diet having retired for the present to Augsburg.

Mr. G. H. Siemssen, the eminent China merchant of this city, has been appointed member of the Finance Department by the combined election on the part of the Senate and the Burgerschaft.

COMMERCIAL.

COFFEE.—There is a decided improvement in this market, the prices being firmer with more demand. Sales 12,000 bags.

SUGAR.—Raw is in a rather better position as there is more inquiry, though prices continue still deplorably low. Refined also in more demand, but as the stock of ready goods is so low, the sales were confined to 12,000 loaves.

RICE.—No great alteration to report. Clean commands an easy sale at full values. Some parcels of rough have been sold, amongst which were 9,000 bags of Ballam and Madras, ex Venus, from Chittagong, and 2,000 bags of Rangoon, ex Conrad.

SPICES.—All descriptions neglected; prices nominal, but looking down.

SPELTER.—The low prices have attracted speculators, and the market is firmer in consequence. The following sales are reported:—

3,000	centners	for August, ...	13	marks	12	sch. bco.
2,000	„	September ..	13	„	12	„
2,000	„	in loco	13	„	9	„
2,000	„	August and Sept.	13	„	9	„
2,000	„	do.	13	„	12	„
5,000	„	do.	13	„	13	„
2,000	„	Sept. and Oct. ..	13	„	15	„

The present quotations are 13.12 for loco and 14 marks for forward delivery.

DISCOUNT.—As money is now so abundant, discount has gone down to 5 per cent., and even lower. In consequence of the armistice and probable conclusion of the war the stock market is very buoyant and all descriptions of funds and railway shares are considerably higher.

SHIPPING.—SAILED.—July 19, Penguin, to Singapore.

THE INDIAN BUDGET.

(THE TIMES.)

Lord Cranborne, the new Secretary of State for India, introduced the Indian Finance Statement on the 19th inst. The past year produced a small surplus, instead of the deficiency which had been anticipated. The gross revenue for the year 1865-6 was £47,041,000, and the gross expenditure £47,021,000. These sums show a surplus of £20,000, which is no doubt small enough, but is better than the deficiency calculated in the previous year. It must be remembered, also, that these figures are not to be accepted as absolutely conclusive; they are, as Lord Cranborne said yesterday, partly fact and partly estimate, and the final statement next year may be expected, like its predecessors, to show a somewhat larger balance than the present corrected estimates. As it is, however, 1865-6 is very much better than 1864-5, which has finally ended in a deficiency of £193,000 instead of an estimated surplus of £823,000. The variation between estimate and result, which in 1864-5 was more than a million to the disadvantage of the Indian Exchequer, and in 1865-6 was almost the same sum on the other side, was in each case attributable to the fluctuations in the opium revenue. Mr. Laing seems to be of opinion that such fluctuations are accidental, and that the revenue from opium can be relied upon as much as our spirit duties, but the comparison is not quite exact. The opium revenue is more like the excise duty on malt, varying, as that does, not only with variations of demand for intoxicating materials, but with the more rapid variations of seasons and of harvest. Opium continues to be consumed as much as beer, but a bad crop of the opium plant affects the revenue like a bad barley harvest. The fluctuations in the last two years are, however, to be attributed in part to some experiments made by Sir Charles Trevelyan on the effect of reducing the acreage under cultivation which are not likely to be repeated. In 1865 the opium revenue was £8,638,000, against £7,361,000 in the previous year. The good success of last year seems to have emboldened Mr. Massey to face another twelvemonth with an estimated deficiency. The total revenue of 1866-7 is calculated at £47,321,000, and the total expenditure at £47,393,800; but, as the opium revenue is taken at nearly the same as the produce of 1865 6—an amount almost, if not quite, unexampled in the previous financial history of India—it would be rash to assume that the deficiency of £72,800 will be converted into a surplus as the year progresses. The land and forest revenue is estimated at £20,668,000,—an increase of £188,000 on the amount received in 1865-6, which was itself a gain of £41,000 on the preceding year. The land revenue is thus rising, but very slowly, and the slowness of its increase is the characteristic of Indian Finance which ought to excite the greatest attention. It forms nearly one-half of the whole revenue, and upon it depends the stability of the Indian Exchequer. It is obtained entirely from the rent of land, and while the rise of prices in India compels the Government to increase the scale of its expenditure, the land or rent revenue, which ought to correspond most sensitively to the rise of prices, is nearly stationary. It has barely risen in the recent years of India's prosperity, and we may not unreasonably anticipate some decline in the future. The Custom's revenue is estimated at £2,413,000—an increase of £29,000 on 1865-6, In 1858-9, before Mr. Wilson went to India, the Customs' duties were 5 per cent. *ad valorem*, and their produce was £1,987,417; in 1865-6 they were 7½ per cent., and the produce £2,384,000. An increase in duties to the extent of 50 per cent. has produced an increase of revenue of only 14 per cent., and Lord Cranborne draws the deduction that a financier cannot in India rely, as in England, upon the elasticity of the Customs' revenue. The true conclusion is, however, exactly the other way, and the increase of revenue lagging behind the increase in the rate of duty of India teaches the same lesson that a diminution of revenue less in pro-

Digitized by Google

portion than the diminution in the rate of duty does on England. The figures Lord Cranborne quotes prove that there is the same elasticity in Customs' revenue in the one country as in the other, and that it would be expedient at the first opportunity to reduce the existing Customs' Duties. The most satisfactory item in the Indian receipts is the sum accruing from public works, which last year amounted to £1,016,000, against £588,000 in 1864-5—an increase which is expected to be maintained in the current twelve months.

The revenue from public works is the best justification of the large sums annually spent upon them, which are estimated to amount in 1866-7 to £6,395,000. Out of this total Lord Cranborne believes that £5,000,000 may be set down as capital expenditure, the rest being absorbed in repairs and maintenance of existing works. This sum is a much larger proportion of rental, as Lord Cranborne says, than any English landlord would deem it necessary to lay out on the improvement of his estate; but the analogy between an English landlord and the English Government in India is very imperfect. The improvements which are required in the Peninsula are colossal works of irrigation and road-making which no individual tenants could attempt, and the Government assumes the burden of these not only as the supreme landlord, but as the representative of the joint-stock enterprise of the community. It is satisfactory to find that our outlay is not always unproductive. In spite of the criticisms of Mr. Smollett, there is the best reason for believing in the remunerative character of the irrigation works executed in the Madras Presidency, and the utility of the expenditure on railways is shown by the fact that, though still incomplete and undeveloped, the balance of guaranteed interest over profit has fallen in one year from more than a million to £533,300. We may hope that there will soon be a sufficient surplus of profit to repay past arrears of interest.

Past experience would justify the adoption of the advice given by Mr. Laing last night, and endorsed by later speakers, to increase the amount spent on public works in India, large as it is at present, if we did not remember that the same man who would be called upon to bear the burden of the expenditure could not be insured his share when it became remunerative. The first duty of an Indian financier at present is not so much to devise ways of expending money as juster ways of obtaining it. The bulk of the revenue is derived from the land tax, opium, the Customs, Excise, and the salt duties. The land tax being, in fact, the rent of land, presses unequally upon no class, but all the other branches of revenue are fed by contributions taken from the poorest ryot, out of all proportion to his means, and the richer classes in India almost escape their share of the common burden. It is impossible not to see the impropriety of maintaining a fiscal system so unequal in its incidence, and the precipitation of Sir Charles Trevelyan in abandoning the income-tax, becomes every year more deplorable. The tax was far from perfect—indeed, it was more imperfect in India than it is here—but it did extract some contributions, however small, from the wealthier natives, and it was incumbent on any one who abolished it to provide some engine of taxation securing the same results in a manner open to less objection. If Lord Cranborne desires to make the administration he has begun with such fair promise beneficial in a lasting way to the interests of India he will attempt to retrieve the error of Sir Charles Trevelyan by revising the system of Indian taxation.

Customs and stamps yield far below Mr. Massey's estimate, which was not high, while at the last sale opium fetched only £125 a chest, or £25 less than last month, and £5 below Mr. Massey's estimate of £130 a chest. This looks ill for the next Budget. The cash balances at the end of March amounted to £14,461,351, or nearly two millions more than on the same date last year.

EAST INDIA RAILWAYS.—The annual report of Mr. Juland Danvers, the Government director of Indian Railways, has just been issued. From this it appears that the length of line open was increased during the past twelve months from 2,945 to 3,332 miles by the addition of 116 miles to the Great Indian Peninsula Railway, 40 to the Madras, and 24½ to the East Indian, and the opening of the Punjab line between Lahore and Mooltan, 208 miles. The year will be memorable in the railway history of India as that in which an uninterrupted traffic was first established betwen Calcutta and Delhi—a distance of 1,020 miles, which can now be traversed in thirty-seven hours, and which only ten years ago usually occupied as many days. The communication between Calcutta and Bombay and between Bombay and Madras is not expected to be completed till about the beginning of 1869. Of the whole extent of 4,944 miles of railway authorised in India, 3,332, or about two-thirds, have been opened for traffic. Of these only about 250 are at present made with a double line, but the increase of business is such as to demand an immediate increase in the double system. The Chord Line of the East Indian Railway, connecting Burdwan and Luckieserai, has been let under contract to Messrs. Brassey, Wythes, and Perry. Its length from Barrakur, to which place the railway is now open, is 123 miles, and it is to be made with a double line of rails at once. There is also a branch of 24 miles to the coal fields, to be constructed with a single line. The contract price is about £8,500 per mile, exclusive of permanent way and rolling stock, which, with contingencies, will probably bring the cost to £14,000 a mile, or about £2,000,000 for the whole. The total number of shareholders in Indian railways is 32,109, of which 31,347 are in England, and only 762 in India. Thus, contrary to the expectations of the East India Company at the time when these enterprises were started, the Indian investors, native and European, amount only to about 2 per cent. of the whole. With regard to the persons employed on the lines, it may, it is said, be assumed that for some time to come the number of Europeans will increase with the increase of open lines and of traffic. Measures are, however, taken to train the natives and Indian born so as to become qualified for situations which hitherto have been filled almost exclusively by European mechanics. On the Great Indian Peninsula Railway two or three natives have already been employed as engine-drivers. Under the advice of Dr. Brinton, great care is taken not to send out any Europeans of intemperate habits. The total expenditure on Indian railways has been £60,645,000, and the estimated expenditure for the current year £6,800,000—a larger sum than for several years past. This is owing to the vigorous efforts now being made to complete the works on the lines in course of construction, and to the large supplies of locomotive engines and rolling stock required to equip the open lines. The balance now in the Government Treasury towards meeting this expenditure of £6,800,000 is only about £220,000. In addition to the amount required for this year's expenditure, the sum of £1,000,000, which the Government has been obliged to advance to some of the companies, will have to be raised during the year. The sum which it is now estimated will be expended on the undertakings as at present sanctioned is upwards of £81,000,000, being £4,000,000 in excess of last year's estimate. This is accounted for by the construction of a much larger extent of double line than was then expected to be necessary, by the additional length to certain lines, and by the greater number of engines, carriages, trucks, &c., required to equip the open lines, in order to provide for the rapidly increasing traffic.

SUPPLY OF GAS TO COLOMBO.—An advertisement has appeared in *The Times* that the Municipal Council of Colombo have given notice that they are prepared to entertain proposals, estimates, and tenders for lighting the town of Colombo with gas. The Municipality will guarantee a consumption of gas sufficient for the supply of six hundred street lamps, at the rate of thirty cubic feet each per night, in addition to such supply as may be necessary for public buildings. The population of the Municipality may be estimated at 55,000, and a highly remunerative field may be anticipated from private consumption. There are about thirty-three miles of streets. Proposals are to be addressed to Mr. J. Grenier the secretary of the Municipal Council, but no contract will be entered into before the 21st July.

APPOINTMENTS, &c.—Ceylon: Captain A. B. Fyers, R.E., to be surveyor-general for the island of Ceylon; Mr. J. Parsons to be acting principal collector of customs, vice Mr. Stephen, on leave to England; Mr. R. W. D. Moir, to be acting collector of Customs for the southern province, vice Mr. Halliley, on leave to England; Mr. F. C. Willisford to be acting landing surveyor at Colombo, vice Mr. Moir, promoted; the Rev. J. Watt to be colonial chaplain of the Scotch kirk at Kandy, vice the Rev. G. W. Sprott, resigned; and the Rev. J. Burnet to be acting colonial chaplain of St. Andrew's Church, Colombo, during the absence of the Rev. C. Merson. Penang: The Queen has approved of M. Alfred Hasche as Consul at Penang for his Majesty the King of Prussia.

PROPOSED LIGHTHOUSE ON THE BASSES ROCKS.—It is to be hoped that the Colonial-office will shortly give a favourable consideration to the proposal of Captain D. D. Graham to erect a lighthouse on Basses Rocks. Notwithstanding the impossibilities pleaded from time to time we have always believed the execution of the work possible and its postponement simply disgraceful. The wants of the India and China, no less than the Ceylon, trade necessitate a permanent erection. The Government of England has uniformly been distinguished by regard to maritime interests, and the past incompetence of engineers entrusted with the Basses job, the money already thrown into the sea, can be no justification for neglect of a really sound and practicable scheme for rendering more secure this portion of the highway of our Eastern commerce.

THE GREAT RUSSO-AMERICAN TELEGRAPH.—The following account from San Francisco shows the progress of this undertaking, but according to the progress of our own cable it will be rather behind-hand:—"The Western Union Telegraph Company's steamer *Wright* sailed on the 24th June for Petropaulowski and thence to Behrings Straits and points on the Russian and American coasts. Colonel Charles Bulkley, engineer in charge of the Russian Telegraph Expedition, sailed in the *Wright*, accompanied by Count P. Anassoff, Commissioner of the Russian Government to the Telegraph Company, and Thomas W. Knox, the author and journalist, and formerly connected with the press. Count Anassoff remains in Siberia to assist the telegraph enterprise, and will probably meet the Governor-General at the mouth of the Amoor river early in August. Colonel Knox will accompany him to the Amoor, and proceed thence overland to St. Petersburg. The company's barks *Clara Bell*, *Palmetto*, *Rogers*, and *Onward*, have all gone to their various points of destination. The *Golden Gate* and *Nightingale* will sail as soon as the material they are waiting for arrives.

THE FRENCH FLAG IN JAVA.—It may be remembered that about a year ago a Convention was concluded between France and Holland, by which the French flag was assimilated to the Dutch in the navigation of Java. The expectation in France is that this will greatly increase the share of the French in that intercourse. There is much room for improvement, for, according to an official return just issued, in the year 1862, out of 5,773 vessels of 804,195 tons which entered and left Java, the French flag only figured for 14 vessels and 6,102 tons; the value of the goods carried out and in by them being not more than 5,790,000f. (£231,000) out of a total of 376,943,000f. (more than £15,000,000). The share of England in the Java trade was, also, in 1862, though far more important than that of France, not what it might be made. It was in the entries and clearings 68 vessels of 36,606 tons, and in the value of goods 20,725,000f. (£829,000).

Monetary and Commercial.

A motion has been heard before Vice-Chancellor Wood, on the part of the Bank of Hindustan and other holders of bills of exchange drawn by the Bombay City Bank upon the Bank of London (both of which have stopped payment), asking that a receiver may be appointed to receive all moneys arising from the said bills and other securities, which would otherwise be received by the official liquidator of the Bank of London. The aggregate amount of such bills is about £280,000, of which somewhat less than £50,000 are in the hands of the Bank of Hindustan, and the remaining portion are held by the other plaintiffs. The motion was refused, on the ground that the interests of the creditors were already sufficiently protected, and there was therefore no reason to disturb the present arrangements. A report appeared in the daily papers which is

Digitized by Google

calculated to convey the entirely erroneous impression that the Bank of Hindustan is interested to the full extent of £280,000.

The liquidator of the Agra and Masterman's Bank has notified that all holders of bills drawn on the bank are to present the said bills for registration before the 15th Aug. preparatory to the payment of a first dividend. It is a great satisfaction to find that Mr. Cannan will so soon be able to pay a dividend. The only mitigation now to be afforded to the sufferers, is, that what they are to receive should be paid speedily.

The accounts from Calcutta by last mail give a painful account of the distress caused by the failure of the Agra Bank, and some writers have allowed their sympathies to run into most egregious charges against the directors. *The Times'* correspondent writes:—

"Great indignation is everywhere expressed at the unprincipled roguery which is said to have characterised the union of Masterman's Bank with the Agra, to which junction all the ruin is traced, and the clearest and fullest inquiry must be made to satisfy the hundreds who are wringing their hands over the calamity."

Now there is not a shadow of truth in this aspersion, and we can only conclude that it was originated in the moment of anger. There have been no such insinuations in London, or indeed of any kind, against the integrity of the directors and officers of the bank. They are heavier sufferers themselves, not having sold out their large holdings of shares when the panic commenced.

The shares of the India and China banks continue to be influenced by the news from India and China. Although the shares have recovered from the very low prices to which they were forced they continue very sensitive, owing to the prevailing opinion that large losses must be incurred until the trade is again settled. Oriental advanced to £49, but are now at £46.

The London Joint-Stock Bank (upon which the Chartered Mercantile Bank and the Asiatic draw) has held its meeting. The net profit realised during the half-year ending the 30th June amounts to £134,571, of which the sum of £108,000 is appropriated to the payment of the usual dividend, with a bonus of 11s. 3d. per share, being at the rate of 20 per cent. per annum on the paid-up capital, leaving an unappropriated balance of £26,571 to be carried forward to profit and loss new account. The guarantee fund, with the accrued interest, now amounts to £310,991.

The report of the directors of the City Bank (upon which the Chartered Bank of India, Australia, and China draws), states the gross profit for the half-year ending June last at £81,505 3s. 2d., including the amount brought forward from the previous account. The usual dividend of 6 per cent. per annum and a bonus of 6s. per share, equal together to 12 per cent. per annum, free of income tax, are recommended. It is announced that, owing to the depreciation of securities held in connection with estates in course of liquidation, some losses have been sustained, and that £19,961 16s. 2d. has been written off to meet them.

Telegrams are reported to be in the City announcing several failures in China, and exchange at Shanghai to be down to 5s. 10d. Also that three mercantile failures had taken place in Colombo. Advices have been received of the departure of the following vessels from Foochow with new teas:—*Fiery Cross*, *Ariel*, *Taeping*, *Taitsing*, and *Serica*.

The Northern Assam Tea Company have published a very elaborate report, showing the progress of the undertaking, which, on the whole, appears to be satisfactory. The tea gardens are being gradually developed, new properties have been acquired, and there is every expectation of highly favourable results. On the subject of calls, the following is an extract from the report:

"The directors regret that the calls on the B shares should have been so heavy and frequent of late, but the necessity that has existed for meeting the company's engagements has deprived the board of any option. A period of unprecedented financial pressure has materially deranged the monetary affairs of the company, which, in ordinary times, would have been carried out in a manner less onerous to the shareholders. Hitherto the factories have been supplied with the necessary funds by drafts upon the Calcutta agents, who have, under marginal credits, drawn upon the company in London at six months' sight; but, owing to the general derangement in financial affairs, especially in India, which has been greatly aggravated by the failure of the Agra and Masterman's Bank, such bills are for the present quite unsaleable, and the directors found themselves suddenly called on, not only to provide for their acceptances, but to supply funds to be remitted to India to carry on the company's operations, and save the season's crop of tea; also to avoid any attachment on the gardens, which might possibly have been granted should the manager's drafts on Calcutta be returned unpaid, and he left without funds to meet them. The directors also regret they are unable at present to render any abstract profit and loss account for the past year, in consequence of the non-arrival of the greater portion of the tea of season 1865. The board finds that, in common with all other tea companies, the great delay in getting the produce home prevents its realisation in time for the annual meeting in July the following year."

The biddings for £350,000 in bills on India took place on the 19th. The proportions allotted were, to Calcutta, £102,700; to Madras, £5,000; and to Bombay, £2,000. The minimum prices were, as before, 1s. 10d. on Calcutta and Madras, and 1s. 10¼d. on Bombay, at which rates allotments were made in full. These results show a further diminution in the demand for means of remittance to the East.

The amount of bullion by the P. and O. Company's steamer *Tanjore*, from Southampton on the 20th inst., was in gold, to Gibraltar, £1,000; in silver, to Madras, £240.

BANK AND MISCELLANEOUS SHARES.

Shares.	Joint-Stock Banks.	Paid.	Closing Prices.	Prices July 17.
£20	Asiatic Bank Corporation, new shares	£10	4 to 6	2½ to 3½
50	Agra and Masterman's	25	21 to 20 dis.	21 to 20 dis.
20	Chartered Bank of India, Australia, and China	All	14 to 16	16 to 18
25	Chartered Merc. of India and China	All	35 to 36	36 to 38
20	Eastern Exchange	5	4 to 2 dis.	4 to 2 dis
50	London Joint Stock	15	44 to 45	44 to 46
100	London and Westminster	20	94 to 96	94 to 96
25	Oriental Bank Corporation	All	45 to 47	47 to 49
50	Union of London	15	44 to 46 xd.	43 to 45 xd.
100	Hindustan, China, and Japan	25	4 to 6	4 to 6
25	Bank of Egypt	All	30 to 32	30 to 32
20	City Bank	10	16 to 18 dis.	—
20	Land Mortgage Bank of India	4	¼ to ½ dis.	¼ to ½ dis.
	MISCELLANEOUS.			
10	Mediterranean Extension Telegraph	All	2½ to 3½	2½ to 3½
50	P. and O. Steam Company	All	66 to 68	66 to 68
50	Do. New	40	10½ to 12½ pm.	10 to 12 pm.
20	China Steamship & Labuan Coal Co.	11	10 to 9 dis.	10 to 8 dis.
5	Bombay Gas	All	4 to 4½	4 to 4½
10	Hong Kong Gas	All	2 dis. to par	2 dis to par
5	Singapore Gas	5	—	—
20	E. I. Irrigation and Canal	13½	4½ to 3½ dis.	6 to 4 dis.
20	Madras Irrigation and Canal	All	18 to 19	18 to 19
5	Oriental Gas	All	4¾ to 5¼	4¾ to 5¼
10	O. Inland Steam	All	1 to 2	1 to 2
100	West India Steam Company	60	107 to 112	103 to 106
—	Ceylon Deb., Nov. 1868, 6 per cent.	100	101 to 103	101 to 103
—	Do. Do. 1878	100	104 to 106	104 to 106
20	Ceylon Company	10	1 dis. to par.	1 dis. to par
20	Do. A shares	2	1 dis. to par.	1 dis. to par
10	Ceylon Coffee Estates Co.	10	—	—
20	International Finance Society	5	1¾ to 1⅝ dis.	2 to 1¾ dis.
20	General Credit & Finance Company	6	1¾ to 1⅝ dis.	2½ to 2 dis.
20	Egyptian Com. & Trading Company	9	5¾ to 5¼ dis.	6 to 5½ dis.
20	Société Financiére d'Egypte	10	8 to 6 dis.	8 to 6 dis.
10	Upper Assam Tea	5½	4½ to 3½ dis.	4½ to 3½ dis.
10	Do.	All	5 to 7	6 to 8
20	Credit Foncier & Mobilier of England	5	3 to 2¼ dis. x.in	½ to ¼ dis. x.in

MANCHESTER MARKETS.

The Circular of Sam Mendel of yesterday states:—For Yarns and goods higher prices are demanded, but not obtained to the full extent. Sales are on a small scale, more especially in sorts adapted for the Eastern markets; qualities suitable for China are offered freely, and at comparatively lower prices than lighter weights. Grey Shirtings, 7lb., 11s. 9d. to 12s.; 8¼ lbs., 14s. Cotton Yarn, Nos. 16-24, 1s. 7d. to 1s. 8d. Maddapollams, 5s. 6d.; Long Cloths, 14s. 6d.; T-Cloths, 9s.; White Spot Shirtings 15s. 6d.; do. Brocade do., 15s. 6d.; do. Damasks, 29s. 6d., nominal.

PRODUCE MARKETS.

TEA.—The chief feature has been the arrival of some new teas overland, comprising Kaisows, and Pak Ling Congous, and Oolongs, which were placed on the market, and the Kaisows, being second-class teas, found buyers at from 2s. 2d. to 2s. 5d. per lb., but the Pak Lings at present have not been sold, the importers holding for more than the buyers are willing to give. The Oolongs in half-chests were sold about 2s. 4d. per lb. In Congous business generally has been too limited to give details as usual; but prices for all kinds remain much as before. In fancy teas there has been but little done. Common to fair scented capers have sold to a moderate extent at former prices. Other kinds show no change. Orange Pekoes remain at about previous prices, with only a limited demand. In uncoloured Japans there is nothing to report. Green teas have been only saleable in small parcels to the trade, the export orders being interfered with by the Tariff Bill in New York and fluctuations in gold. Prices generally have ruled rather easier, but without any marked alteration. Indian Teas.—The public sales of the 17th inst. comprised 2,319 packages, of which 2,047 were sold. Prices ruled about 1d. to 2d. per lb. dearer for the finer qualities, there being more competition than at the few previous sales. The commoner kinds were difficult of sale. The public sales which commenced on the 24th have gone at about previous prices. Another account of the new tea sale is as follows:—On the 18th some 3,000 chests and half-chests, and 2,000 boxes of the new season's teas from Foochow (per French mail steamer) were placed on the market, the trade generally showed no great disposition to purchase, though two parcels were settled at 2s. 2d. and 2s. 2½d. the same night. The following days there was more competition, and prices ruled very irregularly, varying from 2s. 2d. to 2s. 5d. per lb. for the Kaisow sorts: four parcels of Pak Lings are still unsold, the merchant refusing the prices offered; 2s. 8d. was bid and refused for one break of boxes. Two parcels of Oolong sold at 2s. 3d. to 2s. 5d. per lb. The great characteristic of these teas is the strength and rough pungency in water, the leaf being uneven and broken. Judging from advices received from Foo-chow of the cost of this shipment the turnout must be very unsatisfactory to the importer; and we trust that it may be the cause of stopping this absurd practice of sending new teas per overland, as they arrive here when the country dealers hold plenty of old tea, and the trade generally is flat.

Digitized by Google

SILK.—The resumption of business in Silk, alluded to in our last Mail Circular, has been followed during the past fortnight by large transactions at advancing prices. Now that peace on the Continent appears a certainty, all hesitation on the part of buyers is laid aside, and orders come freely from most of the European places of consumption. In Italy the advance in Silk has been very great, showing plainly that the result of the crop there this season has quite disappointed expectations. The great question now is the probable supply from China and Japan; that the total export this season is likely to be in excess of that of last year, nobody seems to doubt, but it is a very general opinion that shipments will be retarded by the financial derangement likely to result from the recent money panic here, and this has helped to strengthen our market.

CHINA.	Usual Imports.				
	s.	d.		s.	d.
CHINA:—Tsatlee, No. 1 & 2	28	6	to	30	0
„ No. 3 & 4	24	6	to	28	0
„ Hangchow	22	6	to	24	6
Yuenfa and Hamin, No. 1 & 2...	25	6	to	27	0
„ „ No. 3 & 4...	20	0	to	24	0
Taysaam, No. 1 & 2	23	0	to	25	0
„ No. 3 & 4	15	0	to	23	0
Long Reel	16	0		20	0
Skeins	20	0			
Canton	17	0	to	22	0
JAPAN:—Mibush & Sinchew, No. 1 & 2	30	0	to	33	0
No. 3 & 4	27	0	to	30	0
Ida, Bricks, No. 1 & 2	26	0	to	31	0
No. 3 & 4	23	0	to	25	0
Sodai, No. 1 & 2	25	0	to	29	0
No. 3 & Inf.	23	0	to	24	6

COTTON.—A slight advance in price was signalised on the 18th, which nearly every day has served to increase, so that in the London market on the 24th 320 bales Tinnivelly went at 10¼d. to 11d. fully fair to good fair. The closing quotations on that day were:—Tinnivelly, mid. fair, 9¼d.; fair, 10¼d.; good fair, 11d. The Liverpool market is likewise very firm, with prices hardening.

SUGAR.—This market has gone on advancing, and prices may be quoted 6d. to 1s. higher. On the 24th 200 bags Penang, brown to good yellow, went at 27s. 6d. to 33s.

COFFEE.—Prices rising, the market closing firm on the 20th, at an advance on Plantation of 2s., and on Native of 6d. to 1s. on the quotations of the 13th. Good supplies were brought forward on the 24th, and the whole sold readily at very firm, and in some cases at stiffer prices. In auction 319 cases and 5,143 bags sold: Malabar at 68s. to 69s.; Mysore, 82s. to 97s.; Coorg Mercara plantation, 77s. to 85s. 6d.; 499 casks 27 trcs. 17 brls. and 260 bags plantation Ceylon, fine ord. to low mid. brought 70s. to 75s.; mid. to good mid., 76s. to 82s.; and bold, 83s. to 86s.

RICE.—Difficult of sale, and prices less firm. 1,360 bags Bengal were bought in on the 20th at 13s. to 15s. for middling broken to good white.

HEMP (MANILA).—Dearer, in consequence of present extreme scarcity. Of 300 bales at auction, half sold at £44 per ton for good roping; privately limited trade up to £47 10s. for Sorsogon.

HORNS.—Firm for all sorts; auctions confined to 5 tons Ceylon Deer, sold at 56s. to 58s. per cwt. for 1¼ lb. average.

INDIA RUBBER.—Steady; 48 baskets Penang at auction sold at 1s. 9½d. per lb. for very fair, and 43 baskets Assam at 1s. 5d.

JAPAN WAX.—Continues quiet; 341 packages at auction all retired; there is inquiry, but present high value checks business.

OILS.—Anniseed: Very flat, and offering at less money: 20 cases at auction retired. Cassia held firmly, not much demand. Cinnamon: A single case sold at auction at 3s. per oz. for fair. Citronelle: Of 45 cases at auction half sold at 3½d. to 3¾d. per oz. Sales advertised. Lemon Grass: Abundant, and quiet; of 76 cases at auction very few sold at 1s. 1d. to 1s. 2d. per oz.

PEPPER.—Black: Is scarcely so depressed; of 1,721 bags Penang at auction two-thirds sold at 3d. to 3½d. per lb. 320 bags Tellicherry sold at 3⅞d. to 4d. Privately some little business has been accomplished at 3⅝d. cash Singapore and 3 1-16th Penang. White: Is ¼d. per lb. cheaper, and of 743 bags Singapore at auction one-fourth sold at 7d. per lb. for fair; 130 bags Penang retired.

SPICES.—Cloves: Steady; 234 bags Zanzibar at auction sold at 3⅛d. to 3¼d. per lb. for good. Mace: Quiet: 24 cases Singapore at auction retired. Nutmegs: Dull; 49 cases Penang at auction retired.

CARDAMOMS.—Continue quiet: of 16 bags Madras at auction, one-fourth sold at 4s. 9d. per lb. for good Aleppy, and 3s. 3d. middling lean; 23 bags Ceylon retired.

CAMPHOR.—In more demand, and sales to a tolerable extent effected in China at £5 15s. to £6 per cwt. landing weights, and £6 2s. 6d. reweights; £6 7s. 6d. to £6 10s. obtained for Japan to arrive.

CASSIA LIGNEA.—Very little business doing in Cassia Lignea, but upon fully former terms; nothing doing in Buds.

CINNAMON (CEYLON).—We quote 1st sort 1s. 11d. to 3s. per lb.; 2nd 1s. 8d. to 2s. 8d.; 3rd 1s. 7d. to 2s. 4d.; and 4th and Jungle 1s. 3d. to 1s. 9d. The Quarterly Sales will take place on Monday, the 30th instant.

COCOA-NUT-OIL.—Buyers of Ceylon at £44 cash, there being some little improvement in the demand.

DRUGS.—Cubebs: Cheaper; 146 bags at auction sold at 70s. 6d. per cwt. for fair quality, but stalky. Dragon's Blood: Dearer; of 34 cases at auction four-fifths sold; one case of extra fine block at £19 per cwt.; good to very good block at £9 5s. to £13 10s.; ordinary block at £5 to £5 7s. 6d. Galangal Root: Nothing doing. Rhubarb: Supply becoming a little more in unison with requirements, the previous starvation terms are no longer to be obtained; and of 128 cases at auction about one-third sold at 6s. to 8s. per lb. for middling to good, and 4s. 6d. wormy.

GUMS.—Benjamin: Very quiet; 58 cases Sumatra at auction, all retired; very little doing privately; no alteration in prices. Damar: Of 57 cases at auction, a few sold at 60s. per cwt. for very good picked. Gamboge: Very scarce; only 2 cases at auction, and but one sold at £19 5s. per cwt. for fair pipe.

GUTTA PERCHA.—Remains quiet, and lower prices have been accepted; 300 blocks sold at auction at 1s. 0½d. to 1s. 2d. per lb. for fine reboiled, and 7½ tons at 6d. per lb. for common.

SAGO.—Flat, and of 1,945 packages at auction half sold at 17s. 6d. for fair small, and 17s. to 18s. middling to fair large. Flour: Of 1,158 bags at auction half sold at 13s. 6d. to 14s. per cwt. for old Singapore, being 6d. per cwt. lower.

TERRA JAPONICA.—Cutch, Pegu: Steady, with limited business upon fully former terms. 360 boxes at auction retired. Gambier: In much demand; stock in few hands; fair business done at 21s. 6d. to 22s. per cwt., and very nearly as much money obtained for arrival. Cubes very scarce, and much inquired for.

MISCELLANEOUS.—Blacklead: Steady; and of 229 barrels at auction half sold at 13s. 6d. to 19s. per cwt. for middling to very good lump, and 9s. 9d. to 10s. dust. Ebony Wood: Inactive; 27 tons Ceylon and 14 tons Madras at auction retired. Galls: Turkey blue selling in retail at the advanced price of £5. 10s. per cwt. China and Japan quiet; 55 boxes of the latter at auction retired. Musk: Flat; 57 caddies Tonquin at auction retired. Rattans: Quiet and low; 2,912 bundles Rangoon at auction sold at 2s. 7d. to 2s. 8d. per 100. Star Anniseed: Quiet; 86 cases at auction retired. Sticklac, Siam: Remains very dull; only 10 cases at auction retired. Tortoise-shell: Only 2 cases Singapore at auction sold at 15s. per lb., being the previous value.

ARTICLES OF EXPORT.

IRON.—The quotations in London are for Welsh bars £7 5s. to £7 10s.; nail rod, £8 10s. to £8 15s.; hoops, £9 12s. 6d. to £10; sheets, single, £10 10s. to £10 15s.; Staffordshire bars, £8 10s. to £8 15s.; rails, £6 5s. to £6 10s.

STEEL.—Swedish keg, £15 15s.

COPPER.—Sheet and Sheathing, £86 to £88 per ton; yellow metal, 7½d. per lb.

TIN.—£81 to £85 for block; £82 to £86 for common bars. Tin plates, best charcoal, I.C., 32s. to 33s.

LEAD, &c.—English pig, W.B., £22 10s.: shot, patent, £23 10s. to £24; sheet, £21 5s.; spelter, £20 10s. to £21; zinc, English sheet, £29 to £30; quicksilver, £7.

The following is from the Circular of Messrs. French and Smith:—Everything continues very dull in this market. Iron: is very quiet for all descriptions. Copper: is very dull, and to-day the Smelters have declared a reduction of £5 per ton all round, but this scarcely brings the rate as low as the price at which sales had already been made. Tin: English in moderate demand. Foreign is unaltered. Banca, 80. Straits, 75 to 76, according to quality. Tin Plates: steady with a fair business. Lead: very quiet. Spelter: the German War keeps this metal fluctuating in price.

EXPORT OF BULLION TO CHINA &c.

The following return shows the shipments of bullion from Southampton from the 1st January by the P. and O. Company's mail steamers.

	Gold.	Silver.
Shanghai	—	£84,584
Foo-chow-Foo	—	4,446
Amoy	—	—
Hong Kong	—	134,941
Singapore	£5,650	46,910
Penang	—	—
Yokohama	—	900

FROM MARSEILLES.

(BY THE P. AND O. COMPANY'S STEAMERS.)

	Gold.	Silver.
Singapore	£144	—
Penang	—	—
Hong Kong	—	—
Foo-chow-Foo	—	—
Shanghai	—	£55,402
Yokohama	—	8,962

PER FRENCH MAIL STEAMERS.

	Gold.	Silver.
To Singapore	£516	£93,800
To Saigon	—	113,806
To Batavia	5,186	2,201
To Hong Kong	—	266,955
To Shanghai	—	69,032
To Yokhama	—	9,052

GOLD AND SILVER.

Bar Gold (per ounce)	£3 17 9
Spanish Doubloon	3 16 0 to 3
United States Gold Coin	3 16 4
Silver in Bars	0 5 1½
Mexican Dollars	0 4 11

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Jun. 30	Diamond	Robertson	Yokohama	New York.
— 30	Louisa Bragington	Turner	Japan	Do.
July 3	Newcastle	Blanche	Batavia	Boston.
— 14	Otto	Aahlmanns	Rangoon	Falmouth.
— 15	Speculator	Williams	Do.	Do.
— 14	Eliza Laing	Osborne	Colombo	In Channel.
— 17	Oxus	Reid	Akyab	Falmouth.
— 12	Conrad	Clunssen	Rangoon	Altona.
—	Peep-o'-Day	—	Canton	New York.
— 18	Hebe	Kiehl	Akyab	Falmouth.
— 14	Margaret Wilkie	Dalrymple	Manila	Off Land's End.
— 17	Veteran	Brown	Rangoon	Off the Fastnet.
— 19	Goldfinder	—	Do.	Liverpool.
— 18	Crest of the Wave	—	Manila	Off Queenstown.
— 18	Cathaya	Stewart	Rangoon	Do.
— 16	Hypatia	Thompson	Do.	Lisbon.
—	Feronia	—	Trincomalee	Queenstown.
— 20	Jubilee	Grant	Shanghai	Deal.
— 19	Konigby	Vander Valk	Akyab	Falmouth.
— 20	Catharina	Fokkes	Rangoon	Do.
— 20	Veteran	Brown	Do.	Off Queenstown.
—	Shackamaxon	—	Do.	Do.
Jun. 29	Prudencia	Lacertua	Manila	Havana.
July 20	Frances	Higgs	Colombo	London.
— 20	Celestial	Greatorex	Rangoon	Falmouth.

Digitized by Google

ARRIVALS—*continued.*

Date.	Ship.	Captain.	From	At
July 20	Diana	Teengs	Akyab	Falmouth.
— 20	President Plate	Julius	Do.	Do.
— 21	Suwa	Diercks	Rangoon	Do.
— 21	Wilhelm Kirschner	Dinklage	Akyab	Do.
— 21	Michael Loos	Parmentier	Do.	Do.
— 21	Canadian	Russell	Rangoon	Do.
— 21	Gertrude	Spedding	Bassein	Do.
— 21	Hieronimus	Uiderup	Akyab	Do.
— 21	Geo. Croshaw	Alexander	Do.	Do.
— 22	Violet	Wiseman	Rangoon	Do.
— 22	Sir Harry Parkes	Chapman	Bassein	Do.
— 23	Comet	Schaler	Akyab	Do.
— 23	Norma	Lafrenz	Rangoon	Off Falmouth.
— 22	White Jacket	Trevellick	Bassein	Liverpool.
— 23	Marseilles	Clements	Rangoon	Do.
— 1	Bengali	Demiaux	Macao	Havana.
— 23	Nova Zembla	Maumes	Akyab	Falmouth.
— 20	Avon	Edmond	Colombo	Off the Start.
— 22	Hermann & Theodore	Ereken	Rangoon	Falmouth.
— 22	Ernst	Jacobson	Akyab	Do.
— 24	Procymatia	Jarvis	Rangoon	Do.
— 24	Buston Vale	Marshall	Do.	Do.
— 24	E. von Beaulieu	Fesenfeldt	Do.	Do.
— 24	Teresa	Staats	Do.	Do.
— 24	Carl Frederik	Staben	Akyab	Do.
— 24	Tirrell	Morgan	Moulmain	Do.
— 24	Coromandel	Spence	Akyab	Do.
— 24	Arracan	Kuhlken	Do.	Do.
— 23	Boni	—	Singapore	Off Falmouth.
— 22	Ann Banfield	Edwards	Galle	Scilly.
— 19	Sales	Mendezona	Zebu	Santander.
— 24	Anthon Gunthen	—	Rangoon	Falmouth.
— 24	Herman and Emma	Lafrenz	Akyab	Do.
— 24	Conqueror	Croak	Rangoon	Liverpool.

DEPARTURES.

Date.	Ship.	Captain.	For	From
July 11	Maria Regina	Onwehand	Batavia	Off Dungeness.
— 13	Anthony v. Hoboken	Hazewinkel	Do.	Off Falmouth.
— 12	Marie	Biesthorst	Do.	Deal.
— 12	Courier	Legros	Galle	Cardiff.
— 14	Elizabeth Ann	Hall	Colombo	Sunderland.
— 15	Batavia	—	Batavia	Deal
— 16	Sancio Panza	Paslitto	Swansea and Galle	London.
— 2	Horatio	Palmer	Shanghai	New York.
— 11	Kentucky	Freeman	Ceylon	Sunderland.
— 14	Nyverheid	Schaap	Hong Kong	Newport.
— 17	Hans	Eisemeyer	Singapore	Off the Goodwin.
— 13	Batavia	Zwanenburg	Batavia	Newcastle.
— 17	Wanderer	Murton	Galle	Sunderland.
July 17	Louis Meyer	—	Singapore	Shields.
—	Vice-Admiral May	—	Batavia	Off the Wight.
— 9	Endeavour	Doane	Shanghai	New York.
— 16	Prinses Amelie	Groenveldt	Macassar	Off the Wight.
— 25	Mayflower	Orley	Galle	Liverpool.
— 25	Coquetdale	Wood	Batavia & Sourabaya	Do.

(See Commercial Postscript.)

LOADING.

At LONDON.—For Yokohama: Capiolani, Glenclune. For Nagasaki: Rifleman. For Nagasaki and Yokohama: Chrysolite. For Manila: Angela. For Shanghai: Jas. Shepherd, Borealis, Silver Eagle, Jubilee. For Hong Kong and Canton: Chusan, Lucerne, Shun Lee. For Singapore: Petchelee. For Batavia and Sourabaya: Rota. For Colombo: Teviot, Ferozepore, Channel Queen, John Banfield. For Colombo, Cochin, Beypore, and Mangalore: Excelsior.

At LIVERPOOL.—For Shanghai: Mazellan. For Singapore: Sophie, Chloris, Indiaman. For Manila: Cinco Hermanos, Maria y Vicenta. For Batavia and Singapore: Oscar. For Batavia and Sourabaya: Engel, Helena Henriette. For Colombo: Empress.

At GLASGOW.—For Manila: Jose y Maria. For Singapore and Penang, Roslin Castle. For Colombo and Tuticorin: Vectis.

SPOKEN.

LONE STAR, Singapore to Falmouth, 9 July, 42 N., 29 W.
INVINCIBLE, London to Hong Kong, 27 May, 15 S., 30 W.
THOR, Newport to Singapore, 29 June, 2 S. 30 W.
BURGERMEISTER V. MIDDELBURY, Newport to Singapore, 24 March.
JAMES LONGTON, London to Japan, 14 March.
ISAURE, Cardiff to Manila, 2 April.
BOLIVIA (ship), Liverpool to Singapore, 5 April, 42 days out.
GROVEBECKER, Shanghai to New York, 26 Feb., 2 N., 24 W.
REGINA MARIS (barq.), Newcastle to Singapore, 11 June, 5 N., 26 W.
DUC DE RICHELIEU, Sourabaya to Falmouth, 9 June, 9 N., 30 W.
ENCARNACION, Macao to Havana, 6 May, 27 S., 38 E.
HARKAWAY, Liverpool to Batavia, 28 May, 33 S., 20 E.
SALES, Manila to Santander, 10 May, 35 S. 22 E.
JOHANNES LUDWIG, Ningpo to Rotterdam, 24 May, 32 S. 31 E.
FLORENCE NIGHTINGALE (bq.), Lon. to Singapore, 30 April, 26 S., 24 W.
RED DEER (ship), Cardiff to Shanghai, 7 May, 7 S., 32 W.
SAMUEL RUSSELL (ship), N. York to Hg. Kong, May 9, 13 S., 35 W.
RECIFE (barque), Liverpool to Japan, April 29, 34 S., 1 W.
MERLE (ship), Shields to Shanghai, April 23, 21 S., 21 W.
MELBREK, London to Hong Kong, April 14, 3 S., 25 W.
ATALANTA (brig), Colombo to London, April 26, 21 S., 66 E.
TAI-LEE (barque), H. Kong to N. York, May 19, 36 S., 26 E.
No. 9140, 3rd DP. (Fr. barque), S'pore to Bordeaux, July 9, 38 N., 37 W.
GEMMI, Swansea to Galle, June 10, 4 N., 25 W.
COURADINE (Hmb. bq.), Samarang to Middelburg, June 26, 33 N., 39 W.
FERDINAND BRUWIM, Sunderland to Singapore, July 2, 8 S., 21 W.
GRANVILLE, Colombo to London, May 21, 27 S., 5 E.
JASON, Rotterdam to Batavia, May 17, 9 N., 27 W.
KINNAIRD, Penang to London, May 28, 31 N., 39 W.
ALGERNON, London to Penang, July 17, 49 N., 10 W.
LORD DALMENY (?) (barq.) Colombo to London, July 8, 41 N., 34 W.
LEONTINE, Singapore to Falmouth, July 9, 42 N., 29 W.
PADANG PACKET (Dut. bq.) Sour. to Amsterdam July 16, 49 N., 11 W.
MIRANDA, from Colombo, July 12, 47 N., 21 W.
MATADOR, Cardiff to Singapore, June 11, 5 N., 25 W.
ONRUST, Newport to Hong Kong, May 9, 6 N., 26 W.
QUEEN BEE, Colombo to London, July 7, 43 N., 38 W.
RESOLUTE, Shanghai to New York, May 20, 34 S., 27 W.
NIKO, Clyde to Batavia, May 29, 2 S., 22 W.
GRAAF DIRK (bq.) ship, Sourabaya to Amsterdam June 14, 7 N., 24 W.
PECOH (?) (ship), Colombo to London, 72 days out, May 30, 19 S., 2 W.
RIO DE JANEIRO (Hamb. bq.), S'pore to Falmouth, July 6, 39 N. 42 W.
ALBRECHT BEYLING (Dut. bq.), Java to Rotdm., July 15, 48 N., 12 W.
MARTIN V. ROSSEM (Dut. bq.), Java to Rotdm., July 23, off the Lizard.
BOTHWELL CASTLE, Clyde to Singapore, July 15, 50 N., 14 W.
ATALANTA (brig), Colombo to London, June 15, 7 N., 26 W.
LOUIS AND BERTHA (barq.), Penang to London, June 29, 32 N., 39 W.
ARCADIA (Dut. ship), Batavia to Falmouth, July 12, 48 N., 21 W.

FREIGHTS AND CHARTERS.

In outward freights we have only to report an advance in coal freights to the eastward, in consequence of vessels not being readily obtainable.

Current Rates of Freight for Vessels on the Berth:—To Yokohama: 40s. weight, 50s. meast. To Nagasaki: 50s. weight or mea. To Shanghai: 45s. weight, 45s. to 47s. 6d. meast. To Hong Kong: 40s. weight or meast. To Singapore: 30s. weight or measurement. To Penang: 40s. weight or measurement. To Ceylon: 25s. to 30s. weight, 35s. meas.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel. For Hong Kong: £43. For Galle: £35 10s. For Singapore: £33. For Shanghai: £53. For Saigon: £50. For Manila: £14. For Yokohama: £52. From Newport, Cardiff or Swansea, per ton. For Hong Kong: £2 2s. For Manila: £2. For Galle: £1 13s. For Singapore, £1 12s. 6d. For Yokohama: £2 8s. For Shanghai: £2 12s. 6d. For Saigon: £2 8s. For Batavia: £1 12s. 6d. For the Philippine Islands: £2 2s. 6d.

The Admiralty have accepted the Shun Lee for the conveyance of stores to Hong Kong, and have invited tenders for the conveyance of about 80 soldiers from Liverpool to Colombo, and for 15 tons measurement naval stores from the River Thames to Hong Kong.

CASUALTIES.

The Cuban, English ship, from Ceylon to London, was spoken June 4 in lat. 29½ S., lon. 11 E., out 58 days, with fore and mainmasts sprung while off the Cape.

During the night of the 16th July the greater part of the main deck and some portions of the poop and forecastle decks were washed out of the Golconda, bound from Singapore to London, which vessel went on shore on the Pan Sand, near Whitstable, 4th July; the masts still remaining standing, the greater part of the cargo has been saved and conveyed to the Victoria Docks, the remainder will have to be got out by divers.

MISCELLANEOUS.

At ASCENSION.—May 26, Peep o'Day, Johnson, from Canton, and sailed for New York, June 1; Boni, Muller, from Batavia, and sailed 2, for Rotterdam.

Off ASCENSION.—June 17, Como, from Shanghai for London.

At ST. HELENA.—May 23, Marinus, Irving, from Sourabaya, and sailed for Rotterdam; 25, Queen Bee, White, from Colombo; 26, Marten van Rossem, Gerrebrands, from Tjilatjap, and sailed 29 for Rotterdam; 27, Louise Collet, Pimont, from Singapore, and sailed 29 for Bordeaux. June 1, Attagracia, Landa, from Macao, and sailed for Havana; Nina, Peters, from Manila, and sailed 2 for Cadiz; 2, Jane Symons, Burnard, from Colombo, and sailed for London; Orissa, Henderson, from Colombo, and sailed 3 for London; 4, Hoek v. Holland, Bakker, from Batavia, and sailed 6 for Amsterdam; 8, Medea, v. Teutern, from Banjoewangie, and sailed 8 for Rotterdam; 9, Cervantes, Aguirre, from Manila, and sailed 9 for Cadiz: 12, Resolute, Holt, from Shanghai, and sailed for New York; 16, Katinka, Greig, from Bangkok, and sailed 18 for Falmouth; 17, Fort Regent, Geyt, from Hong Kong; 18, Thomas Dryden, Brown, from Nagasaki, and sailed 19 for St. Thomas; J. A. U., Soltura, from Macao, and sailed 20 for Havana; 19, Valadora, Villabaso, from Manila, and sailed for Liverpool; Eva Johanna, Hordyk, from Batavia, and sailed for Rotterdam.

At ST. HELENA.—Her Majesty, Seymour, from Manila, and sailed 20 for London; Johannes Loderwyk v. Delft, from Padang, and sailed 20 for Rotterdam; 21, Minister v. Hall, Haas, from Banjoewangie.

At ALGOA BAY.—June 8, Fortuna, Loftus, from Singapore for Liverpool, put in for water; Herald, Storey, from Shields for Hong Kong, with master seriously ill.

At BAHIA.—June 12, frigate Bird, Weeks, from Liverpool, and sailed 15 for Galle; 14, Majestic, Robertson, from the Clyde, and sailed 17 for Batavia.

LAUNCH OF THE SHUN LEE.—A fine ship named the Shun Lee, built on the composite principle, but differing materially from any other vessel afloat, was launched from Lavender Dry-dock, Rotherhithe. Her length between perpendiculars is 155 feet; breadth, extreme, 31 feet 6 inches; depth of hold, 19 feet 2 inches; and register tonnage, 650 tons. She has been built by Mr. Walker, her owner, under the entire supervision of Mr. B. Waymouth, surveyor of Lloyd's; classed A 1 fourteen years, and is one of a fleet which the firm intend to build for the China trade. The frame of the ship is of double-angle iron, diagonally trussed, with extra angle and bulb iron stringers worked longitudinally on frames right fore and aft. The vessel is entirely planked with teak. The bottom double to under side of wales; the inner bottom being fastened to the frames with galvanized iron bolts, and the outer bottom being worked diagonally, and fastening to the inner bottom with pure copper bolts. A numerous and fashionable company were present to witness the ceremony, and the wife of Captain J. Milbank, the Commander, performed the ceremony of naming her Shun Lee. The vessel loads for Hong Kong, and takes out Government stores.

The steamer Agamemnon, despatched from Liverpool to China, by Mr. Alfred Holt on the 19th April, arrived out at Singapore on the 19th June, having called at Mauritius and Penang *en route*. This is a very satisfactory passage, and augurs well for this new line of large carrying screws.

Digitized by Google

EXTRACT from a letter addressed by Surgeon WOODWARD, of H.M.'s 2nd 20th Regiment, to the Commandant of the Hong Kong Garrison, and dated "Hong Kong, April 28, 1866":—

"Having in a letter addressed to Colonel Browne, Commandant of Yokohama, dated 24th February, 1866, made certain charges against the Rev. Mr. Bailey, officiating military chaplain of the garrison, imputing to the Rev. Mr. Bailey conduct most improper and unbecoming the character of a clergyman; of the whole of which charges a court of inquiry has fully exonerated the Rev. Mr. Bailey; I now beg fully to retract the said charges, and I beg you will be good enough to convey to the Rev. Mr. Bailey the expression of my regret at having been led into making charges which I admit were without foundation."

(Signed) G. P. M. WOODWARD,
Surgeon, 2nd 20th Regt.

THE BANK OF HINDUSTAN, CHINA AND JAPAN (Limited).

1, BANK-BUILDINGS, LOTHBURY, LONDON.

CAPITAL £4,000,000
Subscribed 3,696,100
Paid-up 893,682

DIRECTORS.

William Ferneley Allen, Esq., Alderman.
William Frederick Baring, Esq.
James Nugent Daniell, Esq.
Philip Shore Fletcher, Esq.
William Harrison, Esq.
James Levick, Esq.
Sassoon David Sassoon, Esq.
J. Mackrill Smith, Esq.
Richard Spooner, Esq.
Philip Vanderbyl, Esq.
Henry Young, Esq.

BANKERS.

The Bank of England. | The National Bank.
The Alliance Bank.

EDINBURGH BRANCH.

DIRECTORS.

William Forbes, Esq., of Medwyn.
Patrick Arkley, Esq., of Duninald.
James Mackintosh, Esq., jun., of La Mancha, and late of Calcutta.
John A. Macrae, Esq., W.S., 39, Frederick-street, Agent.

BRANCHES.

Bombay | Colombo | Shangha
Calcutta | Hong Kong | Yokohama

Deposits received, subject to ten days' notice, on the usual terms, and for fixed periods at rates subject to special agreement.

Drafts issued, and Bills negotiated, payable in India, China, &c. Circular Notes and Letters of Credit, payable throughout Europe, are also issued for the convenience of Travellers per Overland Route.

The purchase and sale of Indian and other Securities, and the safe custody of the same, undertaken. Dividends, Pay, Pensions, Interest, or other moneys realised, and the registry of Indian Government Loan Notes effected, so that the interest may be paid in England.

Every other description of Banking and Agency business in connection with India, China, &c., conducted on the most favourable terms.

JOHN OUSELEY, General Manager.

CHARTERED MERCANTILE BANK of INDIA, LONDON, and CHINA.
Incorporated by Royal Charter.

Paid-up capital, £750,000. Reserve Fund, £250,000

BRANCHES AND AGENCIES.

Bombay. | Colombo. | Penang. | Hong Kong. | Yokohama
Calcutta. | Kandy. | | Shanghai. |
Madras. | Galle. | Singapore. | Hankow. | Mauritius

The Bank negotiates and collects bills and grants drafts payable at the places above mentioned, issues letters of credit and circular notes for the use of travellers by the Overland Route, terms for which can be ascertained at the Head Office in London.

The Bank will effect the purchase or sale of Indian securities, undertakes the safe custody of same, and the receipt of interest, dividends, pay, pensions, and other moneys for remittance through the Bank or otherwise.

The Bank receives money on deposit, on which interest will be allowed according to the length of time deposited. Particulars as to rates can be ascertained at the Head Office, 52, Threadneedle-street, London.

Office hours from 10 a.m. to 3 p.m.; Saturdays, from 10 a.m. to 2 p.m.

No. 52, Threadneedle-street, London, E.C.

AGRA & MASTERMAN'S BANK (LIMITED)

HOLDERS OF BILLS OF EXCHANGE accepted by this Bank, and Holders of Bills drawn by its various Branches upon, but not accepted by the Bank, and holders of Drafts drawn by the branches payable on demand, are requested to send in particulars of their claims to the undersigned, and at the same time to produce such Bills and Drafts for Registration between the hours of 10 and 2, on or before the 15th August next, preparatory to the payment of a first Dividend of which due notice will be given to all bill-holders whose claims have been so registered.

H. H. CANNAN, Liquidator,
July 23rd, 1866. 35, Nicholas-lane, London.

REVUE ORIENTALE,

Conducted by M. LEON DE ROSNY,

Professor of Japanese in the Imperial School of Living Oriental Languages of Paris.

DEVOTED specially to Ethnography, History, Literature, and Commerce of Asia, Africa, and Oceana.

The last issue (No. 57) contains, amongst other matters,—

THE INEXORABEE COURTESAN, a Hindoo Story translated by M. Garcin de Tassy, Member of the Institute of France.

COMMERCIAL RELATIONS of the EAST and WEST in Ancient Times, by M. A. Castaing.

OCEANIC STUCIES, by G. Delonore.

VOYAGE in the HOLY LAND, by M. F. de Saulcy, of the Institute.

ORIGINAL CORRESPONDENCE.

MISCELLANEOUS NEWS relating to the East.

Agents in London: TRUBNER AND CO.

THE CHINESE COMMERCIAL GUIDE.

CONTAINING Treaties, Tariffs Regulations, Tables, &c., useful in the trade of China and Eastern Asia, with an Appendix of Sailing Directions for those Seas and Coasts, by S. WELLS WILLIAMS, LL.D. Fifth Edition.

Hong Kong, SHORTREDE and Co.; London Agent, F. ALGAR, 11, Clement's-lane, E.C. Price Two Guineas.

"CHINA MAIL" OFFICE.

No. 2 WYNDHAM-STREET (back of the Club):—

1.—THE EVENING MAIL,

A DAILY PAPER.

PRICE.—2 dols. per month.

TERMS OF ADVERTISING.—First insertion, Ten lines and under, 1 dol.; each additional line, 10 cents. Subsequent insertions, per week, 50 cents and 5 cents—"Auction" Notices are excepted, for which only One Charge per week is made).

2.—THE CHINA MAIL,

AN ORIGINAL WEEKLY PAPER.

(Every Thursday Night.)

PRICE.—15 dols. per annum; Single Copies, 44 cents.

ADVERTISING.—First insertion, Five lines, 1 dol.; each additional line, 20 cents. Subsequent insertions, 50 cents. and 10 cents.

The "China Mail" has been permanently enlarged in size, namely, from 4 to 6 full pages. It is the only weekly paper published in China which contains a complete summary of Hong Kong news as well as that from the treaty ports of China and Japan, and from Manila, Australia, India, and the Straits. Its circulation, which has of late considerably increased, extends throughout the coasts of those countries as well as to various parts of Europe. Great facilities are thus afforded to advertisers in this newspaper.

3.—OVERLAND CHINA MAIL.

Containing 8 FULL PAGES, and consisting of a reprint of the articles in the EVENING and CHINA MAILS, with Summary of News and Commercial Summary.

ONCE A FORTNIGHT.

(The Morning of the Mail's despatch.)

PRICE.—To Subscribers to the Weekly issue, 8 dols. to Non-subscribers, 12 dols. Single copies, 50 cents.

ADVERTISING.—The same as in the Weekly. All "Notices of Firms" appearing in the Weekly will be inserted in the *Overland*, and charged for, unless otherwise ordered.

A. SHORTREDE & CO.

Hong Kong, May 17, 1866.

PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's Establishments at the above Port afford every facility for REPAIRING and SPARRING VESSELS, and for CLEANING and PAINTING Iron and Steam Ships.

Their large Granite Dock, 286 feet long on the blocks, is in complete working order, and at average spring tides can take vessels drawing 16 to 17 feet water. The Dock is fitted with a Caisson Gate and with a Centrifugal Steam Pump of great power, ensuring despatch in all states of the tide. An ample stock is kept on hand of Timber, Oregon Spars, Sheathing Copper and Yellow Metal, and of every description of material for Dockyard use.

The premises comprise an Engineer's Workshop, Brass Foundry, a large Smithy and Carpenter's Workshops, and he works are superintended by Resident Europeans, viz., a Shipwright, an Engineer and a Blacksmith. Dry, Godowns for the reception of vessel tores, &c., when requiring to discharge them.

Amoy, March, 1865.

THE MONEY MARKET REVIEW

A WEEKLY JOURNAL OF THE HIGHEST CLASS,

EXCLUSIVELY DEVOTED TO THE DISCUSSION OF COMMERCIAL AND FINANCIAL TOPICS.

PUBLISHED EVERY SATURDAY

TERMS OF SUBSCRIPTION.

PAYABLE IN ADVANCE.

Single Paper ... ... 6d. Yearly ... ... £1 6s.

BY POST.

Single Paper ... ... 7d. Yearly £1 10s

*** Post-office orders to be made payable to FRANCIS FISHER, 23, Birchin-lane, Cornhill, London, E.C.

ENGLISH GARDENS IN THE EAST.

THE Fourth Season has now confirmed the complete success of MR. CHRISTY'S Cases for conveying Fruit Trees, Vines, Plants, Flowering Shrubs, and Seeds, to the East, when shipped in the holds of Steamers like ordinary Case Goods. Mr. John Waterer, junr., the American Nursery, Bagshot, Surrey, or Mr. Christy, 28, Pall Mall, London, are prepared to execute orders for gentlemen in the East, and beg to call attention to the list of prices and conditions. FRUIT TREES, including PEARS, APPLES, PLUMS, CURRANTS, GOOSEBERRIES, PEACHES, NECTARINES, APRICOTS, CHERRIES, and QUINCES, per case, 10 Guineas.

	Guineas.
20 FRUIT TREES, with Ten venes, per case	14
ROSES of the best kinds ... ... „	15
RHODODENDRONS and AZALIAS, &c.	15
GARDEN SEED (various) ... ... „	5 upwds.

The number depends on the size of the roots; the cases average 30 plants each.

All the above prices include freight, insurance, and all charges to any port where the P. and O. steamers call. The season for shipment commences about September and ends in January. All orders must be accompanied by a remittance or orders for payment. The name of the agent at the port of arrival must be furnished, to prevent delay in forwarding.

HOLLOWAY'S OINTMENT and PILLS.—These direct curatives act on the human body as mighty purifiers and healers, which slowly, gradually, and safely work a change for the better throughout the whole system. The Ointment has almost miraculous powers in cleansing and healing old sores and ulcers which had defied the highest surgical skill; but perseverance is necessary to attain this end, as it would be unreasonable to expect that any ulcer or skin disease which had been firmly rooted in the body for years could be cured in a few days. It cannot be too much to ask a week's trial of these noble remedies in any chronic ulceration, or other foul wound, in that short time they will prove their virtues.

GELLE FRERES PERFUMERY.

CHIEF ESTABLISHMENT, 35, RUE DES VIEUX AUGUSTINS, à PARIS.

THE house of GELLE FRERES, celebrated for the superiority of its Perfumery, addresses itself to the fashionable world as much for its essentially hygeianic, refreshing, and tonic preparations as for its delicate and distingué perfumes.

STEAM WORKS AT NEUILLY SUR SEINE.

1st Class Exhibition Paris Medal.

DEPOT: BLUMBERG & CO., 55, CANNON-STREET WEST, LONDRES.

DEPOT: H. BRULE, 23, RUE DE L'HOPITAL, BRUXELLES.

1st Class London Exhibition Medal.

Commission. Articles specially Recommended. Exportation.

REGENERATEUR GELLE FRERES, a superior pomade for preserving, beautifying, and reproducing hair.
EAU D'ALBION for the toilet, an exquisite production from the juice of flowers and aromatic plants.
CARBOQUINA ROSE superior toothpowder, composed of carbon quinine and Province roses.
CUCUMBER SOAP for softening the skin, the best of all toilet soaps.
LAIT PROPHYLATIC to remove freckles and improve the appearance of the skin.
COMPOSITION ZOUAVE, for the instantaneous dyeing of the whiskers and moustache.
COLD CREAM, AU LOTUS LE LYBIE, to soften and refresh the skin.
NIGRITINE VEGETALE, an incomparable dye for the hair and beard, not staining the skin.
VIOLET ESSENCE and VIOLET WATER for the handkerchief.
CONCENTRATED EAU DE COLOGNE for the toilet.

SPECIAL PERFUMERY WITH A BASIS OF GLYCERINE,

SOAP, TOOTH-PASTE, POMMADE, CREAM FOR THE COMPLEXION, EAU DE TOILETTE.

To be obtained of all the principal Perfumers and Hairdressers in Europe and other parts of the world.

Digitized by Google

Prize Medal 1862.

Prize Medal 1862.

HARMONIUMS.

W. E. EVANS,

THE ORIGINAL INVENTOR AND MANUFACTURER OF HARMONIUMS IN ENGLAND,

RESPECTFULLY draws the attention of intending purchasers to his Unrivalled Instruments, in which he has recently introduced several important patented improvements. Amongst which may be specially mentioned the "double-action expression wind movement," by means of which the wind is supplied with half the usual exertion, and the most perfect expression realised; thus superseding the use of the "Expression Stop," so difficult of management in all Harmoniums. The advantage to purchasers is obvious, in selecting an instrument of a manufacturer whose whole life has been devoted to perfecting the Harmonium, and who finishes with his own hand every Instrument that leaves his Manufactory; whilst the prices charged are no higher than those of other makers. Every Instrument is Warranted. The undermentioned, SPECIALLY PREPARED FOR INDIA, are recommended:—

No. 1.—With One Stop, in Oak or Mahogany... ... ... 11 Guineas.
(Tinned Packing-case, and delivery at any home port, 35s. extra).
No. 3.—With Four Stops, in Oak or Mahogany ... ... 21 Guineas.
(Tinned Packing-case, and delivery at any home port, 40s. extra).
No. 5A.—With Twelve Stops, in Oak or Mahogany ... ... 29 Guineas.
(Tinned Packing-case, and delivered at any home port, 42s. extra).
No. 6A.—With Fifteen Stops, in Oak or Mahogany ... ... 43 Guineas.
(Tinned Packing-case, and delivery at any home port, 45s. extra).
No. 9.—With Nineteen Stops, and Two Rows of Keys, in Oak or Mahogany... ... ... 80 Guineas.
(Tinned Packing-case, and delivery at any home port, 63s. extra).

THE "EVANS" IMPROVED HARMONIUMS

Are remarkable for the entire absence of the nasal and reedy tone which has hitherto been the great impediment to the general adoption of the Harmonium in private houses whilst the sluggishness of speech, another great defect in most Harmoniums, has been entirely overcome by W. E. EVANS' improvements, without any MECHANICAL appliances.

Fully detailed Price List, with Testimonials from the most eminent Musicians, &c., may be obtained of the Sole Manufacturer and Patentee,

W. E. EVANS, 2B, MARKET-PLACE, GREAT PORTLAND-STREET, LONDON, W.

Mr. Evans is in no way connected with any other House in London.

DYSENTERY, CHOLERA, FEVER, AGUE, ETC.

CHLORODYNE.

CAUTION.—*Vice-Chancellor Wood affirmed in Court that Dr. J. COLLIS BROWNE was undoubtedly the Discoverer of Chlorodyne; that the statements of the Defendant Freeman were deliberately untrue, and he regretted to say they had been sworn to (see "The Times" of July 13, 1864); all others must be spurious.*

Earl Russell has graciously favoured J. T. Davenport with the following extract of a despatch from Mr. Webb, H.B.M.'s Consul at Manila, dated Sept. 17, 1864:—"The remedy most efficacious in its effects (in Epidemic Cholera) has been found to be CHLORODYNE, and with a small quantity given to me by Dr. Burke I have saved several lives." Earl Russell communicated to the College of Physicians that he had receive a despatch from Her Majesty's Consul at Manila, to the effect that Cholera had been raging fearfully, and that the ONLY remedy of any service was CHLORODYNE. —See *Lancet*, December 31, 1864. No home should be without it.

Eminent Hospital Physicians of London stated on oath that they prescribe CHLORODYNE largely, and mean no other than Dr. Browne's.

The General Board of Health, London, state as to its efficacy in Cholera and Dysentery:—"So strongly are we convinced of the efficacy his remedy, that we cannot too forcibly urge the necessity of adopting it in all cases."

From A. Montgomery, Esq., late Inspector of Hospitals, Bombay:—"Chlorodyne is a most valuable remedy in Neuralgia, Asthma, and Dysentery. To it I fairly owe my restoration to health, after eighteen months' severe suffering, and when all other medicine had failed."

From W. Vesalius Pettigrew, M.D.:—"I have no hesitation in stating that I have never met with any medicine so efficacious as an antispasmodic and sedative. I have used it in Consumption, Asthma, Diarrhœa, and other diseases, and am most perfectly satisfied with the results."

Dr. M'Grigor Croft, late Army Staff, says:—"It is a most valuable medicine."

Dr. Gibson, Army Medical Staff, Calcutta:—"Two doses completely cured me of Diarrhœa"

Government supply both the Army and Navy with it. A Sheet of Medical Testimonials accompanies each Bottle.

Sold in Bottles, 2s. 9d. and 4s. 6d., by all Chemists. None genuine without the words

"DR. J. COLLIS BROWNE'S CHLORODYNE" on the stamp.

SOLE MANUFACTURER:—

J. T. DAVENPORT, 33, GREAT RUSSELL-STREET, LONDON, W.C.

Be not misled by the statements of unscrupulous persons, as the Defendant was termed by the Vice-Chancellor.

THE CAPE, INDIA, AND CHINA AGENCY.

ORDERS for GOODS of all descriptions executed, and Shipped by the Overland Route or by Clipper Sailing Vessels. Consignment of Produce realised. The Goods are selected by parties who have had personal experience of the requirements of the markets at the

CAPE COLONIES, INDIA, CHINA, AND JAPAN.

TERMS:—One-half the estimated cost to be remitted with the order, and the balance on receipt of Bill of Lading and Invoice.

Commission, 2½ per cent. on Orders over £50, and 5 per cent. on amount under £50

Orders and remittances should be addressed to the MANAGER.

Office, 12, George-yard, Lombard-street, London, E.C.

PALMER & CO.'S

LAMPS FOR THE COLONIES.

SUSPENSION, BRACKET,

AND

TABLE LAMPS, FOR OIL OR CANDLES,

OF THE BEST CONSTRUCTION.

ORIGINAL PATENTEES OF THE CANDLE LAMPS.

MANUFACTURERS OF

LUSTRES, CHANDELIERS, & GAS FITTINGS;

COOKING, COACH, CARRIAGE LAMPS, AND LANTERNS;

SHIPS' CABIN LAMPS;

PARAFFIN AND MODERATOR LAMPS, &c

SHOW ROOMS:—

SUTTON-STREET, CLERKENWELL, LONDON.

BOTTLED ALES AND WINES, &c.

"NO BUYERS for the BEST BRANDS unless RE-PACKED," in consequence of repeated BREAKAGE.—"Melbourne Journal of Commerce, Nov. 16. Heating and Breakage entirely prevented, and 15 per cent. saved in Freight of Cases, by using SEYMER'S BOTTLE PACKINGS AND COOLERS. Price 7½d. per doz. Bottlers contracting for large quantities, effect so great a saving in labour, &c., that they can supply them at one-third less price to Shippers, who wil find it most profitable to order their goods to be so packed in future.—T. WHITEHEAD, 37, Eastcheap, E.C.

T. & H. SMITH'S

ESSENCE OF COFFEE.

GIVES instantaneously a delicious Cup of Coffee with boiling water or milk merely. To be had in bottles at 1s. and 2s. each, of all respectable Grocers, Chemists, and Italian Warehousemen.

69, COLEMAN-STREET, CITY, AND 21, DUKE-STREET, EDINBURGH.

T. & H. SMITH'S

CODEIA LOZENGES.

THESE Lozenges have a remarkable effect in allaying Cough and Irritation of the Throat and Chest.

Prepared only by T. and H. SMITH and Co., 21, DUKE-STREET, EDINBURGH, and 69, COLEMAN-STREET, LONDON. In boxes at 1s. 1½d. and 2s. 9d. each.

Digitized by Google

INVALUABLE FOR SHIPMENT TO THE SOUTH AFRICAN COLONIES.

BRYANT AND MAY'S PATENT SAFETY MATCHES

Light only on the Box!

BRYANT AND MAY'S PATENT SAFETY MATCHES

Are not Poisonous!

BRYANT AND MAY'S PATENT SAFETY MATCHES

Are not Liable to Spontaneous Combustion!

BRYANT AND MAY'S PATENT SAFETY MATCHES

Are Warranted suitable for all Climates!

BRYANT AND MAY'S PATENT SAFETY MATCHES

Are specially prepared for Exportation!

For Samples, Terms, and other information, apply to BRYANT and MAY, Fairfield Works Bow, London, E., Patentees and Sole Manufacturers of the Patent Safety Matches, Wax Vestas and Vesuvians, which contain no Phosphorus, and Light only on the Box!

WORKS: FAIRFIELD, BOW, LONDON, E.
WAREHOUSES: WHITECHAPEL-ROAD, LONDON, E.

N.B.—Purchasers are requested to observe that every Box and every Package bears our Trade Mark

and that without it none can be genuine.

Digitized by Google

THE SHORTEST ROUTE TO AND FROM MANILA AND THE PHILIPPINES.

NOTICE to SHIPPERS and PASSENGERS by the OVERLAND ROUTE:—

The CHINA STEAM and LABUAN COAL COMPANY (Limited), in pursuance of an agreement entered into with the Government of Manila, have arranged to despatch their steamship "MONA," or other of their first-class steamers, with the mails and passengers monthly between Singapore and Manila, and Manila and Singapore, in correspondence with the Messageries Imperiales Overland Route. The Company's agents at Singapore will take charge of goods for transhipment. For further particulars apply at the Offices of the Company, Ethelburga-house, 70 and 71, Bishopsgate-street, London, E.C.

H. WALLER PLATT, Secretary.

OVERLAND ROUTE.

COMMUNICATION by STEAM to INDIA, AUSTRALIA, &c., *viâ* EGYPT.—From SOUTHAMPTON and MARSEILLES.—The PENINSULAR and ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels for Gibraltar, Malta, Egypt, Aden, Ceylon, Madras, Calcutta, the Straits, China, and Japan (Yokohama), by their steamers leaving Southampton on the 4th and 20th of every month. For Gibraltar, Malta, Egypt, Aden, and Bombay by those of the 12th and 27th of each month; and for King George's Sound, Melbourne, and Sydney, by the steamers leaving Southampton on the 20th of every month. The steamers leave Marseilles on the 5th, 12th, 20th and 28th of the Month.

For further particulars apply at the Company's Offices, 122, Leadenhall-street, London, E.C., or Oriental-place, Southampton.

OVERLAND ROUTE VIA MARSEILLES.

SERVICES MARITIMES DES MESSAGERIES IMPERIALES.

FRENCH MAIL STEAM PACKETS.

The 19th of every Month, at 2 P.M for—

MESSINA, ALEXANDRIA, ADEN, POINT DE GALLE (Ceylon), PONDICHERRY MADRAS, CALCUTTA, SINGAPORE, BATAVIA, SAIGON, HONG KONG, SHANGHAI, and JAPAN.

The 9th of every Month for—

MESSINA, ALEXANDRIA, ADEN, SEYCHELLES REUNION, MAURITIUS.

For passage, freight, and information apply to B. W. and H. HORNE, 4, Moorgate-street, London; G. H. FLETCHER and Co., Liverpool; at the offices of the Services Maritimes des Messageries Imperiales in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

*** Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.

ORIENTAL, AUSTRALIAN, AND GENERAL STEAM AGENCY, AND GLOBE PARCEL EXPRESS.

PARCELS, PACKAGES, and MERCHANDISE forwarded, and PASSAGES engaged to all parts of the world. Baggage collected and shipped, insurances effected, &c.

CALCUTTA, MADRAS, CEYLON, and ADEN—Overland, 4th and 20th of every month.

BOMBAY and ADEN—Overland, 12th and 27th.

CHINA, JAPAN, SINGAPORE, and EASTERN SEAS—Overland, 4th and 20th.

AUSTRALIA, TASMANIA, and MAURITIUS—Overand, 20th.

NEW ZEALAND and AUSTRALIA via PANAMA, 2nd.

INDIA, CHINA, and AUSTRALIA—Via Cape of Good Hope, Clipper Ships, weekly.

Prospectuses, with through rate to a thousand places free on application.

G. W. WHEATLEY and Co. (late Waghorn), 150, Leadenhall-street, E.C.; CHAPLIN'S, Regent-circus, W., and 32, Regent-street, S.W.

INDIA AND CHINA.

ROBERTSON and CO. will despatch the following first-class VESSELS to their respective destinations:—

Destination.	Ships.	Class.	Docks.	To Sail.
Shanghai ...	Silver Eagle	A1 13 yr.	E.I.D.	With des.
Shanghai ...	Jubilee ...	A1 14 yr.	W.I.D.	With des.
Hong Kong & Whampoa ...	Her Majesty ...	A1 12 yr.	E.I.D.	With des.
Singapore ...	Petchelee	A1 12 yr.	W.I.D.	With des.
Nagasaki, Japan	Rifleman	A1 13 yr.	W.I.D.	With des.
Nagasaki & Kanagawa	Chrysolite.	A1 14 yr.	W.I.D.	With des.

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.

CHINA and JAPAN.—The following splendid first-class SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	Last Shipping Day.
Shanghai ...	Borealis ...	A1 1 —	E.I.D.	Aug. 6.
Hong Kong & Whampoa ...	Lucerne ...	A1 12 yr.	E.I.D.	With des.
Kanagawa, Yokohama ...	Glenclune ...	A1 10 yr.	W.I.D.	"

For Freight or Passage apply to KILLICK, MARTIN and Co., 28, Nicholas-lane, Lombard-street, E.C.

SOLID MAHOGANY FURNITURE FOR INDIA, CHINA AND THE COLONIES.

HEAL and SON are Manufacturing, ESPECIALLY FOR use in EXTREME CLIMATES, BEDROOM FURNITURE, which is entirely Free from Veneer. A general Assortment always in Stock.

IRON AND BRASS BEDSTEADS

Suitable for all Parts of the World. Their Stock consists of 2,500 Bedsteads.

HEAL AND SON'S PATENT HORSEHAIR MATTRESS.

HEAL and SON have Patented an Improvement in the Manufacture of Mattresses, which prevents the material from felting into a mass, as is the case with all Mattresses made in the ordinary way. The Patent Mattresses are made of the very best Horsehair, are rather thicker than usual, and the prices are but a trifle higher than those of other good Mattresses.

HEAL AND SON'S ILLUSTRATED CATALOGUE

For INDIA, CHINA, and the COLONIES, of Bedsteads, Bedding, and Bedroom Furniture, SENT FREE TO EVERY PART OF THE WORLD to which there is Book Post.

HEAL and SON, Bedstead, Bedding, and Bedroom Furniture Manufacturers 196, 197, 198, Tottenham-court-road, London, W.

JOHN C. CAMPBELL will despatch the following splendid first-class VESSELS:—

Destination.	Ships.	Class.	Tons.	Dock.
Colombo ...	Channel Queen.	A 1 11 yrs.	609	W.I.D.
Colombo ...	John Banfield ...	A 1 13 yrs.	528	L.D.K.

No. 23, Great St. Helen's, E.C.

FROM LIVERPOOL.

Destination.	Ships.	Tons	Class.	To Sail.
Shanghai ...	Magellan ...	613	A 1 —	Imm.
Batavia & Sourabaya ...	Helena Henriette ...	494	—	"
Calcutta ...	Apelles ...	1036	—	"
Calcutta ...	British Peer...	1230	AA 1	"
Calcutta ...	Pandora ...	1156	—	"
Calcutta ...	Evelyn ...	1179	—	"

For terms of Freight or Passage apply to McDIARMID, GREENSHIELDS, and Co., Liverpool.

With quick Despatch.

FOR HONG KONG and WHAMPOA, the splendid new river-built clipper SHUN LEE, A 1 fourteen years, 640 tons register, JOHN JAMES MILBANK, Commander; lying in the West India Dock. Has superior accommodation for passengers.

For Freight or Passage, apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings, London, E.C.

To follow the FEROZEPORE, and will meet with very quick Despatch.

DIRECT for COLOMBO, the splendid clipper-built ship JOHN BANFIELD, A 1 thirteen years, 528 tons register, G. H. BASTIAN, Commander, lying in the London Docks. This beautiful clipper, having a large portion of her cargo engaged, will be quickly despatched.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

COLOMBO LINE OF PACKETS.

Will meet with the usual quick despatch.

DIRECT for COLOMBO, the magnificent nearly new clipper ship CHANNEL QUEEN, A1 eleven years, 609 tons register, H. MARQUAND, Commander; West India Docks. This splendid vessel (built in 1864), has proved herself to be one of the fastest afloat; she has been specially selected for season goods, and shippers may rely upon her being punctually despatched.

For Freight or Passage apply to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

FOR COLOMBO, CEYLON, Direct, will meet with very quick despatch, having a large quantity of her cargo engaged, the beautiful clipper ship AVON, A 1 thirteen years. 645 tons register, JOHN EDMOND, Commander; loading in the West India Docks. This splendid vessel has a full poop, with superior accommodations for the comfort and convenience of passengers.

For Freight or Passage apply to F. TALLACK, 23, Birchin-lane, Cornhill, E.C.

COWASJEE DINSHAW,

Close to the Landing Place. Depot of

EUROPEAN, CHINA, AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality. Bombay-made Soda Water and Lemonade. Perfumery, Confectionery, Oil man's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.

STEAMER POINT, ADEN.

Drawing and Reading-room free to Passengers.

THE "LONDON AND CHINA EXPRESS" ON SALE.

PIGNATEL & CO.,

GENERAL MERCHANTS AND COMMISSION AGENTS

NAGASAKI, JAPAN.

TO IMPORTERS.

The undersigned beg to remind Importers of Wearing Apparel, and Boots and Shoes, of the many advantages which their long experience as Manufacturers and Shippers, their vast resources, and their intimate knowledge of the requirements of Foreign and Colonial Markets enable them to offer.

ASSORTED SAMPLE CASES FORWARDED ON RECEIPT OF REMITTANCE OR ORDER ON LONDON AGENT.

E. MOSES AND SON,

CORNER OF MINORIES AND ALDGATE, LONDON.

TUPPER AND COMPANY.

MANUFACTURERS OF PATENT GALVANISED IRON in Sheets, Tiles, Iron Roofs, Sheds, Cisterns, Pails, Gutters, Wire for Fencing, &c.

WORKS AT BIRMINGHAM AND LONDON.

OFFICES: 61A, MOORGATE STREET, LONDON.

Merchants' orders executed with despatch.

Keating's Cough Lozenges.

JUDGED BY THE IMMENSE DEMAND this Universal Remedy now stands the first in public favour and confidence: this result has been acquired by the test of fifty years' experience. These Lozenges may be found on sale in every British colony, and throughout India and China. They have been esteemed wherever introduced. For COUGHS, ASTHMA, and all affections of the Throat and Chest, they are the most agreeable and efficacious remedy.

Prepared and sold in boxes and tins of various sizes, by THOMAS KEATING, Chemist, &c., 79, St. Paul's Churchyard, London. Sold retail by all druggists and patent medicine vendors in the world.

N.B.—To prevent spurious imitations, please to observe that the words "KEATING'S COUGH LOZENGES," are engraven on the Government Stamp of each Box without which none are genuine.

THE LONDON AND CHINA TELEGRAPH.

THE EIGHTH Volume of this JOURNAL commenced on the 4th of January, 1866. The Subscription for the three numbers per month is 30s. per annum, including Postage, and to the Export Supplement 12s. Terms for advertising, 2s. 6d. per five lines; and 6d. for each additional line.

Subscriptions and Advertisements received abroad by the following Agents:—

Paris	G. W. YAPP, 4, Place Pentagonale, Boulevard Pereire.
Hamburg	Mr. ONCKEN.
Amsterdam	LOMAN AND VERSTER.
Rotterdam.....	HOOG & KRUYT.
New York	WILMER AND ROGERS.
Gibraltar.....	W. SPEED.
Malta	A. MILLER.
Alexandria.....	P. CUMBO, St. Catherine's-square.
Aden	COWASJEE DINSHAW.
Suez.....	
Bombay	CHESSON AND WOODHALL
Calcutta.....	SANDERS, CONES, AND CO.
Point de Galle	G. D. ANTHANISZ.
Colombo.....	J. W. VANDORT.
Kandy.....	W. A. ARCHBALD.
Labuan, Sarawak, and Singapore ...	JOHN LITTLE & Co., Singapore.
Penang	SANDILANDS, BUTTERY AND Co.
Bangkok.....	
Batavia	HUNTER, HOUGHTON, AND Co.
Anjer—Straits of Sunda	G. SCHUIT, Anjer Hotel.
Manila	PHILLIPS, MOORE, AND Co.
Hong Kong, Canton, Macao, & Swatow,	J. B. MORRIS, Hong Kong.
Amoy	BELLAMY AND Co.
Foo-Chow-Foo	HEDGE AND Co.
Shanghai.....	H. FOGG AND Co.
Tien-Tsin	JAMES HENDERSON.
Nagasaki—Japan ...	PIGNATEL AND Co.
Yokohoma	HANSARD AND BLACK.

OFFICE, 12, GEORGE-YARD, LOMBARD-STREET LONDON, E.C.

Printed for the Proprietors by WOODFALL and KINDER, Milford-lane, Strand, W.C., and published by JOHN ELLISON, at the Office of the "LONDON AND CHINA TELEGRAPH," 12, George-yard, Lombard-street, E.C., in the parish of St. Edmund the King,—Saturday, July 28, 1866.

Digitized by Google

PER FRENCH MAIL.]

The London and China 新聞紙 Telegraph.

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON ARRIVAL OF THE MAILS, about the 4th, 14th, and 28th, in connection with the "LONDON AND CHINA EXPRESS,"
A SUMMARY OF NEWS FOR THE OUTWARD MAILS OF 10th, 17th, and 26th.

VOL. VIII.—No. 217.] LONDON, TUHRSDAY, AUG. 9, 1866. [Price 9d., with Sup., 1s. 3d.—Sub. 30s. per ann. postage included, Sup. 12s. extra.

Latest Advices.

	From London.	Arrived out.	HOMEWARD. Arrived in London this day.
JAPAN—			
Yokohama	April 17	June 8	June 11
Nagasaki			„ 8
Hakodadi			
CHINA—Peking			
Tien-tsin			
Chefoo			
New-chwang			
Hankow			
Kiu-kiang			
Chin-kiang			
Shanghai	April 26	June 11	„ 18
Ningpo			
Foo-Chow			
Formosa—Tamsuy			
Amoy			
Swatow			
Hong Kong	May 10	June 21	„ 24
Canton			
Macao			
PHILIPPINES—			
Manila			
COCHIN-CHINA—			
Saigon			„ 28
SIAM—Bangkok			„ 23
BORNEO—			
Labuan			
Sarawak			
JAVA—			
Batavia			„ 25
MALACCA STRAITS—			
Singapore	May 17	June 19	„ 30
Penang	„ 10	„ 12	

The next mails, with dates from Hong Kong to the 29th June, due on 14th, have just been announced at Suez, and may be expected on the 19th.

The present mails were detained in their transit through Egypt owing to the railway being damaged.

Telegrams have been received from Hong Kong to the 13th July via Galle. That of Messrs. Sillar and Bateman reports the export of tea for the fortnight at 10,000,000 lbs. Exchange, 4s. 6d. From Shanghai telegrams are down to the 7th July via Galle, and one of the 16th is reported to be in the city via Kiachta giving exchange at 6s. 3d. to 6s. 4d.

List of Passengers.

PASSENGERS OUTWARD.

Per P. and O. steamer Syria, from Southampton, August 4.—To Ceylon: Mr. J. H. Bell, Mrs. Grinlinton, Mrs. Hall, Mrs. Harper and child. To Hong Kong: Messrs. E. Kearns, R.N., Prideaux, R.N., and Evatt, R.N., Mr. J. J. Collins, Mr. J. Urquhart. To Shanghai: Mrs. Laing, Mr. H. E. Barlow. To Singapore: Mr. G. Henkel. Mr. and Mrs. G. Robertson.

From Marseilles, August 12.—To Hong Kong: Mr. and Mrs. J. J. Ray, Mr. Deane. To Singapore: Mr. H. Thompson. To Penang: Mr. Redknap.

Per P. and O. steamer, from Southampton, Aug. 20.—To Hong Kong: Dr. Duncan, R.N., Mr. G. Wright, Mr. R. H. Pye. To Ceylon: Mr. J. G. Smither, Miss J. L. Ewing. To Singapore: Mr. and Mrs. Morel. To Shanghai: Messrs. E. C. Baber, B. Brenan, and E. L. Oxenham.

From Marseilles, August 28.—To Singapore: Captain A. C. Bing. To Yokohama: Mr. Willgoss. To Shanghai: Mr. andMrs. T. Dick. To Hong Kong: Mr. R.W. Halket, Mr. Berwick.

Per P. and O. steamer from Southampton, Sept. 4.—To Hong Kong: Mr. Phillips, Mr. Peter Orme, Mr. H. Beveridge, Mr. G. P. Duncanson, and Mr. J. T. Hudson. To Shanghai: Mr. A. Warwick, Mr. J. Grant. To Ceylon: Mr. P. Moir, Mrs. A. Carey and two children, Mr. and Mrs. Smith, Mr. Dalton, Mr. J. K. Clarke. To Singapore: Mr. R. J. Sargeant, Mr. T. Steel.

From Marseilles, Sept. 12.—To Hong Kong: Mr. and Mrs. Sinclair, Mr. C. M. Kerr, Mr. W. Holt, Chief Justice and Mrs. Smale, Miss Smale, Mr. Smale, jun. To Shanghai: Mrs. Forrest, Mr. and Mrs. Stammann.

Per P. and O. steamer, from Southampton, Sept. 20.—To Hong Kong: Mr. John Brown. To Singapore: Mrs. Meldrum. To Ceylon: Mr. L. Carey, Mr. and Mrs. Strachan and three daughters.

From Marseilles, Sept. 28.—To Singapore: His Highness the Tumongong of Johore and two friends.

Per P. and O steamer, from Southampton, Oct. 4.—To Shanghai: Miss J. T. Blackwell. To Hong Kong: Mr. A. Zinnern, Mr. A. J. Macleod.

From Marseilles, Oct. 12.—To Singapore: Mr. and Mrs. Cumming.

Per P. and O. steamer, from Southampton, Oct. 13.—To Ceylon: Sir John Cheape, Mr. Cheape.

Per P. and O. steamer, from Southampton, Oct. 20.—To Hong Kong: Mr. R. M. Stephenson, Mrs. Carnegie, Miss Kate Smith.

From Marseilles, Oct. 28.—To Shanghai: Mr. W. Watson, Mr. G. Hughes. To Singapore: Mr. T. Scott. To Ceylon: Mr. G. Yule. To Hong Kong: Mr. Robertson.

Per P. and O. steamer, from Southampton, Nov. 4.—To Yokohama: Mr. E. Trotter To Hong Kong: Mr. E. Bigg, Mrs. F. B. Johnson and two children.

From Marseilles.—To Hong Kong: Mr. P. J. Forbes, Mr. E. Cunningham.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

From this port we have dates to the 11th June. Since last advices two home mails have been received, namely, those of 10th and 17th April.

The news from Kioto (says the *Jaapn Herald*) leaves us in a state of uncertainty. The terms offered to Choshiu by the Mikado were not replied to by that Daimio, and on the 14th day of this month (Japanese) seven days were given to him to accept the terms or fight. The general belief is that he would remain silent, and that war would be declared against him, and the Tycoon's troops put in motion on the 21st of the month, viz., on the 4th of June. In a few days therefore we may have some decisive intelligence. Satsuma will openly remain quiet, but it is the general impression that he has already sent a small force to assist Choshiu. This is, however, but conjecture. A few days ago 150 of Choshiu's men went in a band to the residence of [a Daiking in the adjoining province of Bitchou, burnt it, and it is affirmed carried off a large amount of treasure. The same band afterwards attacked and burnt another Daimio's residence in the province of Kochou, but got nothing for their pains. Very general complaints are made by the Japanese of the dearness of rice at Yeddo; at present it is not quite so high in Yokohama, but apprehensions are beginning to find expression.

Very much excitement had been caused by the intelligence that war had been declared between Austria and Prussia—and that "silk was 3s. per lb. lower"—had a very depressing effect, by no means alleviated by the fact that a telegram *via* Russia to Shanghai announced the suspension of Overend, Gurney and Co., with liabilities of £16,000,000 sterling. A report of the failure of another eminent banking firm in Lombard-street was also current.

The arrival of several agents of European houses for the purchase of silkworms' eggs had given a tone to the money market, such as it very much needed. Before the arrival of the French mail there were some who spoke of Ichibous reaching a rate below even their intrinsic value; but they afterwards slightly improved in price, with prospect of a still further advance.

The payment of the balance of the Simonoseki Indemnity has been postponed for a year.

The new Tariff is settled, and was to be signed in a few days, coming into operation on the 1st July. No change will take place however in the currency until the 1st January, 1868. [Telegraphic news announces that a convention had been concluded between the Japanese Government and the Foreign Representatives on the 25th June. This probably refers to the ratification of the revised tariff.]

The British Minister was at Yedo, with Lady Parkes, who was there entertaining a large circle of friends, including several ladies.

Digitized by Google

The review which was to have taken place on the Queen's birthday, but was prevented by the weather, came off on the 31st May.

Sir Harry Parkes, says the *Japan Times*, has been a good deal in Yedo during the fortnight. A long conference of the foreign Ministers took place just before he went up, and the object of the British Envoy in his visit to the capital was to exchange signatures to the new tariff. It is generally understood that the payment of the balance of the indemnity has been allowed in consequence of the ready manner in which the Gorogio accepted the new tariff, the ratification of which is now an accomplished fact. Our readers may like to know how much has been paid of the sum exacted from the Shogoon for the offences of the Prince of Chiosiu, and of which every cent virtually comes out of the pockets of our own merchants here, and their correspondents in Europe. We are glad to be able to satisfy their curiosity. The fine paid now by the foreign trade of Japan to the four Powers of England, France, Holland and America, amounts to $1,500,000, paid in three instalments on August 26th, 1865, January 8th, 1866, and May 18, 1866. It is pleasing to think that of whatever benefit this sum of money may be indirectly to the people of the four countries in receipt thereof, we have not taken the lion's share, the little merchant steamer *Takiang* having earned as much of this ill-gotten gain for America as did all the ships of war of England. Is this the fullest and latest development of the "most favoured nations'" clause?

A most unfortunate affair took place on the Tokaido on the 3rd June, which might have led to most serious complication with the Mikado's Government. It appears that a personage of very exalted rank, a functionary of the Mikado's court, had been sent from Kioto to Nikko, a place a little beyond Yedo, to be present at the "Matsuri" or festival which is held there on the 17th day of the 4th moon (June 2nd) in honour of Iyeyasu, known better to foreigners as Gogen-sama, the founder of the present Yedo dynasty. The envoy sent on such occasions is denominated Rei-hei-shi—or one sent to make offerings to the spirit of the departed. He is not necessarily a high officer, but his mission makes him so for the time being, and extraordinary honour is paid to him. In this case he was returning to Kioto, and all along the Tokaido in the vicinity of Kanagawa foreigners who happened to be passing were requested, civilly enough, by the local police to get off the road. It is usual when any prince is passing along this highway for the Governor of Kanagawa to notify the fact to the foreign Consuls, who issue a notification warning their countrymen of the danger of passing along the Tokaido at such times. (This action, by the way, is entirely illegal, and tending to abrogate an article of the Treaty, but we have generally been content to submit to it without complaint.) On this occasion no notification had been issued, and several parties were on the road. At Kanagawa one particular group was asked by the officials in charge of the road to step aside into a guard-house while the procession was passing. They did so, and when the Envoy had passed, proceeded on their way; but some of his two-sworded followers afterwards turned back upon the Shogoon's men, accused them of "harbouring foreigners," or words to that effect, and drawing attacked the picquet, wounding one man severely on the head. (We have also heard a report that a single foreigner met the train, and that some of them drew upon him, but that he put spurs to his horse and escaped. We have not been able to substantiate this, however.) After the guard had been attacked as above described, a strong party was sent after the offenders, who had meanwhile fled, the Rei hei-shi having gone on to Kamakura in the interval, apparently knowing nothing of what his followers had been doing. The fugitives were pursued as far as Odawara, which is more than thirty miles distant from this, and there the chase was abandoned.

Such are the facts of the case, and the natural inference is that if the Mikado has recognised foreigners in Japan, at all events, his retainers seem to decline to follow his lead. The affair is very regrettable, as foreshadowing an unpleasant reception at Osaka in 1868.

On the subject of the recent proclamation of the Gorogio permitting Japanese to leave the country, the *Japan Herald* has the following pertinent remarks:—"Since the day that the first treaty for the readmission of foreigners into Japan was signed no such evidence has been given to the world of the progress of liberal ideas as the proclamation or 'Government order' issued by the Gorogio. It was no act rendered necessary by pressure of foreign diplomatists; there was no agitation in the country; it was the spontaneous act of the rulers of Japan, resulting from their own appreciation of the state of things outside of Japan, as declared to them by their own people who had visited other countries, and the undoubted superiority of foreigners over their own people in the breadth of their views, the knowledge of the world, and in all those sciences that more essentially tend to the establishment of peace and the advance of civilisation. The Japanese intellect is equal to the brightest European, but it has been cramped and limited by the decree of exclusion of foreigners from the country and the forbidding the Japanese to go abroad. It is a pleasant think for those who have observed the narrow-mindedness of the Chinese, and even of many of the Indian gentlemen, more particularly in the Bengal Presidency—to converse with a Japanese, whose experience of foreigners is but that of a day, as it were, and to remark how very much more enlightened and consonant with progress in its most extended sense are his ideas. Already the number of students that have been sent by various daimios speaks of the thirst for knowledge and their anxiety to obtain it, by going to the best sources for its acquirement; and we may feel assured that gradually the desire for travel, for seeing the wonderful things that they have of late years heard so much about, will speedily operate, and that the decree will not be allowed to remain a dead letter. For some time before the 'order' was issued, it was expected, and it was openly declared by several Japanese, that they hope to see the Paris Exhibition in 1867. This and much more they may now do—and we trust that the world, now freely laid open to them, will teach nothing but what is beneficial to as fine a race as is to be found on the earth's surface. The promulgation of this 'order' has in it a significance that may well be noted. It is quite certain that after the experience of the past, and the troubles engendered by the admission of foreigners, that no act permitting the Japanese to leave Japan would have been passed without the sanction of the Mikado. We cannot suppose that the Gorogio would adopt such a measure at the very time when the Tycoon is at the side of his master, and in the midst of the daimios, so many of whom seem to be politically unfriendly to him, if it had not the fullest approval of the Court at Kioto. What better evidence can be desired of the actual ratification by the Mikado of the original treaties? Surely no better proof could be given—and none better required. The event, too, is of deepest moment at this time, when all are looking forward to the opening of Hiogo and of Osaca. In some minds great apprehensions have existed as to the troubles that may arise in the latter place through the hostility of the two-sworded retainers of daimios hitherto inimical to foreign intercourse. Much difficulty is cleared away by this 'order,' as the people will get into the habit of looking upon foreigners not as interlopers, but simply as visitors, to be used kindly by those who may, if they feel disposed, claim like kindness and welcome in other countries."

With regard to the extent of the emigration likely to arise from the new state of things, and its bearing on the social system of Japan, the *Japan Times* says:—"We have now to consider an edict issued by the Gorogio of the Shogoon, giving permission to Japanese subjects to travel to foreign countries for the purpose of study or trade. Not that we in the least degree anticipate any such emigration of labour from Japan as has been of late years steadily flowing out of the densely populated Flowery Land. We are of opinion—an opinion based on considerable experience of this country—that Japan is by no means so thickly populated as has been long imagined. Any one who takes the trouble to inquire for himself will find that polygamy, though permissible, is not considered respectable, and is rare; also that large families are exceedingly uncommon. The wife is, more properly, merely the housekeeper, and the habits of the people are such as to preclude any rapid growth of the population, if indeed they do not tend absolutely to its diminution. We are decidedly of opinion that in the days of the older Dutch writers the country was more thickly populated than at present, and in fact, so long as the empire of Niphon was to remain sealed to the rest of the world, self-contained and self-dependent, the system of what to Western eyes appears frightful immorality was absolutely in Japan a natural and political necessity. Increase of population, a blessing to a colonising nation like England or to a people like the Americans, who have a vast expanse of land to fill, would have been a positive curse to Japan, so long as it was imperative that all

Digitized by Google

the necessaries of life must absolutely be produced for her inhabitants in her own limited territory. The absence of all pauperism except such as is, in a semi-barbarous state, always the lot of the deformed or the crippled, is also a very conclusive proof that there is no redundancy of population. The state of things hinted at above was, of course, completely abnormal and unnatural to the last degree, and it is chiefly because we regard this measure of the Gorogio as the first step towards an entire revolution in the moral state of the country that we hail it with such pleasure. Not that we for a moment imagine that the Gorogio foresaw in the least the ultimate consequence of their act. Their intention is obvious. They have awoke to the conviction which came to the mind of our own great sovereign, Edward I., pupil of a greater intellect—that of Simon de Montfort—that the creation of a tradal class is the sole means of securing to a Suzerain, only a degree more powerful than many of his so-called vassals, the reality instead of the shadow of power. It is a matter of regret that the Shogoon at this crisis, should not have been an able man, equal to the position. Had such a man happened to have been at the head of affairs during the past six years the bold step of allying himself honestly and cordially with his new friends from the West might have been taken, and though it would undoubtedly have cost the country a civil war, the Yedo chief might now be *de facto*, what he pretends to be *de jure*, the master of Japan."

A general parade or review of the troops took place on Tuesday. the 5th June, when the young corps of Yokohama Volunteers mentioned in our last as having been established by Lieut. Harris, of H.B.M.'s 20th Regiment, acquitted itself very creditably, and was complimented by Colonel Knox, the commandant of the garrison. The *Japan Times* gives the following account :—"The troops on the ground were the 2nd 9th Regiment, a detachment of the 20th, and the Yokohama Volunteers. They paraded at 11.15 A.M. in two battalions—the first formed entirely of the 2nd 9th, and the second comprising the remainder of that regiment, the detachment of the 20th, and the Yokohama Volunteers—the latter being on the left of the line. Having first formed in mass of battalions at quarter distance, right in front, the troops then deployed into line on the 1st battalion. File firing from the right and left of companies followed, and the 1st battalion then advanced in skirmishing order, covering battalion No. 2. The enemy's horse being supposed to threaten a charge, the skirmishers were withdrawn under cover of the reserve, and the whole then formed into two squares to resist cavalry. File firings from flanks of faces then commenced. The kneeling ranks then fired a volley, and the whole then re-formed column and afterwards line. These manœuvres, which were executed with great precision and rapidity, were succeeded by file firing. The troops then formed into open column right in front, and marched past in quick time, the magnificent band of the 9th playing the regimental quick step. To the large crowd of spectators resident in Yokohama the most interesting part of the day's proceedings was the bearing and behaviour of their volunteers. This corps, composed as it is, to some extent, of old soldiers, has been got into a most commendable state of discipline with unexampled quickness by their energetic young commandant, Lieut. Harris. In the march past, especially, they acquitted themselves remarkably well, so notably so, that Col. Knox, C.B., commandant of the garrison, specially complimented them as they passed him. He took a subsequent opportunity of halting them and addressing a few words to Lieut. Harris in commendation of their appearance and steadiness, and the good state of their arms and accoutrements. We were glad to see the men of the 9th looking hearty and well; we have no doubt they fully appreciate the advantages of being quartered in such a pleasant station as Yokohama. The whole spectacle seemed to give great satisfaction to all on the ground."

NAGASAKI.

The following commercial items are from Messrs. Alt and Co.'s circular, dated June 1st :—

Our Import market continues to be most unfavourably affected by the state of our Native currency, which has still further depreciated, Ichiboos being now nominally 280 per $100. For most manufactures, however, an active demand continues at a slight advance on last month's prices, and, if remittances could be made, an improved business might be done. Camlets are in improved demand, but quotations do not come up to cost; for Scarlett Long Ells there is also some enquiry. Figured and Lustre Orleans and Camlet Cords are wanted at quotations. Of Turkey Red Prints, Turkey Red Cambrics, Dyed Brocades and Lawns, our market is quite bare, and extreme rates could be obtained for first arrivals. Of Yarn there are no stocks, with a good demand. Grey Shirtings are in fair demand, but stocks for the present are equal to requirements. American Drills could be readily placed at quotations, as well as White Shirtings. Fancy Prints continue very dull of sale, with heavy stock. Taffechelas is in demand, but holders require an advance. Metals continue dull, there being but a small inquiry for fine Nail Rod and Hoop Iron; small sales have been made, but not at paying rates. Coal is still wanted, and no stock. Produce continues in demand, with fair supplies of most staple articles. Common Vegetable Wax continues plentiful, and is offered in barter, but extreme rates are demanded for pure Block, of which only a few small parcels are on the market. Camphor has considerably advanced, only 300 piculs having come down during the month. Galls: In small supply. In Cotton no transactions. Silk: About 50 bales on the market. Tea: A large crop expected, causing a fall of $3 to $4 per picul on late prices. Settlements about 1,500 piculs, and stocks about 2,000. Exchange: On London, 6 months sight, 4s. 7½d. On Shanghai, 10 days sight bills, 1½ per cent. prem. On Hong Kong, nominal. Freights: To London £3 per ton. To New York £4 5s. per ton of 40 cubic feet. To Shanghai, $4 to $5. To Hong Kong, $5 per ton.

HAKODADI.

Our advices extend to the 8th May, under which date the correspondent of the *North China Herald* informs us that during the month of April the *Ville de Granada* was the only foreign vessel in harbour, with the exception of a few whalers which touched there for supplies. Trade therefore may be reported as dull in the extreme. On the night of the 4th April a fire broke out in the Russian Hospital, which, being built of wood, was soon entirely destroyed, with all the property it contained. Fortunately the weather was calm, which kept the flames within the plaster walls; and although the fire burned fiercely, Dr. Zuleski, with the assistance of the Japanese servants and others belonging to the establishment, saved all the sick, notwithstanding that the night was dark and the lights were quickly extinguished by the dense smoke. The patients were very numerous, many of them being Japanese. There were also two Englishmen in the wards, one of whom was a boy who lately had his leg amputated below the hip. His attendant, a Japanese, not knowing the other Englishman had taken the boy on his back and carried him out, said he must save his master, and in the attempt to find him was burned to death. This was not the only instance of devotion, for another patient, a Russian, who had lost the use of his legs, and was consequently in despair lest he should be left behind, was carried away by his servants, although all their property was left behind, and of course destroyed. Such are the Japanese; but some of their devotion to their sick charges must doubtless be ascribed to the precept and example of the Russians. Of the kindness of the latter to their patients the case of the English boy mentioned above is an excellent example.

CHINA.

SHANGHAI.

Dates are down to the morning of the 18th June. The London mail of 26th April arrived out on the 11th June.

The men-of-war in port are the *Acorn*, *Algerine*, *Basilisk*, *Firm*, *Snap*, *Starling*.

Our contemporary the *North China Herald* says that our banks at home may derive some consolation from the fact that three native banks of good standing have succumbed to the pressure of the times.

The Commercial anxiety had increased as later intelligence came forward from London, and it is expected that some houses would have to succumb to the pressure. The following items are from the *Friend of China* :—

"Sir Edmund Hornby left for Peking to confer with H.M.'s Minister regarding judicial business at the Consular ports, by H.M.S. *Barossa*.

"We hear that two Englishmen and two Chinese have been arrested as implicated in Waller and Co.'s silk boat robbery—one of the Chinese swearing to the identity of Thomson. The Englishmen are Watts, the man who turned Queen's evidence in the Hankow murder case, and Lane, another of the *Fire Fly* abstractors. Should Thomson have to swing for this Lowdah murder, it is to be hoped that he will make a full confession as to the fate of Dolly and others. Lindley, it is known, tried all he could to save their lives, and left them well and hearty. Thomson went on another tack, and it is feared brought about their murder.

"The *Plymouth Rock* is undeniably the finest steamer ever built for traffic in China waters. Over all she measures 300 feet in length, and is about 85 feet broad, with a 'tween deck for passengers about as lofty as the Club-house ball-room. Making, on a consumption of 25 tons of coal a day, 24 revolutions a minute of a wheel 30 feet in diameter, on an average speed of 22 knots an hour, her time between Hong Kong and Canton

Digitized by Google

was usually five hours; the greatest number of Chinese on board at one time being 2,700—say the strength of three service regiments; diameter of cylinder 81 inches, stroke 12 feet. Captain Simmons, so long known here as the popular commander of the *Huquong*, takes charge to-morrow, and will leave for Hankow on Thursday. As we remarked the other day, Captain Simmons has several times brought the *Huquong* from Hankow to this in two days and a trifle; in the *Rock* we may expect him to give us Sunday's Hankow news the day following. When she left America she was called the *Fung Shooy*. At Singapore advices reached her commander to drop a name coupled with so much of evil effect in Chinese minds, and hence her present designation of *Plymouth Rock*.

"The *Tun-sin* reports having passed, thirty miles from Hankow, the British ship *Guinivere*, a total wreck off an island described as one on which stands a pagoda. Up to that point she had been in tow of the *Glengyle*, and carried the first of the new season teas. It is said that the North China Insurance office lose two hundred thousand taels by the accident. Although the *Guinivere's* touching bottom and capsizing were instantaneous, all hands were saved, and taken back to Hankow in the *Glengyle*, to return shortly, it was supposed, in a gunboat and save all possible."

The *North China Daily News* has introduced a share list, of which the following is a copy:—

Commercial Companies.	Taels.	Taels.	Taels.
Shanghai Dock Co. ..	500 ..	500 ..	200
Shanghai Club	450 ..	450 ..	15
Shanghai Gas Co.	100 ..	100 ..	75
Hongque Wharf Co. ..	1,000 ..	1,000 ..	16
Shanghai Wharf Co. ..	1,000 ..	1,000 ..	—
Shanghai S. N. Co... ..	1,000 ..	1,000 ..	600
China Fire Insurance Co. ..	5,000 ..	500 ..	800
North-China Insurance Co. .	5,000 ..	1,000 ..	—
S. Brick and Saw Mill Co...	500 ..	500 ..	Nil.
S. Tug and Lighter Co. ..	850 ..	850 ..	25
* Shanghai Brick Co. ..	100 ..	— ..	—
Shanghai Horse Bazaar ..	50 ..	50 ..	0·75
French Gas Co.	$50 ..	50 ..	52

* In course of formation.

HONG KONG.

The dates are down to the 24th June. The mail of 10th May arrived out on the 21st June. We regret that our files of papers have missed, and we have not been able to borrow any from the banks and merchants in the City.

The troops per *Far East*, which left on 2nd June for Mauritius, Algoa Bay, Simon's Bay, and England, consisted of Col. Wyatt, 16 officers, 5 officers' wives, 22 staff sergeants, 280 men, 22 children, 16 soldiers' wives, two Miss Wyatts.

COCHIN CHINA.

SAIGON.

We are sorry to have to record a very sad event which occurred in Saigon. The circumstances of the case, as far as we can gather them, are these:—A French officer, who about four months ago married the eldest daughter of the agent of the Messageries Imperiales steamers there, was ordered into the interior about some business. He took with him about twenty men, and after they had gone about eighteen miles from Saigon they were attacked by a great number of Annamese, who killed the officer and severely wounded a great number of the men. The French authorities as soon as they heard of the affair collected a force, which they quickly despatched after the murderers, but we cannot say whether they succeeded or not in capturing any of them. The officer's dead body was found in a dreadfully mutilated condition. His wife, who had hidden herself, was also found, and taken back to Saigon.

The following is the account published by the Paris papers of this affair:—

"Official intelligence received here, dated the 12th June, announce, that a number of natives of Cambodia, to whom the French had given an asylum in Cochin China, had held tumultuous meetings near Tayning. Captain Larclause, having endeavoured to reason with them, was massacred, together with Lieutenant Lisage and a few soldiers. A company had been sent from Saigon to restore tranquillity. The cause of this hostile demonstration is not known."

We notice from the *Courier de Saigon* that the floating iron dock which has been in course of construction during the past two years at Saigon was completed on the 16th of May.

INSURRECTION IN COCHIN-CHINA.

Official intelligence received in Paris, dated June 12, announces that a number of natives of Cambodia, to whom the French had given an asylum in Cochin China, had held tumultuous meetings and captured Tayning. Captain Larclause, having endeavoured to reason with them, was massacred, together with Lieutenant Lisage and a few soldiers. A company has been sent from Saigon to restore tranquillity. The cause of this hostile demonstration is not known.

A telegram from Paris of this day's date (August 9) states as follows:—"According to the latest official intelligence received here from Cochin China, dated 28th June, the rebels had been dispersed, their encampment burnt, and their leader killed. Order had not been disturbed in other parts of the colony."

SIAM.

BANGKOK.

The death is announced at Bangkok of his Excellency P'raya Montree Suriwongs, younger and only full brother of his Excellency Chow P'raya Sri-Suriwongs, Prime Minister of the Kingdom of Siam. His Excellency the deceased was Prime Minister of Military Affairs in Northern Siam and President of the Southern Provinces of Northern Siam, Chief Ambassador from the Court of Siam to the Court of St. James's, and was selected his Siamese Majesty's representative at the coronation of the Cambodian King. His Excellency was the son of the late Somdetch Ong-Yai, born March 23, 1821. The body of his Excellency P'raya Montree Suriwongs is lying in state at the residence of the late Somdetch Ong-Yai, his father, awaiting the time of its cremation in the month of September next.

Bangkok, we learn by private advices, is distracted between grief and fear, the first caused by the severe illness of the Kalahome's brother, who is not expected to recover, and the second by the announcement that Monsieur Aubaret, the French Consul, is about to return. The death of the former nobleman, who was formerly first ambassador to England, will be a great loss to the Siamese. He did not mix himself up with politics, but he is looked upon as one on whom dependence can be placed in case of necessity, as he is possessed of considerable ability and tact, and has plenty of pluck. The advent of the latter is viewed with apprehension by the Siamese in general and with distrust by all. He was so unpopular during his former stay here, and he had so grossly insulted the King and his Ministers, that it was thought that he could hardly have had the face to return, especially as the French Emperor and his Minister must have known of his conduct. His return is therefore looked upon a sign of the approval of his conduct by the Imperial Cabinet, and as a proof of the aggressive policy of France towards Siam. Many of the Siamese nobles have lately spoken out on the subject, and openly stated their fears. The worst part of the matter is that the King appears blind to the future consequences, and is surrounded by people known for their Gallic tendencies. The way his Majesty is cajoled—the heir apparent, or as they are pleased to call him "Prince Napoleon"—flattered, and royal weaknesses humoured, would form matter for a joke, were the probable consequences not so serious. The British Consul does what he can to reassure people, but to little purpose, and the general impression is that British interests and British trade are seriously threatened. By the way, Monsieur Aubaret brings an autograph letter and presents from his Imperial Majesty. The frequency of these epistolary assurances "of the most perfect consideration" is significant, and his Majesty of Siam might profitably take to heart the hacknied quotation, slightly altered, "*Timeo Aubaret et dona ferentes.*"

STRAITS OF MALACCA.

SINGAPORE.

The *Free Press* complains of "the expense of living" at Singapore, which, it avers, has become a question of serious import to the community. "We do not (it says) refer particularly to the mere necessaries of life, though they are expensive enough; but to all the requirements of a household. There is some satisfaction in knowing that this grievance is not, however, solely confined to our settlement, as we learn from others who have resided in different parts of the East that the same gradual advance in the value of everything connected with house-keeping is everywhere noticeable."

The transfers following have been made in the officers of the Police Department:—

Mr. K. B. S. Robertson, Deputy Commissioner of Police, Singapore, to Province Wellesley.

Mr. C. B. Waller, Deputy Commissioner of Police, Prince of Wales' Island, to Singapore.

Mr. P. W. Earl, Deputy Commissioner of Police, Province Wellesley, to Prince of Wales' Island.

Digitized by Google

The two batteries of the 17th Brigade R.A., at present stationed at Singapore, will be relieved in August by the two batteries of the 5th Brigade R.A.

A wooden pile pier 600 feet in length and 24 feet in breadth will shortly be built in front of Messrs. Low, Poh, Jim and Co.'s new godowns at Sandy Point, and at the end of the pier will be a wharf 200 feet long and 24 feet wide, alongside of which, when completed, the Siamese steamer *Chow Phya* will lie, to discharge and take in cargo; the cost of this undertaking will be about $16,000.

The British steamer *Henriette* has been sold for the sum of £3,000, and will be placed under Dutch colours and called the *Betsy*.

Marine Constable Richards arrested six European seamen belonging to the British barque *Oribe*, for embezzlement of cargo, and the case was tried before the Marine Magistrate. The men were sentenced to be imprisoned in the House of Correction for four weeks with hard labour, and also to pay the value of the cargo they embezzled, viz.: $125, which amount is to be eventually deducted from their wages. The second officer of the same vessel was also brought up charged with neglect of duty in allowing the seamen to embezzle the cargo. His worship, after having heard the whole of the evidence, cautioned and discharged him.

A somewhat exciting scene took place at New Harbour on the 3rd June just as the Messageries Imperiales steamer was about to sail. It appears that among her passengers was a certain Chitty named Caliapah, who was about to abscond from this settlement with about $4,000 in money, and some ingots of gold valued at $2,000; he was also accompanied by two or three others, who between them had managed to defraud people in Singapore of a large sum of money. The creditors arrived, and a search was instituted for the delinquents; but on the pursuers being asked to produce their warrants to apprehend the swindlers, they were unable to do so, and none could be obtained, owing to the day being Sunday. The Chitty and his companions were therefore perforce permitted to proceed, as there was no power to detain them.

The case of conspiracy brought by Ex-Duffadar Nullapermal against Isaac Aaron Pillay, Simon Aaron Pillay, and Pakere, was called on for hearing before W. W. Willans, Esq., and Lieut. H. Burn, magistrates, and after a lengthened investigation the defendants were committed for trial at the next Criminal Session, to be held on the 9th July.

Under date Singapore 5th June, Messrs. Maclaine, Fraser and Co. notify:—The interest and responsibility of Mr. Robert Bain in our firm and that of Messrs. Fraser and Co., Penang, ceased on the 31st December, 1865.

H.M.S. gunboat *Forester*, Commander Stokes, from Hong Kong, *via* Saigon, arrived on the 11th June.

A beacon painted red has been placed on the outer end of the small spit projecting from the eastern side of the Syrang sand, in the south channel, Penang Harbour. The bearings from the beacon are as follows:—

Pulo Kra from S. 25° E. to S. 33° E.
Pulo Jerajah from S. 15° W. to S. 33° W.
No. 3 beacon S. 22° W. about 500 yards distant.
No. 4 beacon S. 38° E., No. 5 beacon south, and the fort point north.

PENANG.

The new waterworks are progressing rapidly and most satisfactorily. About half the distance has already been laid down, which is by far the most difficult part. The water was let on for trial a few days ago and everything worked admirably; the stream flowed with great velocity, and as copiously as the size of the pipes would admit. It is calculated that in about two months more the pipes will have reached Pulo Tikus. At a meeting held on the 14th June the Municipal Commissioners decided upon extending the new main to town, and having additional piping for distributing water to the houses were desired.

The *Agamemnon*, the first of the new line of steamers to run between Liverpool and China, arrived here yesterday evening (says the *Gazette* of the 16th June), having had a run of 57 days from Liverpool, being two days only beyond the time she was expected here. This is a highly satisfactory result, and will be productive of public confidence in the company. The convenience of having a direct line of steamers from England will be of immense benefit to the Straits and China, especially if such good passages are to be made; in such a case the advantages are so manifest that it is superfluous to allude to them. She conveyed about $5,000 freight to China from Penang.

Births, Marriages, and Deaths.

(Announcements for subscribers are made free of charge.)

BIRTHS.

Castilla—On the 24th May, at Ningpo, Mrs. Diaz de Castilla, of a son.
Love—On the 10th June, at Shanghai, Mr. Joseph Love, jun., of a son.
Wheeley—On the 8th June, at Shanghai, Mrs. A. A. Wheeley, of a son.

MARRIAGES.

Drucker—McLellan.—At Shanghai, at the residence of her brother-in law, the Rev. Mr. Lambuth, by whom the ceremony was performed, H. Drucker, Esq., to Miss McLellan.

Glover—Finlay.—On the 1st June, at Nagasaki, by the Rev. Wm. V. Lloyd, Chaplain of H.M.S. Scylla, Alexander J. Glover, Esq., to Annie, youngest daughter of the late Mr. David Finlay, Craig-house, Newhills, Aberdeenshire.

DEATH.

Elles—On the 8th August, at Wimbledon, Ethel Mary, the infant daughter of Jamieson Elles, Esq.

EXPORT OF TEA AND SILK TO GREAT BRITAIN.

1865-66.

	From Kanagawa.	From Shanghai.	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales.
From June 1, 1865, to May 31, 1866	1219472	51550971	47231380	747284	14583935	115333042	62899
Corresponding period last season	2261515	60239307	45410950	453017	12873075	121236864	41128

New Seasons Export.

	Ship.	From.		
June 1	Tigre (Fr. mail str.)	sailed May 25	Foochow	217,966
—	Fiery Cross	„ 29	Do.	854,256
—	Ariel	„ 28	Do.	1,230,900
—	Seric	„ 29	Do.	954,700
—	Taiping		Do.	1,108,709
—	Taitsing		Do.	1,093,130
— 2	Ziba		Do.	703,550
— 3	Black Prince		Do.	1,005,437
— 5	Chinaman		Do.	886,313
— 5	Flying Spur		Do.	899,000
— 5	Erl King (str.)		Do.	1,108,100
— 5	Ada		Do.	988,000
— 8	Deerfoot		Canton	558,360
— 9	Belted Will		Do.	995,432
— 12	John Milton		Do.	Cargo not reported.

TO UNITED STATES.

		Pcls.
From June 1, 1865, to May 31, 1866	31547497	375
Corresponding period last season	17244763	73½

New Seasons Export.

	Ship.	From.	
June 8	N. B. Palmer	Hong Kong	370,100
— 9	Ann Lucy	Macao	72,500

TO THE CONTINENT.

		Bales.
From June 1, 1865, to May 31, 1866	3126410	...
Corresponding period last season	1115144	...

TO SAN FRANCISCO.

	Tea pkgs	Boxes.
From June 1, 1865, to May 31, 1866	46816	508
Corresponding period last season	44883	166

New Seasons Export.

	Ship.	From.	
June 4	Silas Greenman	Hong Kong	1,022

TO GREAT BRITAIN.

From 1843 to 1844	51,022,600	...
„ 1845 to 1846	57,334,300	18,604
„ 1850 to 1851	63,972,000	22,143
„ 1853 to 1854	77,327,800	61,280
„ 1855 to 1856	92,240,300	50,480
„ 1857 to 1858	76,990,255	68,31[illegible]
„ 1858 to 1859	65,789,792	83,13[illegible]
„ 1859 to 1860	85,560,452	64,16[illegible]
„ 1860 to 1861	90,066,160	70,64[illegible]
„ 1861 to 1862	109,854,040	79,19[illegible]
„ 1862 to 1863	121,273,580	72,88[illegible]
„ 1863 to 1864	117,463,586	48,60[illegible]
„ 1864 to 1865	121,236,870	32,317

EXPORT OF SUNDRIES TO GREAT BRITAIN.

	Cotton Piculs.	Wool Piculs.	Camphor Piculs.	Cassia Piculs.	Aniseed Oil Boxes.	Japan Wax Piculs.
From June 1, 1865, to May 31, 1866.	29338	26	1187	2969	232	313
	357611	154	2807	7832	119	189

TO THE CONTINENT.

	Cassia Piculs.	Aniseed Oil Boxes.	Camphor Boxes.	Preserves Boxes.	Galangal Piculs.	Crackers Boxes.
From June 1 to May 31, 1866.	10920	359	1050	907	3235	5897

TO THE UNITED STATES.

	Crackers Boxes.	Matting Rolls.	Fans Boxes.	Cassia Piculs.	Silk Ponges Pieces.	Wool Piculs.
From June 1 to May 31, 1866.	209544	65704	5635	8100	2400	...

Digitized by Google

TO SAN FRANCISCO.

	Emigrants Number.	Sugar Piculs.	Rice Piculs.	Crackers Boxes.	Matting Rolls.	Opium Prepared. Taels.
From June 1 to May 31, 1866 .	15570	14629	230400	5367	6646	321600

TO AUSTRALIA.

	Emigrants Number.	Sugar Piculs.	Oil Piculs.	Matting Rolls.	Prepared Opium Taels.	Crackers Boxes.
From June 1 to May 31, 1866 .	588	...	2255	1872	1200	...

The picul is 133⅓ lbs. weight; the tael at Shanghai is equal to 1 dollar and 40 cents, and is divided into decimal parts of ten.

SHIPPING INTELLIGENCE.

ARRIVALS.

At Nagasaki.—June 29, Eagle (steamer), from London (reported by telegram *via* Kiachta).

At Shanghai.—June 8, from London, Star of China; June 13, from Sunderland, Abbot Lawrence.

At Yokohama.—May 31, from Liverpool, Eclipse.

At Singapore.—June 27, from Newcastle, Paul Johan; from Liverpool, Chili, 28, from Glasgow, Edinburgh Castle; from London, Frederica.

At Shanghai.—(Received Aug 8, per M. T., from Liverpool):—Helen Nicholson, from London.

PASSED ANJER.

From China to England.—June 16, Far East (str.); 17, Erl King (str.); 19, Fiery Cross; 19, Whiteadder, and left 22 for Algoa Bay; 20 (A.M.), Ariel; 20 (P.M.), Taeping. The Whiteadder had on board over 300 troops, besides women and children.

THE NEW SEASON'S TEA.

The screw steamer *Erl King*, which left Foochow on the 5th June, arrived at Mauritius for coals on the 27th, and sailed for England. She may be expected to arrive at any moment now. The passage of twenty-two days to Mauritius was remarkably good. The following vessels cleared the bar at Foochow as follows, and may be expected about the middle of September:—*Fiery Cross*, May 29th; *Serica*, 30th; *Ariel*, 30th; *Taiping*, 30th; *Taising*, 31st. The *Ariel* is the new vessel, and in betting circles is rather the favourite.

THE LAMENT OF SHANGHAI.

(*North China Herald.*)

It has been suggested that a calculation of the amount of capital sunk in the various unremunerative speculations, which may be seen in the course of an afternoon's pull on the river or stroll through the settlement, would be interesting. Some little patience and perseverance would be required; but the partial explanation which the result would afford of recent monetary distress would quite repay investigation; for had the amount of capital thus locked up and lost to use been available, the crisis of 1865 would have been tided through with much less difficulty. Gloomy reflections might be excited on the mutability of human affairs, as exemplified in the change from lavish expenditure to dead-lock and abandonment; but compensation might be found in caution learned. Beginning at the lower reach, the premises of the Shanghai Brick and Saw Mill Company invite attention, and an item of Tls. 100,000 would be entered by the calculator under the head of dead loss, with a memorandum in the column of "remarks," that an effort was being made by a new company who had purchased the premises for Tls. 18,000, to work them with better success. Bewildered while passing up the river, by successive ranges of empty or half empty godowns, he would vaguely set down a million or two as the number of lost taels represented; and dwell for a moment with a smile of pity on a small structure of corrugated iron which the owner once wildly hoped to see filled with coal. The names of both architect and proprietor have sunk into oblivion; but the present age gazes with wonder on an edifice betraying as much simplicity of execution as of conception, and in itself so apt an illustration of the height and depth to which expectations rose and have fallen. At the time this and many other godowns were erected, the river contained 270 ships instead of twenty-seven, and the demand for godown accommodation largely exceeded the supply. Cool consideration might have suggested the impossibility that this could last; that a supply so enormous must cause a glut to be followed by reaction. But no such reflection was acted on; the demand for storage existed and the erection of warehouses offered an apparently profitable opportunity of investment. Godowns and wharves were constructed in an excess corresponding with the excessive arrivals of goods; and now that the arrivals have ceased the godowns are empty and the wharves idle. Such was the state of affairs which almost justified a hope of extorting profit from the small corrugated iron edifice on which we have been moralising, and such is the explanation of its forlornness. When the Shanghai Wharf Company alone contained 12,000 tons of coal, the proprietor of even this small godown might hope to catch some of the crumbs falling from the rich men's tables, and to derive profit therefrom. The Pootung point and its monument next claim attention, and illustrate the powerlessness of individual enterprise when opposed to the dense stupidity of a whole population. Undeterred by warnings, and relying on that indomitable Anglo-Saxon energy which has overcome so many obstacles, the projector of the line of telegraph of which the Pootung monument was to be a terminus, engaged boldly in his task; but the Feng-shui were unpropitious, and the scheme failed. Money, labour and material were forthcoming in abundance; but just as every obstacle appeared to have been overcome, the spirits, intangible and unseen "influences" interfered, and superstition overthrew the work. Making an entry of an unknown sum in his note-book, the calculator would now cross to the Shanghai side, jotting down silk steamers lying idle, cargo-boats doing little or no business, and unremunerative vessels of various descriptions, in the transit; and thinking gloomily on the Club and the Carting Company, would wend his way through streets of untenanted houses to the old racecourse. Here again his mind would wander amid a maze of figures, and he would wildly write a string of ciphers to express his sense of overwhelming loss.

But however sad the contemplation of immense loss, comfort is to be found in the reflection of inevitable amendment. As certainly as the Yangtze continues to flow to the sea, so certainly must Shanghai be an entrepot for the commerce of the vast country which it drains. And this commerce is only yet in its infancy; the iron mines of Anhwei and the copper districts of Szechuen have yet to be developed by foreign enterprise. Delay there may be more or less; but the result is inevitable. The Chinese may throw what petty obstacles they choose in our path, refuse to admit silk steamers on their rivers, and issue edicts against the employment by their countrymen of foreign vessels on the coast; but the end of all this must come. Not perhaps in the present generation of Shanghai residents, but at no very distant date, the words of the ninth article of the Treaty of Tien-tsin will be interpreted in their proper sense; and British subjects will be allowed "to travel for their pleasure or purposes of trade to all parts of the interior," without let or hindrance.

RUSSIA, GERMANY, &c.

(FROM OUR OWN CORRESPONDENT.)

Hamburg, August 7.

The armistice agreed to by the belligerent Powers came into operation on the 2nd inst., and is to last four weeks; but it is generally believed there will be no more fighting, and that long before the expiration of that period, definitive treaties of peace will have been signed, as the preliminaries, containing the general principles of the arrangements for the future, if not actually signed, have, it is understood, been verbally settled. It must be confessed that Prussia played a most dangerous game in taking up the cudgels against all Germany single-handed, for the co-operation of the half-dozen little States that joined her afforded no material assistance. She staked her very existence on the result, but appears to have had the greatest confidence in her needle-gun rifled cannons, and military organisation, and by her promptness and energy has won the game. Had she lost she would have been cut up and partitioned between Austria, Hanover, Saxony, and Hesse, with perhaps a slice on the Rhine to Hesse-Darmstadt and Bavaria. But it is idle to speculate on what might have happened from a reverse of fortune, and more to the purpose to look a little into the future from the stand-point of the present posture of affairs. Prussia having overrun all the North of Germany will incorporate with her dominions Hanover, Electoral Hesse, Nassau, Frankfort, Saxe-Meiningen, the Duchies of Schleswig and Holstein, and parts of Hesse-Darmstadt and Bavaria. The only sovereign that will be restored, if indeed he be willing to accept the conditions offered, is the King of Saxony; but if so will have to give up part of his territory, including Leipzig, and abandon the right he has hitherto enjoyed of having his own standing army and diplomatic agents abroad, besides which Prussia will take into her own hands the railroads, telegraphs, and post-office; so that, shorn of these attributes of royalty and independence, he can be nothing more than a titular monarch and in reality a satrap of Prussia. It appears to me very questionable whether he can be induced to accept such a position, and if he would not rather prefer to abdicate altogether and retire into private life. The Elector of Hesse, now detained as a prisoner of State in the fortress of Stettin, has always been such a tyrant and made himself so hated by his subjects, that they heartily rejoice to get rid of him and become a Prussian province. The King of Hanover was not much more popular with the mass of his subjects, and it is only the nobles and the bureaucracy that supported him in his whims. Hitherto he could also rely on his army, but that is now totally destroyed and disbanded, and a feeling of deep embitterment at their humiliation from the King's insane policy and wavering indecision would prevent any of the officers from again offering to serve could the army be reorganised and the King reinstated on his throne. Thus the dynasty falls to the ground unregretted, having outlived its former glorious history, and his possessions pass into the hands of the conqueror.

Digitized by Google

HOUSE OF COMMONS.

MORTALITY AMONG THE TROOPS IN CHINA.

(Aug. 2nd.) Col. NORTH gave notice that early in the next Session he would call the attention of the House to the report of the committee on the mortality among our troops in China, and also to the utterly inadequate pay of the officers serving in China.

EAST INDIA COMMUNICATIONS.

(2nd.) Mr. CRAWFORD asked the Secretary to the Treasury whether Her Majesty's Government would take into their early consideration the recommendations of the Select Committee on East India communications.—Mr. HUNT said the recommendations of the select committee came under two heads—viz., telegraphic and postal communications. As to the former, he was not able to give the hon. member any information at present; but, with regard to the postal communications, the matter had been under the consideration of the Government, and it was proposed as soon as possible to give notice to determine the existing contracts with the view of carrying out the recommendation of the committee.

TRANSIT DUTIES IN CHINA.

(2nd.) Colonel SYKES asked the Secretary of State for Foreign Affairs whether it had come to his knowledge that in the provinces in which and adjoining to which the treaty ports were situate, in the north of China, the local mandarins for the last two years had been in the habit of exacting heavy illegal transit duties on merchandise, to the great injury of import and export trade of those ports particularly Ningpo; that the navigation of inland waters by British vessels had been interdicted; and that a shed for drying silk cocoons, built by the agent of Messrs. Jardine, Matheson, and Co., on the Great Canal had been pulled down,—all in breach of treaty obligations; and whether action would be taken with the Imperial Government to insure the fulfilment of the terms of existing treaties.—Lord STANLEY said in answer to the first question of the hon. and gallant member that he had himself searched and caused search to be made as to the allegations that heavy illegal transit duties had been imposed upon merchandise by the local mandarins, and he could obtain no information on the subject, nor did he believe that any existed in the department. With regard to the second question, as to the navigation of inland waters by British vessels having been interdicted, it was undoubtedly true that the Chinese Government had forbidden such navigation. The matter had been brought before Sir R. Alcock, the English Minister, who was of opinion that the Chinese Government were not acting contrary to the treaty. On receiving that information, Her Majesty's Government thought it better to refer the question to the law officers of the Crown, and their opinion being in accordance with that of Sir R. Alcock, the Government felt themselves compelled to express their concurrence with it. With respect to the third point, all he knew was contained in a private letter received by the last mail a few days ago. That was an *ex parte* statement, and of course no action could take place upon it until they had fuller information.

EXCHANGES IN JAPAN.

(3rd.) Colonel NORTH asked the Chancellor of the Exchequer when the report made by Mr. Arbuthnot, of the Treasury, on the question of the exchanges in Japan, promised by the late Chancellor of the Exchequer on the 27th of February last, would be laid upon the table, and to state if the arrangement, also promised, had been carried out for the crediting of all profits arising out of such exchanges to the public account.—The CHANCELLOR of the EXCHEQUER: It is very true that my predecessor in office did promise to lay on the table a copy of the report made by Mr. Arbuthnot—that is to say, he intimated that there would be no objection to produce it if my hon. and gallant friend moved for it. I may add that if my hon. and gallant friend should now think fit to do so I shall take care that a copy of the report is placed on the table. In answer to the second part of his inquiry, I may state, in the first place, that he is under an erroneous impression in supposing that the right hon. gentleman opposite made the promise which it indicates. Independent of his own assurance to the contrary, it would be clearly impossible to enter any such arrangement, because, under the system which at present prevails there certainly is a loss on the exchanges, so that there are no profits to credit to the public account.—Colonel NORTH said it was the noble lord the member for King's Lynn (Lord Stanley) and not himself who had asked the question on the subject on a former occasion.

STRAITS SETTLEMENTS BILL.

(3rd.) On the order for considering the report of amendment to this Bill, the Earl of POWIS called the attention of his noble friend the Secretary of State for the Colonies to the necessity of securing some adequate provision for the troops in these settlements. In 1863 a commencement was made to erect infantry barracks, the total cost of which it was estimated would be £150,000. These barracks, however, had never been completed. It would be hard to expect the settlement to incur a debt for the accommodation for a larger number of troops than was required for the settlement itself, if such a number was to be stationed there for Imperial as well as colonial purposes.—The Earl of CARNARVON: My noble friend has referred to two very important points. It is, of course, essential that the troops stationed in the settlement should be sufficiently accommodated; and this, after all, is a question of expense. But, as regards the question of revenue, I am not prepared to enter into minute details, because at the present moment the settlement is in a rather anomalous position. Its affairs neither belong to the India-office nor are they exactly within the province of the Colonial Department. From 1858 to 1861 there was some doubt as to whether the revenue of the settlement was equal to the expenditure; but in the latter year a report was made under the direction of Sir H. Robinson, which showed the estimated revenue to be £200,000, and the estimated expenditure £198,000, leaving £2,000 of a surplus. It is to be observed, however, that Sir H. Robinson's calculation for military expenditure was £63,000, while a subsequent arrangement with the Treasury fixed it at £59,300, which raises the surplus of revenue to £5,700, and the revenue of the settlement is a growing one. With respect to the troops, the military force hitherto stationed at Singapore has been about 1,650 men; the force to be permanently stationed there and chargeable to the colony will be—artillery, English, 212 men; Ceylon Rifles, 668; making 880 in all. The wing of the European regiment will be stationed there only to meet the convenience of the military authorities. There is at present accommodation at Singapore for about 1,600 men. About £100,000 has already been spent on barracks by the Indian Government; and a paper laid before Parliament states:—"At both Singapore and Penang there are already good barracks for European troops, while in the first of these places the stone-built, well-raised, and well-ventilated convict barracks, on the removal of their present occupants, will accommodate 2,000 European soldiers should it at any time be necessary to assemble so large a force." On the whole I see no reason to apprehend that the revenue of the settlement, which, as I have already observed, is a growing one, will not be amply sufficient to cover all its expenses, civil as well as military. (Hear, hear.)

CRUELTIES IN CHINA.

(3rd.) Colonel SYKES called the attention of the House to the rendition by the acting Governor of Hong Kong, Mr. Mercer, in May, 1865, of a Chinese inhabitant of Hong Kong to the mandarin authorities at Canton, on an accusation of piracy, and his subsequent barbarous execution. He also called attention to a Parliamentary paper relating to the surrender to the mandarin authorities by Her Majesty's naval officers in the China seas of alleged pirates, and asked the Secretary to the Admiralty by what instructions naval officers surrendered to the Chinese authorities the crews of junks whom they deem to be pirates without the intervention of the British Consuls, the duly constituted channels of communication with the Imperial Government. He narrated the circumstances of the case that had come before Mr. Mercer. A Chinese gentleman had settled in Hong Kong, and opened a shop there. One day a stranger called upon him, and said that if he did not get a large sum of money he would denounce him to the authorities as a pirate. The shopkeeper refused the money on the ground that he knew nothing of the stranger or the charge he made. The latter being baulked of his object gave the information he threatened to the authorities. The shopkeeper was arrested, and on the perjured evidence of a stranger was handed over to the Chinese officials, by whom he was cruelly executed as a pirate, his head being cut off, and his heart being taken out and eaten. This was surely a case demanding inquiry. The hon. and gallant gentleman concluded by moving the adjournment of the House.—Mr. NEATE, in seconding the motion, said his hon. and gallant friend deserved the thanks of the House for bringing the matter forward. The Chinese authorities having given us the guardianship of their waters, had no right to claim the prisoners.—Mr. WATKIN rose to order, and asked whether it was competent to the hon. and gallant gentleman to move that the House do now adjourn, instead of moving the adjournment until Monday.—The SPEAKER said that supply not being on the paper, there was nothing irregular in the hon. and gallant gentleman moving that the House do now adjourn.—Lord H. LENNOX said everybody would be ready to do justice to the motives of his hon. and gallant friend in bringing the painful subject before the House. Whilst admitting the horrors referred to, the difficulty was in suggesting how they were to be put an end to. As the first part of the question referred to the conduct of Mr. Mercer, the Governor of Hong Kong, it should be addressed to the Secretary for the Colonies rather than to the Secretary to the Admiralty. With regard to the second part of the question, the answer was that the officers of the army and navy acted under distinct orders, called station orders, which had been approved of and founded on the opinion of the Queen's Advocate and other high authorities in 1855; and one of those orders stated that pirates taken within Chinese waters must be handed over to the Chinese authorities. With reference to the suggestion that the prisoners should be sent to Bermuda, it would lead to jealousy on the part of foreign Powers. The Government would give their attention to any practicable plan which might be suggested, with the view of preventing the occurrence of barbarities which they must all deplore. (Hear, hear.)

GRIEVANCES OF INDIAN OFFICERS.

(6th.) Lord CRANBORNE (in reply to Major JERVIS) gave a general explanation of the measures contemplated by the India Office to remedy the grievances of the officers of the Indian Army. With regard to the Staff Corps grievance, they proposed, instead of restricting that corps to officers who had served on the Staff, to permit any officers to enter it who had joined the Indian Army before the amalgamation; and the bonus system grievance they proposed to remedy by appointing a committee in each Presidency, which, as each officer retired, would inquire into his case, and would ascertain how much he was out of pocket by payments to officers for retirement. Whatever that loss might be the Government would make good to him, and the cost, he anticipated, would be an average of £8,000 a year for twenty years.

STRAITS TRANSFER BILL.

(7th.) The Lords' amendments to this Bill were assented to.

"THE TIMES" ON THE MORTALITY AT HONG KONG.—In a leading article on the Report of the Mortality Committee, *The Times* says, after a recapitulation of the evidence:—"There is no necessity to comment upon such facts as these. They tell their own story. But we may draw attention to one point which comes under the consideration of the select committee in connection with the hardships and sickness which so much beset the European soldier in the East. The Asiatic troops were withdrawn from China when the military reasons which had caused them to be sent there ceased. 'But,' says the committee, 'it is to be regretted that successive Secretaries of State did not, when the military reasons for the Asiatic troops had ceased, advert to the very beneficial *sanitary* results from their presence to the European troops stationed there.' Lord De Grey urges a financial, or rather constitutional, objection to the employment of Asiatic troops on these stations—viz., that 'it removes the allowances of pay and the allowances of the officers and men from the control of the Imperial Parliament.' But the committee reminds Lord de Grey that 'the withdrawal of these troops and the substitution of a purely European garrison ultimately resulted in an increased expense to the British Government.' And if this is the case may not the theoretical constitutional question be very well allowed to yield to the vital practical claim of the soldiers' health? Why should our Eastern possessions kill more than they need do? If the Asiatic soldier there can relieve the oppressive and unhealthy life of the European soldier without injuring his discipline, the gain will be great indeed. But we are hopeless of any good result if such men as General Guy are intrusted with commands."

Digitized by Google

NOTICES TO CORRESPONDENTS.

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be authenticated by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

A Register is kept of the addresses of all persons connected with the Far East and reference can be made to the same by personal application at the office or by letter.

Any information required by Subscribers, in reference to Commercial or General matters in China, Japan, Singapore, *and other parts of the* Far East, *will be supplied on application at the Office, where files may be seen of the Journals published in those countries.*

THE LONDON AND CHINA EXPRESS.

PUBLISHED on the departure of the Mails *via* Marseilles on the 10th, 17th, and 26th, contains a Summary of European, American, and General News; Commercial and Shipping Reports, and Special notices of Trade with the Far East.

Subscription 54s. per annum, including Postage. Export Supplement 12s. extra.

The London & China Telegraph.

LONDON, THURSDAY, AUG. 9, 1866.

POSTAL AND TELEGRAPHIC COMMUNICATION.

We are glad to find that the report recently issued by the Select Committee on East India communications is not likely to share the fate to which so many reports of Parliamentary Committees are doomed, that is to furnish matter for an unreadable blue-book and then become a dead letter. In reply to a question asked by Mr. Crawford in the House of Commons, Mr. Hunt, the Secretary to the Treasury, stated that with regard to the first portion of the Report, namely, that treating of telegraphic communication, he could not at present give any decisive information; but that the other portion of it, regarding the postal service, was already under consideration by Government, and that notice would be given as soon as possible to put an end to the existing contracts in order that the recommendations of the Committee might be carried out. The first portion of these recommendations, advising the establishment of a weekly mail service to Bombay alone, abolishing the Madras and Calcutta lines and using Bombay as a central point from which to distribute the mails for all the Presidencies, embraces the plan we have always advocated and will meet with unanimous approbation. But the other portion, which deals with the China and Australia services is by no means so satisfactory. Clause 6 of the recommendations proposes that Government should enter into a contract for the conveyance of mails fortnightly, or twice a month to Ceylon, Singapore, China, and Japan, in connection with a monthly mail to Australia, "*having* "*regard* to the service now performed by the *Messageries* "*Imperiales*." The meaning of this last clause is vague in the extreme. In what sense are the words "having regard" to be taken? If the Committee mean to recommend a semi-monthly direct English mail to the above-named places, only "having regard" to the French mails so far as to prevent the dates of departure clashing one with another, well and good. We have reason to believe however that this is not the meaning intended to be conveyed, and that by "having regard" to the *Messageries Imperiales* the Committee positively mean to recommend that their steamers should be availed of for the conveyance of one of the proposed fortnightly mails, leaving only a monthly service to be performed by the English company. This will of course have the effect of reducing our means of communication with the Far East from three times to twice a month, and such a step will we feel sure be met by a formidable opposition on the part of the merchants and others engaged in the trade. It is to be regretted that the Committee did not call on members of some of the principal China firms to give evidence on the subject, which might advantageously have been embodied in their Report.

Captain Tyler, of the Royal Engineers, at the request of the Board of Trade, has completed his second tour through Italy, and after noticing the ports of Genoa, Naples, Reggio, Taranto, and Otranto, concludes that there is no port so eligible as Brindisi. We have therefore the pleasure to confirm, under official support, the account which we gave on the 28th May of the "Brindisi Route." From negotiations with the Italian authorities he states that the harbour and other general improvements, including the railway over Mont Cenis, will be completed by the 1st June next. From an examination of the tunnel works, Captain Tyler finds it difficult to give any decided opinion, but if the works are continued vigorously, he thinks it quite possible to complete it by 1871. The Italian Government are prepared to enter into a convention for the conveyance of our India, China, and Australian mails, either to and from Brindisi or to and from Alexandria. Amongst other arrangements it is of course stipulated, that a special train shall always be provided within two hours after the arrival of the steamer from Alexandria. Having now a competent opinion that the port of Brindisi, as well as the railway from London to that port, is fit for the conveyance of the mails, the Postmaster-General has to decide whether he will, in the new contracts about to be entered into adopt this route by which a saving of forty-eight hours can be effected, or whether he will abide by our old and tried port of Marseilles. We think the safest course—considering that the lines to Brindisi are for the most part single lines—will be to divide the service, say two mails per month *via* Brindisi and two *via* Marseilles. It will never do to ignore this more expeditious and agreeable route, but we think it would be very imprudent to abandon the port of Marseilles which has served us so well for thirteen years. Captain Tyler cannot refrain from recommending what he has always supported, viz., the Euphrates Valley and Persian Gulf route to India, which should be used as an alternate route with the Red Sea.

THE ICHIBOU EXCHANGE QUESTION.

The Arbuthnot papers are still wanting. Their production was asked for early in the present Session by Lord Stanley, and distinctly promised by the then Chancellor of the Exchequer; nothing however having been heard about them, Col. North took occasion on the 3rd instant to ask the present Chancellor whether the promise of his predecessor would be fulfilled or not. In reply to this Mr. Disraeli stated that Mr. Gladstone had not actually promised to produce the papers, but had merely intimated that "there would be no objection on "the part of the Government to their being laid on the table." It thus becomes evident that advantage has been taken of a technical quibble to delay the publication of Mr. Arbuthnot's report, doubtless in order that by giving time for public curiosity on the matter to die out, a very unsavory question might be allowed to blow over. The plea that Mr. Gladstone's promise was informal, is an idle one. He not only undertook to lay the papers on the table, but distinctly recommended the House to rely on them for a thorough knowledge of the question; thus publicly recognising their importance and utility, and rendering quite inexcusable his subsequent neglect of the matter. At the same time, he stated that for the future all profits arising out of the Exchange would be credited to the public accounts. Col. North now asks Mr. Disraeli whether this promise also has been kept or not; and is told that it has not, because under the present system there is no profit, but on the contrary a loss. What is the nature of the "present system" we should like to know? We know that by the "old system" the officers in the civil, military, and naval services made large profits. However, we will reserve further comments until the papers are produced.

CHINA AND JAPAN.—A CONTRAST.

We have not only to deplore the slow progress made by the Chinese in assimilating their social and political system to that of more civilised countries, but have from time to time to record an absolutely retrograde movement, by which some important step that has been taken in the right direction is retraced, and the work of perhaps years of patient diplomacy and persuasion scattered to the winds. Of such a nature is the recently issued prohibition by which the navigation of the inland waters of China by foreign vessels is interdicted. This coming together with news of the demolition—apparently by order of the native authorities—of a building erected by Messrs. Jardine, Matheson and Co., on the banks of the Grand Canal, for drying cocoons, offers sad evidence of a renewed opposition on the part of the native Government to all our endeavours to enter into closer relations with the people of the country. With regard to the navigation question the treaty appears to be so framed that we have no redress. Sir Rutherford Alcock has already given it as his opinion that the Chinese Government had a right to issue the prohibition, and in reply to a question asked by Colonel Sykes in the House of Comm Lord Stanley said that the matter had been subsequentlyo

Digitized by Google

mitted to the law officers of the Crown, who had endorsed that opinion; so that Government are bound to support it. In cheering contrast to this unsatisfactory news from China, we hear from Japan of what is justly termed by a local paper "a great stride towards the ultimate freedom of the people "of Japan." It consists in the entire abrogation of that law which has hitherto kept the subjects of the MIKADO close prisoners in their own islands, with the exception of the select few who have recently visited Europe as emissaries of the TYCOON and the Prince of SATSUMA. Henceforward, by complying with certain very reasonable and indeed necessary regulations, all classes of Japanese will be enabled to leave and return to the country at their own free will and pleasure; a privilege which will doubtless be eagerly embraced by great numbers whose curiosity regarding foreign lands has been stimulated but far from satisfied by the scanty rumours that have reached them through the all but impenetrable barrier of exclusiveness that has so long surrounded them. This concession on the part of the GOROGIO is the more gratifying to us as it does not appear to have been in any way urged upon them by the representatives of foreign Powers, and is, therefore in all probability quite spontaneous.

THE MO-WANG CASE—TORTURE IN CHINA.

THE untoward circumstances attending the rendition of the so-called MO-WANG by Acting Governor MERCER, have been the subject of a short discussion in the House of Commons which originated—as no few of the China debates do—in a question from Colonel SYKES. The gallant Colonel asked the Secretary to the Admiralty a string of questions regarding the instructions under which British officers in China surrendered Chinese prisoners to the native authorities, concluding his speech with a sketch of the manner in which the MO-WANG was delivered up for torture and execution. Under our Parliamentary intelligence Colonel SYKES' speech and the reply of Lord HENRY LENNOX will be found *in extenso;* and as our readers are already acquainted with our views, both as regards the merits of the case itself, and Mr. MERCER'S action in it, we have no object now in renewing the discussion. But out of this as of many other evils good is likely to come forth; for we are credibly informed that it has been made the ground by Sir RUTHERFORD ALCOCK of a representation to the Chinese Government, requiring them to abstain from torturing any criminals or prisoners who may in future be handed over to their authorities by ours, and that his very just demand has been fully acceded to. Whether this undertaking will be fairly and honestly carried out, or whether like so many other engagements it will be so successfully evaded as to become practically a dead letter, remains to be seen; at present the apparent willingness with which the concession has been made leads us to hope for the best.

THE HONG KONG DOLLAR.

IN our last issue we were enabled to announce that new and powerful machinery was being dispatched for the use of the Hong Kong Mint with the view to the production of a more perfect coin than that about which so many complaints have been made. We are glad to be able to state that in addition to this the present mail conveys to Captain KINDER an entirely new set of dies, not only for the dollar but for the smaller coins belonging to the series, and having had the pleasure of inspecting a set of proofs struck from them, we can state without hesitation that they are a great improvement on those first sent out. The Queen's Head, which as we have before stated is no fancy portrait, but an authentic likeness of Her MAJESTY, stands out in bold relief, the elaborate tracery on the reverse as well as the lettering is sharp, well raised, and clearly defined, and the milling of the edge is in the proofs we have examined quite perfect. With these improved means and appliances we have little doubt that the Hong Kong Mint will very shortly produce a coin which if not entirely free from all the objections which have been urged against the pattern will at all events serve the required purpose, and reflect no small amount of credit on those concerned in its production.

THE MANILA CONSULATE.

MR. H. T. RAINAIS, whose appointment to the Consulate at Manila has already been noticed in a previous issue, proceeds, we understand, by the first mail in September to his post. The antecedents of Mr. Rainals are as follows:—

Was Admiralty agent for the British fleet in the Baltic from 1854 to 1856; was appointed Vice-Consul at Copenhagen, Feb. 16th, 1859; was employed on special service for the purpose of instituting inquiries into and reporting upon the state of affairs in the Duchy of Sleswig in December, 1860, and January, 1861; and was appointed Consul at the Danish Island of St. Croix, in the West Indies, June 18th, 1863.

THE TUMONGONG OF JOHORE.

THE visit of the Tumongong of Johore will terminate in September, his Highness having secured a passage to Singapore by the mail leaving on the 26th of that month. The Tumongong has just visited Liverpool, where he first inspected the shipbuilding yard of Messrs. Laird Brothers, at Birkenhead, and after a brief trip on the river landed and lunched with the mayor at the Town-hall. He then paid a visit to St. George's-hall (where Mr. Best was engaged at the usual Saturday organ performances), went through the Free Library and Museum, and afterwards made a longer excursion on the river. His Highness, who is rather fond of nautical matters, expressed both delight and astonishment at the magnitude of the shipping attached to the port, and the perfect appliances for its accommodation. A portrait of the Tumongong has appeared in the *Illustrated London News.*

By the Bombay papers we see that the Central Bank of Western India (which has a London office) is about to be dissolved, having lost at least half its capital besides all reserves. This bank had agencies in China.

THE SAN FRANCISCO, JAPAN, AND CHINA LINE.

We lately noticed that the contractors for this line—the "Pacific Mail Company"—had, in common with the public interested in the trade, urged on the Government the desirability of making the line direct without calling at Honolulu, and to organise a distinct service for that place. We find the following on the matter in the *New York Herald*:—

As the time approaches when the line of steamers between San Francisco and the coasts of Japan and China is to go into active operation, the public and the press have not only the right but the duty to subject to a thorough examination everything pertaining to this great enterprise. Like the Atlantic cable, which will very soon stretch its wires across the ocean to accomplish the large girdle of telegraphic communication around our globe, the China mail line is destined to close up and accomplish a second great girdle of communication around our earth, of a different but not less important character. The first will be the great high road of the spiritual commerce of mankind, sending the human thought over its wires from continent to continent with the swiftness of lightning; the second will be the great highroad of the practical material commerce of the nations, sending passengers and freight around our planet with the speed of steam locomotion. Indeed, the California-China steamer line is only the last link in the great chain of steamers which stretches now already from Europe to China on one side, and from Europe over our continent to the Pacific coast on the other side. By crossing the Pacific Ocean it fills up the gap which separates still the two ends of this chain, and accomplishes the "great circle of steam navigation."

The Peninsular and Oriental Steam Company, connecting in regular trips Southampton with Spain, Malta, Egypt, Bombay, Ceylon, Calcutta, Singapore, and Hong Kong, is the first link in this chain; the numerous steamer lines between England, Germany and France and our Atlantic ports constitute the second link; our Pacific Mail between New York, Panama and San Francisco the third link; the China Mail will connect the first with the third, and so complete the great circular highroad for the practical commerce of mankind.

It is, indeed, consoling that our legislators in Washington, in the midst of a wild partisan warfare, and among the mean squabbles about the eternal negro and the big jobs of speculators found not only some moments of leisure for the consideration of this vast enterprise, but really took it in hand with that high spirit and that imperial generosity by which the American people are distinguished in all questions of high practical interest. The appropriation of a yearly subvention of $500,000 dollars for this mail service will therefore find the general and unanimous approval of the nation. But it seems to us that, in the generous plan for the promotion of this object, some practical questions connected with it have not been subjected to that close investigation of facts and circumstances on which very often depends the business success of a new enterprise.

The three chief questions in regard to a steamer line are always and everywhere—first, quickness of communication; second, cheapness of transport of passengers and freight; third, possibility of successful competition. In the projected Bill, lying before Congress, regulating the China mail service, these three necessities have not been sufficiently considered. Besides, some less important articles of this Bill, to which we will call attention on another occasion, the paragraph making Honolulu, Sandwich Islands, a coal station of the line, will prove completely impractical, and may, at least in the beginning, render the enterprise a business failure.

The island of Honolulu is situated twenty-one degrees nineteen minutes north latitude; San Francisco, thirty-seven degrees forty-nine minutes North; Yokohama, in Japan, thirty-five degrees twenty minutes North. We perceive, therefore, at once, that a course via Honolulu is sixteen to seventeen degrees further south of the straight line between San Francisco and Yokohama, and that this deviation, being on the equator side, is much greater than an equal deviation on the pole side of the same straight line. Indeed, a course taken in a northerly direction as far even as to the forty-fifth degree of north latitude, is one thousand and fifty miles shorter than a course via the Sandwich Islands. Counting an average speed of eleven to twelve knots per hour, the route over Honolulu would therefore take four to five days, and a round trip nine to ten days more than the northern

Digitized by Google

course. Besides this difference, it should be taken into account that on the southern course north-eastern winds prevail, while, for the greater part of the year, between the parallels of thirty and fifty degrees north latitude, north-western winds prevail. Continual headwinds on a long voyage are, even for a powerful steamer, a very serious drawback, and would certainly retard the passage for from one to three days, so that the loss in time on a round trip via the Sandwich Islands would amount to ten or eleven days, and including twenty-four to forty-eight hours for coaling and passing the bar, to twelve or thirteen days.

Such a heavy loss in time will entail the following consequences:—First, twenty to twenty-five per cent. more running expenses; for coal, wages, wear and tear of ships, &c., amounting in all per year to at least $150,000. Second, a loss of five days, and on a round trip to ten or twelve days for every passenger. Third, increase of interest on all freight goods, which on this line will be exceedingly valuable, consisting of gold, silver, silk, tea, &c. Fourth, increased premium of insurance. This will amount to a heavy sum yearly, because the course via Honolulu is not only longer, but also not as safe as the more northern course. Fifth, impossibility of competition against the overland mail steamers between England and Hong Kong.

If we lose on the passage from San Francisco to Shanghai, in China, these five days, we will always receive our Japan and China news two or three days quicker from England than by our own China mail line, supposing the Atlantic telegraph will be accomplished, which probably will be down before the new line goes into operation. The news is now sent to us in the following way:—From Hong Kong to Calcutta, by the Peninsular and Oriental steamers; from Calcutta, per Red Sea telegraph to Alexandria (Egypt), to Malta, Italy and France to London, and from London respectively to Liverpool and New York.* In this way we can have Hong Kong news, when the Atlantic cable is in operation, in twenty-three days; but if the San Francisco China mail steamers take the northern course (say forty-five degrees north latitude), and are ships of powerful engines (and therefore of great tonnage), we can have it via San Francisco in twenty-one days, and could in all instances, when our steamers leave Shanghai on another day than the Oriental steamers leave Hong Kong, furnish to England and Europe the China news by the Atlantic cable. This will be impossible if we lose five days by taking the course via Honolulu.

But there is still a greater drawback against this line. For the service in the Pacific Ocean steamers of the largest size, from 4,000 to 5,000 tons are desirable, if not necessary, for the sake of safety, as well as superior speed. Now, if we make Honolulu a coal station, we cannot employ steamers of a greater burthen than 2,500 to 3,000 tons. A steamer of 4,000 to 5,000 tons, fully loaded, will draw twenty-three to twenty-four feet water; but the interior bar at the harbour of Honolulu at high tide allows only twenty-one feet at low tide eighteen feet, and our steamers, therefore, would not be able to cross the bar. The largest ship which ever entered the port of Honolulu was the *Sovereign of the Seas* (in 1852), of 2,421 tons burthen; our war steamer *Merrimac*, which registers three thousand seven hundred and twenty tons, was compelled to anchor outside. We see, therefore, that we have to give up this station, or that we have to construct steamers of medium size, say of twenty-five hundred tons, for our China mail line. This would entail a loss in safety, in speed and accommodations, and would not allow us to compete successfully with the Oriental Steamship line, via Suez to Hong Kong. The commerce in freight and passengers between San Francisco and Honolulu offers no equivalent for these losses and di-advantages, and it would be by far more profitable to start a special line of small steamers for this service than to burden with it the great China mail line.

*[We are surprised that our contemporary should be so ignorant of the route of our postal and telegraphic communication with China.—Ed. *L. and C. T.*]

THE INDIA AND CHINA MAILS.

(SPECTATOR.)

The report of the committee appointed to inquire into our communication with India has been published, and as it has been signed by men of all parties, was agreed to by Lord Stanley and Mr. Stansfeld, we trust it will be acted on at once. Mr. Crawford, the member for London, who has been the soul of the Committee, we believe drew up the report, and his exposure of the existing system is unanswerable. Our trade with Asia and Australia now amounts to one-fourth of the whole external commerce of the United Kingdom, and the communications on which that vast business depends are most imperfect. The whole is really in the hands of the Peninsular and Oriental Company, who do the work very well, having never lost an outward-bound mail, but who are so paid that they can afford only forty-eight communications a year instead of fifty-two. Instead of making Bombay, which is the external point of the Indian railway system, the centre of receipts and deliveries for the ocean post, the steamers blunder on to Madras and Calcutta, and as steam on land travels three times as fast as steam at sea, in most parts of India letters written twice a month are as useful as letters written four times, the mails *via* Bombay, say of 17th July, being delivered as soon as the mails *via* Calcutta of 18th July. This is pure waste of power, and would have been remedied long ago, but that the Post-office cannot bear to risk the slight loss of £30,000 involved in a weekly mail. The Committee, however, prove they are bound to risk it, the only loss now existing as far as India is concerned arising from a payment for the benefit of the China mails which India ought not to make. The Post-office want to meet their risk, which would be amply recouped by increased correspondence, by an absurd increase of 6d. a letter; but the Indian Government rejected the proposal, offering, rather than submit to it, to run the risk itself. The Committee, however, recommend that a weekly mail should be established, to sail of course on a fixed day, which will, we trust, be Saturday, —Friday, the day suggested by merchants, being the absolute worst for the transmission both of journals and parliamentary news,—and that this mail should be separated finally from any connection with mails going on to the Far East. India and China have no more geographical relation than India and California, or England and Iceland, and the artificial connection ought to be given up. Bombay being once made the central point, all India would be on an equality, and every station receive letters barely a month old at exactly seven days' interval, a system absolutely perfect, till the country requires, as one day it will require, a semi-weekly communication.

The remainder of the Far East, Ceylon, Singapore, China, Japan, and Australia, will then form a main line, with minor lines for passengers radiating from Ceylon to Calcutta and Madras, from Hong Kong to Shanghai and Yokohama, and so on, a line quite important enough to be self-supporting. The Committee recommend that the contracts should be let to different companies, but that we cannot support, believing that so long as the Peninsular and Oriental Company is compelled, by severe fines strictly levied, to do its work swiftly and well, its magnificent fleet forms a transport reserve such as no aggregation of petty steamers could possibly replace. As to the French Messageries, they ought not to have one shilling of English money, unless the Emperor will guarantee that their service shall not be suspended in time of war, and that they will even in war transport our artillerymen, a mere *reductio ad absurdum*. A weekly mail carried by the Peninsular and Oriental Company is the practical ideal.

The telegraphic communication the Committee condemns. It exists, but it is carried through many European countries at enormous cost, and through Turkey at excessive loss of time. A message of twenty words costs £5. 1s., and takes from one to nine days to deliver, and is then often received in an unintelligible form. The Committee therefore recommend a separate and independent line through Italy from England to Egypt, thence by land to Suakim, and thence by cable to the nearest point on the Indian continent, the whole to be in European hands. This it seems to us is only the Red Sea project over again, a project which we always approved, and which, now that the Atlantic Cable has succeeded, ought to be taken up again. A trade of £110,000,000 a year can pay anything, and the main telegraphic route ought to consist of cables laid for Asiatic service along the route known as the Southampton route, either to Alexandria, or, which we should prefer, to Seleucia, thence by land to the Euphrates, and then *down the bed of that river* to Bushire, where it joins the Persian Gulf Cable. The portion exposed would then be less than one hundred and fifty miles, which could be strictly guarded, the entire remainder of the line being within reach of the English fleet. Less than this is insufficient, and this we fully believe will ultimately be accomplished without hampering State guarantees.

A CHINESE DINNER IN CALIFORNIA.

The following amusing account of a banquet given by the Chinese merchants of San Francisco to Mr. Burlinghame and General Van Valkenburgh (the United States Ministers to China and Japan), is given by the San Francisco correspondent of a New York paper:—

On the arrival of the Hon. Anson Burlinghame, on his way to his post at Peking, the Chinese merchants of San Francisco determined to give him a dinner after the true Celestial custom. For a variety of reasons they proposed to defer it until a day or two before the sailing of the ship that was to convey the Minister and suite to their destination, making it, if possible, on the evening before the departure. The *Swallow*, with her ambassadorial freight on board, is to leave port on Monday next, and as neither Saturday nor Sunday is supposed to be the proper day for dining out, the great festival was fixed for last night. The preparations for the feast have been quite elaborate, and required several days for completion; so that notice was given at the restaurant early in the week that company might be expected on Friday, June 1.

INVITATIONS

to the following effect were distributed:—

San Francisco, May 29, 1866.

Mr. ———.—Dear Sir,—The undersigned request the pleasure of your company at a dinner to be given to the Hon. Anson Burlinghame, United States Minister to China, and General R. B. Van Valkenburgh, United States Minister to Japan, on Friday, June 1, at six o'clock P.M., at Hang Heong Restaurant, No. 808, Dupont-street, near Clay.

Tung Yu and Co.
Chy Lung and Co.
Wing Wo Lang and Co.

ASSEMBLING OF THE GUESTS.

At the appointed hour the guests assembled, some of them following the American custom of considering it six o'clock until seven, so that the party was not seated until near the latter hour.

A CHINESE RESTAURANT.

Hang Heong Restaurant is the same establishment where the dinner was given last year to Messrs. Colfax, Brass, Bowles and Richardson, on the occasion of the visit to the Pacific coast. The building is of wood, two and a half stories high, and was sent over from China in 1850. Close by its side is a building of corrugated iron, that was sent here from England; so that two antipodean structures can be seen at the same moment.

According to Chinese custom, the kitchen of the restaurant is on the ground floor, and occupies the portion to the rear, the front being devoted to a small shop, where Chinese edibles are exposed for sale, and to a desk where the manager sits to receive and give orders and to collect money that may be due from customers. The second floor (up a single flight of stairs) is devoted to the tables where patrons are served. At either end of this floor are petitions of glass that make rooms 10 or 15 feet by 25 or 30, leaving a central room 25 feet square. The tables were mainly set in the end rooms, the central one being partly used for the same purposes for which Americans maintain side tables or pantry rooms. The upper story is used as a waiting or retiring room, and was fitted up with chairs and sofas of the Chinese pattern, besides a considerable number of American chairs, that served for the unusual number of persons assembled. The Chinese chair is a hard, straight-backed affair, much like the old-fashioned kitchen chair with which all New England are familiar. This upper story was divided into two room, both being furnished in the same manner. The walls in the rooms in all parts of the house are hung with placards in Chinese, the letters being large on some and small on the others. The placards generally announce the character and price of the articles for sale,

Digitized by Google

just like the placards in an American saloon. Some of them were translated to me, and showed that the Chinese are as ready as ourselves in the use of extravagant expressions.

THE DINNER.

About seven o'clock, as we were all assembled in the waiting-room, it was announced that the tables were ready. The tables were of the round pattern, seating from six to nine persons each, and the place of each guest was previously fixed by our hosts. As my name was called I passed from the waiting-room to the one below, and was directed to a table where I found my place designated with a card bearing my name. All the guests were seated in the same manner, so that all confusion was avoided. The Chinese are very much like our English cousins in their adhesion to etiquette and ceremonial forms, and are consequently as successful as the English in avoiding perplexities on a festive occasion. It was my good fortune to have a seat by the side of the official interpreter, Mr. Charles Carvalho, who speaks English and Chinese, besides four other languages, with perfect fluency and precision. I was indebted to him for explanations of many of the Chinese customs, and for numerous bits of information about the Celestial Empire. Chy Lung, the oldest Chinese merchant of San Francisco (he came here in 1849), presided at this table. At his right was Mr. Burlinghame and at his left Mr. Karvalho, and the balance of the seats were occupied by American guests. At each table was one Chinaman, who presided over its destinies. Fung Tang, a young but prominent Chinese merchant, who speaks English and French with creditable fluency, presided at the table where General Van Valkenburgh was seated. During the evening he made a speech in English, responding to a toast, and was loudly applauded.

The number of guests was less than on the occasion of the dinner to Mr. Colfax, and the rooms were consequently less crowded. None of the Chinese restaurants in San Francisco are as capacious as those occupied by Americans, and the number of guests at dinner is consequently restricted to the space.

In front of each guest was a plate, a saucer with a short-handled spoon of China ware, a teacup holding about two thimblefuls with a saucer proportionately small, and another saucer containing soy, a very pleasant sauce resembling our Worcestershire. There was a saucer full of flowers—a sort of flat bouquet—and glasses for champagne and claret that were evidently blown in America. There was a pair of chop sticks, of white ivory, and an American knife and fork for such as preferred them. A napkin was placed over each plate, and on this plate was a printed bill of fare and the card which bore the name of the guest to which it belonged. The bill of fare was printed in English characters, and resembled in general appearance the bills of the Astor or St. Nicholas. I noticed that the one held by Chy Lung had the name of each dish written in Chinese for facility in reading. Below is the

BILL OF FARE.

FIRST COURSE.

1. Su Kie (roast chicken).
2. Chow Sang How (fried oysters).
3. Foo Young Chee (shark's fin and eggs).
4. Chich Pak Chup (roast pigeons).
5. Cum Chin Kie (chicken and ham sandwich).
6. Chun Kan (fish *a la* Burlinghame).
7. Su Ue (roast ducks, Upton).
8. Su Yu Che (roast pig, Shanghai).

SECOND COURSE.

1. In Wor (Mandarin birds' nest soup).
2. Ching Don Gee (boiled shark's fin)
3. Soo Bow Ue (Abalona soochow).
4. Chow Yow Young (mutton Van Valkenburgh).
5. Tong How See (China oyster fricassee).
6. Buck Look Kan (reindeer sinews, Peking).
7. Sut Yee (ice fungus).
8. Tong Goo (mushrooms).
9. Heu An (table rice).

THIRD COURSE.

1. Kie Dan Gaw (pound cake).
2. Ching Dan Gaw (soft cake).
3. Boe Chi (small sweet cake).
4. Far Koe (red geranium cake).
5. Far Koe (white geranium cake).
6. Hong Chew (banana cake).
7. Soo Pang (sugar soo cake).
8. Time Sum (violet cake).
9. Tong Kuong (preserved ginger).
10. Tong Cumqut (preserved cumquet).

DESSERT.

1. Bow Low (pine apple).
2. Ray La (strawberries).
3. Hong La (cherry).
4. Hong Chew (bananas).
5. Hang Yan (almonds).
6. Ping Quar (apples).
7. Hong Chung (oranges).
8. Li Chee Kon (dry Li Chee, Canton).

Oolong tea (superior quality), Rose wine, Champagne, Sam Soo, Claret, China wine, and Cigars.

At the Colfax dinner last year there were twice as many dishes as on the present occasion, but no one could complain of a lack of food had the number been far less than we found it. The first article on the list—roast chicken—was brought in a bowl holding a quart or more. The chicken had been cut, after roasting, into pieces about half an inch thick by an inch and a half square, and consisted of none but the choice pieces of that famous bird of America. All the dishes, of whatever character, were thus cut up and brought in similar bowls. Sometimes two dishes were brought at the same time, but they were always served in their order "according to invoice."

CHINESE WINES.

Before the eating began the little cups were filled with Chinese wines, and the opening ceremonies of drinking took place. Each cup holds but a single swallow, so that a practical American speedily finds himself looking like Oliver Twist after his dish of mush. The Chinese sip rather than drink their wine, and this custom holds good with reference to all liquids. The Chinese take their wine hot, but the first cupful was cold, though immediately followed by hot wine. This wine—Sam Soo—I found to be a not unpleasant beverage, quite sweet, and with a bouquet flavour, somewhat like Santa Cruz rum. Those that have tested its qualities say that it is "powerful, intoxicating." It is a product of the rice and sugar cane, and is a favourite among the Chinese. In drinking our host led off by bowing to Mr. Burlinghame and then to each guest in turn. It is a custom among the Chinese while drinking to bow to each individual of the party, instead of making, as the Americans do, only a nod or two for an entire assemblage.

THE CHOP STICK.

The preliminary drink being taken, our host took his chop sticks and assisted Mr. Burlinghame to a piece of the first dish, performing the same service for each person at the table, and closing with himself. I had practised with the chop sticks for a minute or two after we were seated, and determined to "do as the Romans do," by eating the entire meal with them. It was necessary to use the knife for cutting the food into small fragments, and the chop sticks were the only means for conveying it into the mouth. It was surprising how soon one could become accustomed to their use, but the mistakes and awkwardness while learning were very amusing. Frequently a piece would slip from the stick for three or four times in succession, and it did not always stop short of the floor. Out of courtesy to their company the Chinese ate with the knife and fork, only using the chop sticks while serving their guests. I noticed that they were nearly as awkward with those things as were the Americans with the chop sticks. "How use doth breed a habit in a man!"

THE COOKERY.

The roast chicken was good, though there was too much oil used in its preparation to suit the stomachs of most Americans. The second dish (fried oysters) was excellent, and most of the guests allowed themselves to be helped a second time. The oysters were of California production and fried in batter, very much as they might be fried at a New York restaurant. Shark's fin, the third dish, was toothsome to an extent that agreeably disappointed the novices, and the comments upon it by those around me were highly eulogistic. I cannot say positively how it was cooked, but supposed it had been boiled till very tender and then fried with eggs. Up to the present time I have always entertained a prejudice against the shark, on account of his interfering with my bathing amusements while at a certain place by the sea side. Having eaten of his fins I forgive him all his evil intentions towards me, and will henceforth declare that I love him as a true Feejeean loves an English missionary. The delicacy of the Chinese manipulation was evinced in the fifth dish (chicken and ham sandwich). On one side was a slice of lean ham and on the other a slice of fat, while between the two was a neat stratum of chicken. The sandwich altogether was not larger than a slice from a good sized cucumber, and must have required great care in its preparation. As there was no bread accompanying it, I did not enjoy it as I would an American sandwich. The roast duck and roast pigeons were cooked much like the chicken with which the dinner was commenced. The fish *a la* Burlinghame had been chopped fine and mixed with meat and vegetables, so that it was difficult to say what particular article formed the basis of the composition. Speaking for myself, I can say that there was too much oily substance in this, as in many of the dishes, to allow me to enjoy it. I fancy that a native of the "hog and hominy" portions of America might find Chinese cooking to his taste, and I know that some of the guests last evening were well pleased with the very feature that failed to satisfy myself. You know the Latin adage, "*de gustibus*," &c., and I know of no better place to prove its truth than at a Chinese dinner.

DINNER CUSTOMS.

After roast pig, which was simply roast pig cut up like the chicken, and washed down with claret and champagne, which were furnished in abundance throughout the dinner, we were supplied with cigars and requested to leave the tables, that they might be prepared for the second course. A half-hour was passed in the smoking room, and we were then summoned below. This custom of an intermission in the course of a meal for the purpose of smoking and aiding digestion is purely Oriental, and, far from being objectionable, though a fancy, the Americans will not be likely to adopt it, as it savours too much of a deliberation to suit our fast age and people.

BIRD NEST SOUP.

The second course opened with the famous bird nest soup, which I found quite palatable, though not as delicious as it is described by some of the guests. The glutinous matter which comes from the bird nests is like a hard jelly, and with the other ingredients of the dish made a very good soup. I found it lacking in flavour, and am of an impression that a French or American cook would be able to improve it. Like everything fashionable it is very expensive, being sold for its weight in silver, and consequently only indulged in by the wealthy. The quantity in market is quite limited, as the article is very difficult to procure, and is only found in places difficult of access. In this country it is only brought out on State occasions.

BOILED SHARK'S FIN

was good but tasteless, and evidently boiled for a long time, until its better qualities were gone. It may be proper to state that the abalona is a species of shellfish brought from China in a dried state. Mutton *a la* Van Valkenburgh was—roast mutton; and the China oyster fricassee was lacking taste. Like the abalona, it is dried for transportation, and consequently loses some qualities that might be excellent in the early days of its capture. I am told that this oyster is of a kind unknown here, it having but a single shell on one side. One would judge that the life of such an oyster would be very monotonous. Reindeer sinews were good—something like boiled pig's feet, though more delicately prepared than pork trotters usually are. Ice fungus was a stew of Iceland moss, and the mushrooms did not differ materially from mushrooms everywhere. Then, with some boiled rice, champagne, claret, and tea of very superior quality, which is drank from little cups very hot and without milk or sugar, we ended the second course and returned to the retiring room, where cigars were called into requisition.

THE SPEECHES.

By this time a very fair quantity of champagne had been swallowed, and it was the most natural thing in the world that the company should engage in making and hearing speeches. The rules of the State Department forbid a foreign minister making speeches while *en route* to his post, and so the parties to whose honour the dinner was given could not be heard after the ordinary manner; but they consented to an informal talk, in which diplomatic matters were to be ignored. Several gentlemen, residents of San Francisco, made speeches of greater or less brevity, and, as no one ever heard of a dinner speech that was not applauded, it was thought best not to vary from the established custom, and therefore everybody was cheered to his heart's content. China and America joined hands, and the guests all agreed that the Chinese residents in California deserved a more kindly treatment than they have hitherto received.

An informal resolution was made for the American merchants of San Francisco to give a dinner to the Chinese merchants on the occasion of

Digitized by Google

the departure of the first steamer of the China line. Cheers were given for the Ministers to China and Japan, for the Russian Minister in China, and for Sir Frederick Bruce, the former British Ambassador at Peking. Cheers were also given for the Chinese merchants of San Francisco and for the Pacific Mail Company and the new line to China.

CHINESE PASTRY.

This second intermission lasted about an hour, when we again proceeded to the dining room. This time we found plates of white porcelain instead of the figured ware from which the first and second courses were eaten. As will be seen by the bill of fare, this course consisted of cake, all of which were excellent, and nearly all of it new to most of our eyes and palates. The Chinese pastrycooks have several little arts that might be learned to advantage by our own. After the course was finished, dessert was brought, and the feast came to an end.

Naval and Military.

With regard to the Report of the Committee on the mortality of troops at Hong Kong, the *Army and Navy Gazette* says:—"The Select Committee of the House of Commons appointed to investigate the circumstances attending the late mortality of troops at Hong Kong have brought their deliberations to a close, and the report will be presented in the course of a few days. We may at once say that its general purport is that nobody is particularly to blame. We believe it will be found, however, that much difference of opinion prevailed among the members constituting the committee, and a prolonged contest was maintained by those who sought to inculpate the War Office, and those who attempted to throw the blame on General Guy and the local authorities. On the one hand, it was contended that Lord de Grey ought to have foreseen that the steps directed by him to be taken, as regards the withdrawal of the Indian troops and the substitution of Europeans, would be followed by the lamentable consequences which did ensue; on the other, it was maintained that the local military authorities had sufficient discretionary power to enable them to deal with the sickness in such a way and at such an early period as to prevent much of the mortality which took place. In the end it would appear that neither of these views was pushed to a successful issue; and the report of the committee may be looked at somewhat in the light of a pairing-off. If we are not mistaken it will also be found that the evidence tended to give another illustration of the confused and unsatisfactory character of the relations between the Secretary for War and the Commander-in-Chief, and the difficulty of discerning where the authority of each begin and terminate. When the report and proceedings of the committee come out, they will of course afford an excellent opportunity for founding an opinion upon these important matters; but until the information to be thus gained is before us, fair play demands an absence of comment."

The following is expected to be the mode of distributing the large amount realised from the Banda and Kirwee booty—viz., about £700,000. From the above amount must first be deducted the law expenses so recently incurred to establish the rights of the several claimants.—The law costs have been estimated at about £50,000. The authorities of Chelsea Hospital have addressed the India Office to ascertain when the latter would be prepared to recommend the Treasury to pay over the balance due to the Queen's troops. The distribution will take place, it is stated, in accordance with the subjoined scale—viz., 1. Lord Clyde, Commander-in-Chief, one-twentieth part of the whole prize fund. This would give the estate of the late Lord Clyde £35,000, subject, it is presumed, to the deduction for proportion of law costs. 2. General Whitlock, seventy-five shares, the value of each share being calculated at £100. 3. Lieutenant-colonels, seventeen shares. 4. Majors, sixteen shares. 5. Captains, twelve shares. 6. Subalterns, six-and-a-half shares. The non-commissioned officers and troops included amongst the claimants will probably receive at the rate of two shares per head.

THE BOARD OF TRADE RETURNS.

The Board of Trade Returns for the month of June, and for the six months ended the 30th June, do not exhibit a progress commensurate with what might have been hoped for from the earlier returns of the present year. Still they continue to show an increase, which, it is clear, has been checked in its growth by the untoward effects of the panic and the high rate of interest maintained by the Bank. The total declared value of exports for the month of June was £14,630,120, against £13,227,062 in 1865, and £13,978,526 in 1864, which is an increase of £1,403,058 over the former period, and of £651,594 over the latter. For the six months of the present year the total declared value was £92,857,830, against £74,128,638 in 1865, and £78,047,586 in 1864; showing an increase of £18,729,192 compared with 1865, and of £14,810,244 as contrasted with 1864. Of imports, the total value of those enumerated is £92,029,657 for the five months ended 31st May, against £59,933,184 in 1865, and £77,111,991 in 1864; giving an increase of £32,096,473 over 1865, and of £14,917,666 over 1864. The trade with the Far East, as exhibited in these returns, shows a gratifying and steady increase. The figures are as follows:—

EXPORTS TO CHINA AND HONG KONG.

	Quantity for the Month ended 30th June. 1864.	1865.	1866.
Cotton yarn	147,600	71,300	247,200 lbs.
Cotton manufactures	6,889,484	10,974,598	13,843,521 yds.
Worsted stuffs	1,373,069	1,623,633	2,203,819 „
Woollen & Worsted cloths.	88,742	133,977	142,734 „
Lead	169	1	361 tons

	Quantity for the Six Months ended 30th June. 1864.	1865.	1866.
Cotton yarn	948,972	868,862	2,524,426 lbs.
Cotton manufactures	36,892,096	55,443,842	85,781,896 yds.
Worsted stuffs	6,462,870	8,240,445	10,902,616 „
Woollen and worsted cloths	837,762	794,394	957,737 „
Lead	3,687	930	4,083 tons.
	Value for the Six Months ended 30th June.		
Cotton yarn	£114,032	£82,217	£255,027
Cotton manufactures	1,022,244	1,245,853	2,155,377
Worsted stuffs	417,225	622,739	737,633
Woollen and worsted cloths	140,674	141,174	159,851
Lead	81,354	20,419	89,725

The Cotton Manufactures forwarded from the United Kingdom to other ports and countries in the Far East during the month of June, and their value for the six months of the respective years, are stated to be as follows:

	Quantity for the Month ended 30th June. 1864.	1865.	1866.
Ceylon	1,507,833	1,165,923	3,002,503 yds.
Singapore	2,210,763	6,755,397	3,187,675 „
Java	2,220,249	4,863,609	9,340,032 „
Philippine Islands	1,721,933	1,846,732	3,619,606 „
	Value for the Six Months ended 30th June.		
Ceylon	£236,718	£141,566	£277,818
Singapore	479,502	556,159	608,398
Java	389,179	343,442	676,846
Philippine Islands	332,091	375,829	312,468

Of Cotton Yarn the quantity exported to Singapore during June was 31,720 lbs., and during the six months 559,370 lbs., against 853,390 lbs. in 1865, and 512,308 lbs. in 1864. To Ceylon 219,824 lbs. were sent in June, and 344,978 lbs. during the six months, against 98,192 lbs. in 1865, and 104,100 in 1864. The value of the export for the six months is as follows:—

	Value for the Six Months ended 30th June. 1864.	1865.	1866.
Ceylon	£16,430	£8,390	£43,025
Singapore	61,803	79,667	60,609

IMPORTS.

The supply of Raw Cotton continues on the increase, though China still remains unregistered as an exporting country during the present year. The figures following exhibit the returns regarding this important raw material:—

From	Quantity for the Month ended 30th June. 1864.	1865.	1866.
Egypt	117,568	109,663	68,287 cwts.
British India	360,898	209,951	728,646 „
China	111,205	4,390	—
Total from all parts	790,304	471,831	1,677,672 „
	Quantity for the Six Months ended 30th June.		
Egypt	708,244	769,871	619,538 „
British India	1,608,773	1,135,842	2,378,199 „
China	411,369	210,885	—
Total from all parts	3,546,968	3,108,853	6,857,742 „
	Value for the Five Months ended 31st May.		
Egypt	£7,388,725	£5,323,848	£5,020,493
British India	11,621,924	4,688,073	9,066,887
China	2,610,082	936,099	—
Total from all parts	29,340,681	17,182,887	38,397,752

Of Unrefined Sugar the quantity imported from Java and the Philippine Islands during the month of June last was 26,570 cwt., all of the 4th quality; and the quantity and value for the three years respectively is represented thus:—

	Quantity for the Six Months ended 30th June. 1864.	1865.	1866.
Of all qualities	74,706	422,837	189,106 cwts.
	Value for the Five Months ended 31st May.		
Of all qualities	£91,763	£334,808	£140,652

Of Hemp from the Philippine Islands there was no import during the month of June, and the general return gives the figures following:—

	1864.	1865.	1866.
Quantity to 30th June (cwts.)	74,228	104,331	27,327
Value to 31st May	£103,366	£126,702	£59,517

Of Coffee we received 11,346,468 lbs. from Ceylon in the month of June last; the return for the three years resulting thus:—

	1864.	1865.	1866.
Quantity to 30th June (lbs.)	31,123,703	29,908,873	31,588,282
Value to 31st May	£807,530	£759,106	£658,692

The quantities of the articles named remaining in the Bonded Warehouses of the United Kingdom on the 30th June were as follows:—

	1864.	1865.	1866.
Coffee (lbs.)	23,638,171	23,690,450	33,728,475
Unrefined Sugar (cwts.)	2,551,953	3,034,796	3,386,112
Tea (lbs.)	106,553,788	107,972,212	107,379,611

The Declared Value of the British and Irish Produce and Manufactures exported from the United Kingdom to the ports and countries in the Far East during the three years respectively presents the figures following:—

To	Exports during the Five Months ended 31st May. 1864.	1865.	1866.
Egypt	£2,542,263	£2,458,316	£3,380,865
China (exclusive of H. Kong)	1,252,166	1,395,843	2,150,552
Hong Kong	682,128	658,275	1,247,446
Ceylon	345,777	241,984	360,513
Singa. and Eastern Straits	676,988	673,610	854,508
Netherlands India (Java, &c.)	427,524	332,015	564,639
Philippine Islands	372,330	458,729	292,312
Siam	11,493	15,129	4,088
Cochin-China, Camboja, and Tonquin	—	—	940
Japan	115,315	580,958	736,191

Digitized by Google

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
July 24	Acadie	v. Reenen	Banjoewangie	Falmouth.
— 24	Leontine	Bremer	Singapore	Do.
— 24	Gottingen	Lachwitz	Akyab	Do.
— 25	Vincenzo Gianello	—	Rangoon	Queenstown.
— 24	Granville	Gallichan	Colombo	Off Torbay.
— 24	Hoop	—	Batavia	Off the Lizard.
— 24	Chalmers	Bainton	Akyab	Scilly.
— 26	Diana	Teengs	Do.	Deal.
— 26	Miranda	—	Colombo	Do.
— 25	Theo and Lulu	Bolstorff	Bassein	Falmouth.
— 25	Queen of Commerce	Wilkinson	Rangoon	Do.
— 25	Norfolk	Blyth	Akyab	Do.
— 25	Aristides	Jans	Do.	Do.
— 24	Orion	Hespe	Do.	Off Falmouth.
— 25	Thos. Blyth	—	Rangoon	Liverpool.
—	Nevada	—	Do.	Queenstown.
— 26	Rio de Janeiro	Sass	Singapore	Off Falmouth.
— 25	Irene	Walsh	Rangoon	Torbay.
— 27	Crest of the Wave	Sanders	Manila	London.
— 27	Queen Bee	White	Galle and Colombo	Deal.
— 26	Nornen	Helgesen	Batavia	Falmouth.
— 26	Dorothea Anne	Norby	Akyab	Do.
— 26	Gottland	Westoo	Do.	Do.
— 6	Independent	Delancy	Macao	Havana.
—	Tai Lee	—	Hong Kong	New York.
— 27	Kinnaird	Sinclair	Singapore & Penang	Deal.
— 26	Duc de Richelieu	Bernard	Sourabaya	Falmouth.
— 26	Theresa	Kreinath	Bassein	Do.
— 27	Old England	Bulman	Do.	Do.
— 27	Matilda	Harenberg	Do.	Do.
— 27	Persia	Ahrens	Rangoon	Off Falmouth.
— 27	Havelock	Cock	Akyab	Do.
—	County of Ayr	Spittal	Singapore & London	Clyde.
— 28	Ben Nevis	Kinmond	Nagasaki	London.
— 26	Dorothy	Bruce	Colombo	Off Torbay.
— 26	Champion	Osmond	Do.	Plymouth.
— 27	Chefoo	Pohl	Rangoon	Falmouth.
— 27	Scawfell	Hender	Shanghai	Liverpool.
— 27	Veteran	Browne	Rangoon	Do.
—	Resolute	—	Shanghai	New York.
— 27	Minerva	Anderson	Akyab	Falmouth.
— 28	J. H. Brockelmann	Napp	Rangoon	Do.
— 28	Revenue	Mourant	Do.	Do.
— 28	Rance	Pattie	Akyab	Do.
— 27	Louise Collet	Pimont	Singapore	Bordeaux.
— 30	Cambridge	Dennison	Colombo	London.
— 28	Atalanta	Griffiths	Do.	Do.
— 29	Victoria	Forss	Do.	Do.
— 29	Ramolina	Crowley	Akyab	Falmouth.
— 28	David Malcolmson	Williams	Rangoon	Liverpool.
— 30	Buston Vale	—	Do.	Deal.
— 29	Juno	Eckman	Do.	Off Falmouth.
— 29	South	Wilson	Bassein	Liverpool.
— 29	Nell Gwynne	Smith	Akyab	Do.
— 29	West Derby	Sargeant	Do.	Do.
— 31	Antagonist	Chapman	Colombo, &c.	London.
— 30	George Dowthwaite	Davie	Do.	Do.
—	Adriana Johanna	Nolles	Batavia	Deal.
— 30	Prince Fredk. William	—	Colombo	Do.
— 30	Chalmers	Bainton	Akyab	Liverpool.
— 28	Speculator	Killam	Rangoon	Bremen.
— 30	Como	Joass	Singapore	London.
— 30	Marys	—	Rangoon	Liverpool.
— 29	Warrior	Turnbull	Bassein	Brouwershaven.
— 29	Jane Symons	Bernard	Colombo	Deal.
— 27	Albrecht Beyling	—	Batavia	Off Portland.
— 29	Aracan	—	Akyab	Do.
— 6	Encarnacion	Vara	Macao	Havana.
— 8	Alta Gracia	Landa	Do.	Do.
— 30	Hoek v. Holland	Backer	Batavia	Texel.
— 30	Padang Packet	Huidecoper	Banjoewangie	Do.
— 30	Maria	Sluyk	Tjilatjap	Do.
— 30	Jan v. Brakel	Roever	Banjoewangie	Do.
— 30	Maarten v. Rossem	Gerrebrands	Tjilatjap	Brouwershaven.
— 30	S. V. Heel	Dietz	Batavia	Do.
— 30	Marinus	Irving	Banjoewangie	Do.
— 25	Cervantes	Aguirre	Manila	Cadiz.
— 31	Medea	Teuteur	Batavia	Brouwershaven.
Aug. 4	Fort Regent	—	Hong Kong	Deal.
— 3	Katinka	Greig	Bangkok	Falmouth.
— 5	Choice	Crozier	Colombo	London.

DEPARTURES.

Date.	Ship.	Captain.	For	From
July 23	Argonaute	Gorphe	Galle	Cardiff.
— 26	James Shepherd	Jean	Shanghai	London.
— 26	Excelsior	Maxwell	Colombo, Cochin, &c	Do.
— 25	Catherine Elizabeth	—	Singapore	Shields.
— 25	Sanderson	Sanderson	Colombo	Sunderland.
— 28	Teviot	Wheelan	Do.	London.
— 35	Sumarang	Groot	Batavia	Off Beachy Head.
— 26	Mayflower	Otley	Galle	Liverpool.
— 26	Adelina	—	Shanghai	Shields.
— 30	Ferozepore	Woolterton	Colombo	London.
— 27	Prince	...	Galle	Shields.
— 26	Dilkhoosh	Bissett	Shanghai	Falmouth*.
— 31	Capolani	Reid	Yokohama	London.
— 30	Doelwyk	—	Batavia	Deal
Aug. 1	Chusan	Roy	Hg. Kong & Canton	London.
July 30	Salamander	Detlefsen	Singapore	Newport.
Aug. 4	Rifleman	Parsons	Nagasaki	London.
— 4	Rota	Hauschell	Batavia & Sourabaya	Do.
— 2	Ida Elisabeth	—	Batavia	Shields.
— 2	Lord Collingwood	—	Yokohama	Do.
— 2	Ceylon	Leach	Colombo	Sunderland.
— 2	Nevada	Bartlett	Akyab	Brouwershaven.
July 21	Burnside	Prendergrace	Hong Kong	New York.

* After repairing.

(See Commercial Postscript.)

LOADING.

At London.—For Yokohama: Glenclune. For Nagasaki and Yokohama: Chrysolite. For Manila: Angela. For Shanghai: Borealis, Silver Eagle, Jubilee. For Hong Kong and Canton: Lucerne, Shun Lee. For Singapore: Petchelee, Rushing Water. For Colombo: Teviot, Ferozepore, Channel Queen, John Banfield, Avon, Granville, Thames. For Colombo, Cochin, Beypore, Calicut, Cannanore, and Mangalore: Star of Ceylon. For Penang: Champion.

At Liverpool.—For Shanghai: Magellan. For Singapore: Sophie, Chloris, Indiaman. For Manila: Cinco Hermanos, Maria y Vicente. For Batavia and Singapore: Oscar. For Batavia and Sourabaya: Engel, Helena Henriette. For Colombo: Empress. For Galle: Mikado, Marseilles.

At Glasgow.—For Manila: Jose y Maria. For Singapore and Penang, Roslin Castle. For Colombo and Tuticorin: Vectis. For Batavia and Samarang: County of Lanark. For Batavia and Sourabaya: County of Ayr.

SPOKEN.

Prime, Bordeaux to Batavia, June 11, 9 N., 27 W.
Neptunus (Dutch barque), Shields to Singapore, June 5, 2 N., 25 W.
Solent (British ship), steering for Hong Kong, June 13.
Manila, Hamburg to Shanghai, May 31.
Viscata, Swansea to Hong Kong.
Persia, Cardiff to Shanghai, 99 days out.
Haamstede, Cardiff to Singapore, June 7, 11 N., 26 W.
Clifton (barque), Clyde to Hong Kong, June 26, 8 N., 23 W.
John Lidgett (ship), London to Shanghai, June 17, 1 S., 26 W.
Two Jules? (Spanish bq.), Macao to Havana, May 28, 18 S., 3 W.
Dageraad, Rotterdam to Batavia, June 11, 5 N., 23 W.
No. 4950, 3rd p., Ceylon to London, July 7, 39 N., 41 W.
Sepia, Padang to New York, June 22, 7 N., 27 W.
Alice (Fr. schooner), Hamburg to Macassar, June 9, 9 N., 29 W.
Johanna, Bali to Rotterdam, April 27, 21 S., 73 E.
Pillau, Cardiff to Japan, July 20, 48 N., 10 W.
Assyrian, London to Shanghai, June 25, 10 N., 24 W.
Brouwershaven (Dutch bq.), Rot. to Padng., 28 days out, 6 N., 23 W.
Queen of the Ocean, Cardiff to Shanghai, June 29, 10 N., 29 W.
Golden Horn, Hong Kong to Surinam, June 11, 26 S., 7 E.
Arabia, Cardiff to Shanghai, May 22, 13 S., 33 W.
Krimpen aan de Lek, Rott. to Hong Kong, 34 N., 17 W.
Frances, Boston to Galle and Calcutta, July 13, lat. 41, lon. 68.
Elizabeth Susanna, Falmouth to Singapore, June 1, 4 N., 23 W.
Nyverheid, Newport to Hong Kong, July 21, 49 N., 7 W.
Apellina, Singapore to New York, 36 S., 23 E.*
Honigby, Shields to Singapore, July 24.

* By paper dated May 11, taken from a Cape pigeon's neck.

FREIGHTS AND CHARTERS.

In outward freights we have but little change to notify; in charters there is now not much inquiry taking place, but a good many vessels have been taken up of late.

Current Rates of Freight for Vessels on the Berth:—To Yokohama: 40s. weight, 50s. meast. To Nagasaki: 50s. weight or mea. To Shanghai: 45s. weight, 45s. to 47s. 6d. meast. To Hong Kong: 40s. weight or meast. To Singapore: 30s. weight or measurement. To Penang: 40s. weight or measurement. To Ceylon: 25s. to 30s. weight, 35s. meas.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel. For Hong Kong: £43. For Galle: £35 10s. For Singapore: £33. For Shanghai: £53. For Saigon: £50. For Manila: £14. For Yokohama: £50. For Batavia: £1 12s. 6d. From Newport, Cardiff or Swansea, per ton. For Hong Kong: £2. For Manila: £2. For Galle: £1 13s. For Singapore, £1 12s. 6d. For Yokohama: £2 8s. For Shanghai: £2 12s. 6d. For Saigon: £2 8s. For Batavia: £1 10s. For the Philippine Islands: £2 2s. 6d.

CASUALTIES.

The Singapore, Holjes, from Liverpool to Singapore, which sunk in Formby Channel on the 9th January last, and which was a short time back raised and beached half a mile higher up, has again been lifted and now lies dry at low water, but sustained considerable damage during the gale which prevailed on the 29th July.

According to advices from Pernambuco it is reported that the Severn (Brit.), bound from Newport to Shanghai, has foundered, and that the master and part of the crew were landed there 12th July, six seamen missing; also that the Lubeck vessel, Emma Mathilde, from Havana to Macao with coolies, had been lost near Rio Grande de Norte; no lives lost.

The Statesman, from Cardiff to Shanghai, which put in at Rio Janeiro on the 22nd May leaky, has been sold,

MISCELLANEOUS.

At Mauritius.—July 2, Erl King (st.), from Foo-chow-Foo (June 5th), and left 3 for London; July 1, Far East (str.), from Hong Kong, and sailed 7 for Algoa Bay.

Launches.—At Dumbarton, on Tuesday afternoon, Messrs. A. M'Millan and Son launched from their shipbuilding yard a splendid composite ship of 1,100 tons. This vessel has been built for John Kerr, Esq., Greenock, and was named the Ceylon by his daughter, Miss Isabella Kerr. The Ceylon is intended for the East India trade, and is to be commanded by Captain Colin M'Leod.—On Wednesday morning Messrs. Wm. Denny Brothers launched from their lower building yard a handsome iron screw-steamship, built for the Austrian Lloyd's Steam Navigation Company. She is 1,670 tons register, and is to be supplied with engines of 250 horse-power by Messrs. Denny and Co. This vessel is to be in all respects the same as the Apollo—built for the same owners by the Messrs. Denny—and was named the Diana.

Digitized by Google

THE BANK OF HINDUSTAN, CHINA. AND JAPAN (Limited).

1, Bank-buildings, Lothbury, London.

CAPITAL £4,000,000
Subscribed 3,696,100
Paid-up 893,682

Directors.

William Fenceley Allen, Esq., Alderman.
William Frederick Baring, Esq.
James Nugent Daniell, Esq.
Philip Shore Fletcher, Esq.
William Harrison, Esq.
James Levick, Esq.
Sassoon David Sassoon, Esq.
J. Mackrill Smith, Esq.
Richard Spooner, Esq.
Philip Vanderbyl, Esq.
Henry Young, Esq.

Bankers.

The Bank of England. | The National Bank.
The Alliance Bank.

EDINBURGH BRANCH.

Directors.

William Forbes, Esq., of Medwyn.
Patrick Arkley, Esq., of Duninald.
James Mackintosh, Esq., jun., of La Mancha, and late of Calcutta.
John A. Macrae, Esq., W.S., 39, Frederick-street, Agent.

BRANCHES.

Bombay | Colombo | Shanghai
Calcutta | Hong Kong | Yokohama

Deposits received, subject to ten days' notice, on the usual terms, and for fixed periods at rates subject to special agreement.

Drafts issued, and Bills negotiated, payable in India, China, &c. Circular Notes and Letters of Credit, payable throughout Europe, are also issued for the convenience of Travellers per Overland Route.

The purchase and sale of Indian and other Securities, and the safe custody of the same, undertaken. Dividends, Pay, Pensions, Interest, or other moneys realised, and the registry of Indian Government Loan Notes effected, so that the interest may be paid in England.

Every other description of Banking and Agency business in connection with India, China, &c., conducted on the most favourable terms.

JOHN OUSELEY, General Manager.

CHARTERED MERCANTILE BANK of INDIA, LONDON, and CHINA.

Incorporated by Royal Charter.

Paid-up capital, £750,000. Reserve Fund, £250,000.

Branches and Agencies.

Bombay. Colombo. Penang. Hong Kong. Yokohama
Calcutta. Kandy. Shanghai.
Madras. Galle. Singapore. Hankow. Mauritius

The Bank negotiates and collects bills and grants drafts payable at the places above mentioned, issues letters of credit and circular notes for the use of travellers by the Overland Route, terms for which can be ascertained at the Head Office in London.

The Bank will effect the purchase or sale of Indian securities, undertakes the safe custody of same, and the receipt of interest, dividends, pay, pensions, and other moneys for remittance through the Bank or otherwise.

The Bank receives money on deposit, on which interest will be allowed according to the length of time deposited. Particulars as to rates can be ascertained at the Head Office, 52, Threadneedle-street, London.

Office hours from 10 a.m. to 3 p.m.; Saturdays, from 10 a.m. to 2 p.m.

No. 52, Threadneedle-street, London, E.C.

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, 30th August, 1851.

Paid-up Capital, £1,500,000.

Reserve Fund, £444,009.

Court of Directors.

Chairman—HARRY GEORGE GORDON, Esq.

Deputy-Chairman—WILLIAM SCOTT BINNY, Esq.

James Blyth, Esq.
John Lewis Bonhote, Esq.
William Walter Cargill, Esq.
Lestock Robert Reid, Esq.
Patrick F. Robertson, Esq. M.P.

Alexander Mackenzie, Esq.

Charles J. F. Stuart, Esq., Chief Manager.

Bankers.

The Bank of England.
The Union Bank of London.

The Corporation grant Drafts and negotiate or collect Bills payable at Bombay, Calcutta, Madras, Pondicherry, Ceylon, Hong Kong, Shanghai, Yokohama, Singapore, Mauritius, Melbourne, and Sydney, on terms which may be ascertained at their office. They also issue Circular Notes and Letters of Credit for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India, the purchase and sale of Indian Securities, the safe custody of Indian Government Paper, the Receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named dependencies.

They also receive deposits of £100 and upwards, repayable at 10 days' notice and also for longer periods, the terms for which may be ascertained on application at their office. Office hours, Ten to Three; Saturdays Ten to Two.

Threadneedle-street, London, 1866.

AGRA & MASTERMAN'S BANK (LIMITED).

HOLDERS OF BILLS OF EXCHANOE accepted by this Bank, and Holders of Bills drawn by its various Branches upon, but not accepted by the Bank, and holders of Drafts drawn by the branches payable on demand, are requested to send in particulars of their claims to the undersigned, and at the same time to produce such Bills and Drafts for Registration between the hours of 10 and 2, on or before the 15th August next, preparatory to the payment of a first Dividend of which due notice will be given to all bill-holders whose claims have been so registered.

H. H. CANNAN, Liquidator,
July 23rd, 1866. 35, Nicholas-lane, London.

REVUE ORIENTALE,

Conducted by M. LEON DE ROSNY,

Professor of Japanese in the Imperial School of Living Oriental Languages of Paris.

DEVOTED specially to Ethnography, History, Literature, and Commerce of Asia, Africa, and Oceana.

The last issue (No. 57) contains, amongst other matters,—

THE INEXORABEE COURTESAN, a Hindoo Story translated by M. Garcin de Tassy, Member of the Institute of France.

COMMERCIAL RELATIONS of the EAST and WEST in Ancient Times, by M. A. Castaing.

OCEANIC STUCIES, by G. Delonore.

VOYAGE in the HOLY LAND, by M. F. de Saulcy, of the Institute.

ORIGINAL CORRESPONDENCE.

MISCELLANEOUS NEWS relating to the East.

Agents in London: TRUBNER and CO.

THE CHINESE COMMERCIAL GUIDE.

CONTAINING Treaties, Tariffs Regulations, Tables, &c., useful in the trade of China and Eastern Asia, with an Appendix of Sailing Directions for those Seas and Coasts, by S. WELLS WILLIAMS, LL.D. Fifth Edition.

Hong Kong, Shortrede and Co.; London Agent, F. Algar, 11, Clement's-lane, E.C. Price Two Guineas.

"CHINA MAIL" OFFICE.

No. 2 WYNDHAM-STREET (back of the Club):—

1.—THE EVENING MAIL,

A DAILY PAPER.

Price.—2 dols. per month.

Terms of Advertising.—First insertion, Ten lines and under, 1 dol.; each additional line, 10 cents. Subsequent insertions, per week, 50 cents and 5 cents—"Auction" Notices are excepted, for which only One Charge per week is made).

2.—THE CHINA MAIL,

AN ORIGINAL WEEKLY PAPER.

(Every Thursday Night.)

Price.—15 dols. per annum; Single Copies, 44 cents.

Advertising.—First insertion, Five lines, 1 dol.; each additional line, 20 cents. Subsequent insertions, 50 cents. and 10 cents.

The "China Mail" has been permanently enlarged in size, namely, from 4 to 6 full pages. It is the only weekly paper published in China which contains a complete summary of Hong Kong news as well as that from the treaty ports of China and Japan, and from Manila, Australia, India, and the Straits. Its circulation, which has of late considerably increased, extends throughout the coasts of those countries as well as to various parts of Europe. Great facilities are thus afforded to advertisers in this newspaper.

3.—OVERLAND CHINA MAIL.

Containing 8 Full Pages, and consisting of a reprint of the articles in the Evening and China Mails, with Summary of News and Commercial Summary.

Once a Fortnight.

(The Morning of the Mail's despatch.)

Price.—To Subscribers to the Weekly issue, 8 dols to Non-subscribers, 12 dols. Single copies, 50 cents.

Advertising.—The same as in the Weekly. All "Notices of Firms" appearing in the Weekly will be inserted in the *Overland*, and charged for, unless otherwise ordered.

A. SHORTREDE & CO.

Hong Kong, May 17, 1866.

THE MONEY MARKET REVIEW

A WEEKLY JOURNAL OF THE HIGHEST CLASS,

EXCLUSIVELY DEVOTED TO THE DISCUSSION OF COMMERCIAL AND FINANCIAL TOPICS.

PUBLISHED EVERY SATURDAY

TERMS OF SUBSCRIPTION.

PAYABLE IN ADVANCE.

Single Paper ... ... 6d. Yearly ... ... £1 6s.

BY POST.

Single Paper ... ... 7d. Yearly £1 10s

*** Post-office orders to be made payable to FRANCIS FISHER, 23, Birchin-lane, Cornhill, London, E.C.

PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's Establishments at the above Port afford every facility or REPAIRING and SPARRING VESSELS, and for CLEANING and PAINTING Iron and Steam Ships.

Their large Granite Dock, 286 feet long on the blocks, is in complete working order, and at average spring tides can take vessels drawing 16 to 17 feet water. The Dock is fitted with a Caisson Gate and with a Centrifugal Steam Pump of great power, ensuring despatch in all states of the tide. An ample stock is kept on hand of Timber, Oregon Spars, Sheathing Copper and Yellow Metal, and of every description of material for Dockyard use.

The premises comprise an Engineer's Workshop, Brass Foundry, a large Smithy and Carpenter's Workshops, and he works are superintended by Resident Europeans, viz., a Shipwright, an Engineer and a Blacksmith. Dry, Godowns for the reception of vessel tores, &c., when requiring to discharge them.

Amoy, March, 1865.

Now ready, 8vo, price 12s.

RUTTER'S METRIC SYSTEM OF WEIGHTS and MEASURES compared with the British Standard Weights and Measures in a complete Set of Comparative Tables; also, Tables of Equivalent Prices under the Two Systems, and of Chinese and Indian Weights compared with Metric Weights, &c.

By HENRY RUTTER,

Author of Exchange Tables and Arbitrations of Exchanges between England, India, and China.

Now ready, Ninth Edition, revised and enlarged, price 25s., cloth lettered,

RUTTER'S EXCHANGE and BULLION TABLES; being a complete Guide to Exchange Operations between England and the East, in sterling rupees, and dollars, extended so as to meet the requirements of Shanghae rates under any possible variation. To which is now added an Appendix, containing a guide o the negotiation of short-sighted Bills; with other information relative to Exchanges between England, India and China.

By HENRY RUTTER, late Agent of the Commercial Bank of India, Hong Kong.

London: Effingham Wilson, Royal Exchange.

IMPORTANT ANNOUNCEMENT

JOSEPH GILLOTT,

Metallic Pen Maker to the Queen,

BEGS to inform the Commercial World Scholastic Institutions, and the Public generally that, by a novel application of his unrivalled Machinery for making Steel Pens, he has introduced a New Series of his useful productions, which, for Excellence of Temper, Quality of Material, and above all, Cheapness in Price, must ensure universal approbation, and defy competition.

Each Pen bears the impress of his name as a guarantee of quality; they are put up in boxes containing onegross each, with label outside, and the fac-simile of his signature.

At the request of numerous persons engaged in tuition J. G. has introduced his Warranted School and Public Pens, which are especially adapted to their use, being of different degrees of flexibility, and with fine medium, and broad points, suitable for the various kinds of Writing taught in Schools.

Sold Retail by all Stationers and Booksellers. Merchants and Wholesale Dealers can be supplied at the Works, Graham-street, Birmingham; at 91, John-street, New York; and 37, Gracechurch-street, London.

T. & H. SMITH'S

ESSENCE OF COFFEE.

GIVES instantaneously a delicious Cup of Coffee with boiling water or milk merely. To be had in bottles at 1s. and 2s. each, of all respectable Grocers, Chemists, and Italian Warehousemen.

69, COLEMAN-STREET, CITY, and 21, DUKE-STREET, EDINBURGH.

T. & H. SMITH'S

CODEIA LOZENGES.

THESE Lozenges have a remarkable effect in allaying Cough and Irritation of the Throat and Chest.

Prepared only by T. and H. SMITH and Co., 21, DUKE-STREET, EDINBURGH, and 69, COLEMAN-STREET, LONDON. In boxes at 1s. 1½d. and 2s. 9d. each.

HOLLOWAY'S OINTMENT and PILLS.—Outward Sores.—Daily experience confirms the fact which has triumphed over opposition for thirty years, that no means are known equal to Holloway's remedies for curing bad legs, sores, wounds, diseases of the skin, erysipelas, abscesses, burns, scalds, and, in truth, all cases where the skin is broken. To cure these infirmities quickly is of primary importance, or the compulsory confinement indoors weakens the general health. The ready means of cure are found in Holloway's Ointment and Pills, which heal the sores and expel their cause. In the very worst cases this Ointment has succeeded in effecting a perfect cure, after every other means had failed of giving any relief. Desperate cases beat discay its virtues.

Digitized by Google

MESSRS. COLLARD & COLLARD

FIND it NECESSARY to CAUTION the Public against the EXTENSIVE FRAUDULENT USE of their NAMES in the COLONIES, and urge on Purchasers the necessity of Examining very Carefully the NAME-BOARD of any INSTRUMENT they may be Buying; but especially they recommend that in all cases Respectable DEALERS or PROFESSORS of MUSIC should be CONSULTED for GUIDANCE.

A Certificate of Authenticity accompanies every Instrument sent abroad by Messrs. COLLARD and COLLARD.

16, GROSVENOR-STREET, and 26, CHEAPSIDE, LONDON.

WALKER'S CRYSTAL CASE WATCHES.

PRIZE MEDAL, 1862.

JOHN WALKER,

CHRONOMETER, WATCH AND CLOCK MAKER

(BY APPOINTMENT), TO THE

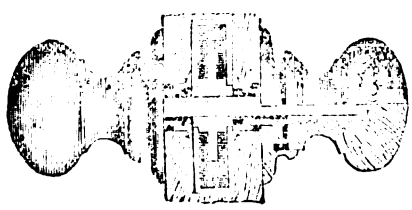
English, Indian, Foreign, and Colonial Railways,

68, CORNHILL, AND 230, REGENT STREET, LONDON.

J. W. SOLICITS the attention of Military and Naval Officers and the Public of China to his CRYSTAL CASE WATCHES, as they are especially adapted for foreign use.

The CRYSTAL CASE WATCH is so constructed that it entirely obviates the necessity of a Hunting Case Watch, as it is much stronger and cannot so easily get out of repair. Description Pamphlets with List of Prices on application.

THOMAS PUGH & CO.'S NEW PATENT ECONOMIC SELF-ADJUSTING MORTISE AND RIM LOCK FURNITURE.



J. B. SCAMMELL & CO.,

(Late THOMAS PUGH & Co.)

WHOLESALE IRONMONGERS,

13, KING-STREET, SNOW-HILL, LONDON.

We invite particular attention to the PATENT LOCK FURNITURE, which we do not hesitate to say is the most perfect article now manufactured, great improvements having been recently made in it. It has been extensively used in Public and Private Buildings, in Her Majesty's Pavilion and Camp at Aldershott—alone, many hundred sets without one single failure. It is applicable to all Locks and Latches, both Rim and Mortise, and effects a most secure fastenings without any screw in the neck of the knob.

New rich Designs in Glass, China, Brass, Bronzed, Gilt, Carved Woods, Inlaid, &c., &c., or to any Design.

THIS FURNITURE MAY BE HAD WITH PLATES OR NUTS.

A most complete and extensive stock of

SUPERIOR LOCKS, LATCHES, BRASS FOUNDRY, AND IRONMONGERY,

Required for Buildings, of the best quality manufactured, at the lowest wholesale prices.

☞ *Illustrations and Particulars sent on application.*

SCREWS, NAILS, PIPES, GUTTERS, AND BUILDERS' CASTINGS.

PATENT MORTISING MACHINES AND FLOORING CRAMPS.

Foreign and Colonial orders accompanied by a remittance, direct or through a London agent, receive the best attention

PEACOCK & BUCHAN'S COMPOSITION FOR IRON SHIPS.

THIS is now established as the best and cheapest Composition known for keeping the Bottoms of Iron Ships CLEAN and free from Corrosion or GALVANIC ACTION. Apply to the Manufacturers direct, at SOUTHAMPTON, or to their accredited Agents at all the principal sea ports of the world.

From Captain John Ralph Engledue, Managing Director of the Thames Iron Works Ship Building, Engineering, and Dry Dock Company, Orchard-yard, Blackwall:—

"The Thames Iron Works, Ship Building, Engineering, and Dry Dock Company (Limited),
"Orchard-yard, Blackwall, E., September, 26th, 1865.

"Messrs. Peacock and Buchan.

"Gentlemen,—I shall at all times have much pleasure in bearing testimony as to the value and superiority of your Compositions for Ships' bottoms.

"I have used the No. 2 extensively for the last fifteen years, more particularly on the bottoms of the iron ships belonging to the Peninsular and Oriental Steam Navigation Company, and in every instance successfully. It is easily applied, economical, keeps the bottom CLEAN, and also has the property of preserving the iron.

'I visited, in dock, an iron SAILING vessel, called the 'Chile,' a few weeks since, and found her bottom perfectly clean, which had been coated with your Composition for upwards of twelve months, having made a voyage to New Zealand and back, and in salt water the whole time.

'I have also used your No. 1 Composition for the bottoms of wooden ships, coppered, and found it most advantageous, making the copper last double the usual time, and then only taken off to recaulk.

"I have at various times tried preparations of copper on iron ships, and in every case found the iron and rivets damaged.—I am, Gentlemen, yours faithfully,

"(Signed) J. R. ENGLEDUE."

"Egyptian Navigation Company, Azeeziah Mussriah, 61, Mark-lane, 7th July, 1865.

"Messrs. Peacock and Buchan, 39, Upper East Smithfield.

"Dear Sirs,—I have received orders to send to Egypt three tons of your patent Composition for ships' bottoms, same as supplied me in July, 1864. I now wish to know the soonest time you could have this packed and ready for shipment, as there is one of the Company's steamers leaving London about the end of next week. Please reply by return, and state price.—I remain, yours obediently,

(Signed) D. ABDUL HAMID BEY,
"I. FRICKEN."

HUBBUCK'S PATENT WHITE ZINC PAINT.

THE most durable and beautiful paint known, is cheaper than White Lead, and is proved to be superior for all purposes than the pernicious Lead Paint, and equally adapted for all climates.

Its whiteness is unaffected by bilge water, boiling sugar, or noxious gases.

It is free from any poisonous ingredient, and suited in all respects to the use of the painter.

Each Cask of Pure White Zinc is Stamped "HUBBUCK, LONDON PATENT."

Inferior Zinc Paint, so marked, having been sold in Foreign Markets, the Patentees offer a Reward of FIFTY POUNDS for information which will lead to the conviction, in an English or Colonial Court, of those who have pirated their Mark. Both Exporters and Retailers are liable for its sale.

THOMAS HUBBUCK AND SON,

WHITE LEAD, OIL, PAINT, AND VARNISH WORKS,

24, LIME-STREET, LONDON.

HUBBUCK'S ANTI-CORROSIVE PAINTS

Are very durable, and the most valuable protection to Iron Roofs, Bridges, Piers, Ships and Buildings, exposed to stormy weather and scorching sun; they soon become extremely hard, and do not blister.

They are made of Stone, Slate, Copper, White, Blue, Green, or any other Colour that is desired.

HUBBUCK'S ANTI-OXIDATION COMPOSITION,

For Coating Iron and Wood Ships' Bottoms: a preservative against fouling and corrosion. This Composition is ready for immediate use, and obviates the waste of carrying unmixed Paints, Oils, Driers, &c. It is also applicable to all the purposes of other Paints.

HUBBUCK'S PALE BOILED OIL

Is a less colour than Raw Linseed Oil, is a quick, hard and certain drier for White and Light Coloured Paints

PAINTS AND OILS PROPERLY PACKED FOR EXPORTATION.

PIGNATEL & CO.,

GENERAL MERCHANTS

AND

COMMISSION AGENTS

NAGASAKI,

JAPAN.

COWASJEE DINSHAW,

Close to the Landing Place. Depot of

EUROPEAN, CHINA, AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality. Bombay-made Soda Water and Lemonade. Perfumery, Confectionery, Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.

STEAMER POINT, ADEN.

Drawing and Reading-room free to Passengers.

THE "LONDON AND CHINA EXPRESS" ON SALE.

ENGLISH GARDENS IN THE EAST.

THE Fourth Season has now confirmed the complete success of MR. CHRISTY'S Cases for conveying Fruit Trees, Vines, Plants, Flowering Shrubs, and Seeds, to the East, when shipped in the holds of Steamers like ordinary Case Goods. Mr. John Waterer, junr., the American Nursery, Bagshot, Surrey, or Mr. Christy, 28, Pall Mall, London, are prepared to execute orders for gentlemen in the East, and beg to call attention to the list of prices and conditions. FRUIT TREES, including PEARS, APPLES, PLUMS, CURRANTS, GOOSEBERRIES, PEACHES, NECTARINES, APRICOTS, CHERRIES, and QUINCES, per case, 10 Guineas.

	Guineas.
20 FRUIT TREES, with Ten venes, per case	14
ROSES of the best kinds ... ... ,,	15
RHODODENDRONS and AZALIAS, &c.	15
GARDEN SEED (various) ... ... ,,	5 upwds.

The number depends on the size of the roots; the cases average 30 plants each.

All the above prices include freight, insurance, and all charges to any port where the P. and O. steamers call. The season for shipment commences about September and ends in January. All orders must be accompanied by a remittance or orders for payment. The name of the agent at the port of arrival must be furnished, to prevent delay in forwarding.

FURTHER REDUCTION IN PRICE—FIRST QUALITY.

SODA WATER MACHINES

J. TYLOR AND SONS' EXHIBITION PATTERNS.
JUROR INTERNATIONAL EXHIBITION, 1862.
PRIZE MEDALS LONDON, PARIS, AND DUBLIN.

Description	Dozens Daily.	Weight About	Measurement About	Price
Double No. 1	600	20 Cwt.	130 cubic feet	£110 0
Single ,, 1	300	12 ,,	90 ,,	54 10
Ditto ,, 2	200	10 ,,	70 ,,	50 5
Ditto ,, 4	150	8 ,,	55 ,,	41 15
Bottling Machine add	2 ,,	10 to 15 ,,		£8 8 0

Recipes for aerated waters are sent. Wire bottles, corks, acid, soda, whiting, essences, &c. Illustrated Catalogues free. Orders executed by any merchant or on receipt of cash, including shipping charges, by the manufacturers.

J. TYLOR AND SONS, WARWICK-LANE, NEWGATE STREET, LONDON.

Keating's Cough Lozenges.

JUDGED BY THE IMMENSE DEMAND this Universal Remedy now stands the first in public favour and confidence: this result has been acquired by the test of fifty years' experience. These Lozenges may be found on sale in every British colony, and throughout India and China. They have been esteemed wherever introduced. For COUGHS, ASTHMA, and all affections of the Throat and Chest, they are the most agreeable and efficacious remedy.

Prepared and sold in boxes and tins of various sizes, by THOMAS KEATING, Chemist, &c., 79, St. Paul's Churchyard, London. Sold retail by all druggists and patent medicine vendors in the world.

N.B.—To prevent spurious imitations, please to observe that the words "KEATING'S COUGH LOZENGES," are engraven on the Government Stamp of each Box without which none are genuine.

DINNEFORD'S FLUID MAGNESIA

THE Medical Profession for Thirty Years have approved of this pure solution of Magnesia as the best remedy for Acidity of the Stomach, Headache, Heartburn, Gout and Indigestion; and as a mild aperient it is especially adapted for ladies and children. Prepared by

DINNEFORD & CO.,

CHEMISTS, &c.,

172, NEW BOND-STREET, LONDON

And sold throughout the world by all respectable Chemists

CAUTION.—See that "Dinneford & Co." is on each bottle and red label over the cork.

Digitized by Google

THE SHORTEST ROUTE TO AND FROM MANILA AND THE PHILIPPINES.

NOTICE to SHIPPERS and PASSENGERS by the OVERLAND ROUTE :—

The CHINA STEAM and LABUAN COAL COMPANY (Limited), in pursuance of an agreement entered into with the Government of Manila, have arranged to despatch their steamship "MONA," or other of their first-class steamers, with the mails and passengers monthly between Singapore and Manila, and Manila and Singapore, in correspondence with the Messageries Imperiales Overland Route. The Company's agents at Singapore will take charge of goods for transhipment. For further particulars apply at the Offices of the Company, Ethelburga-house, 70 and 71, Bishopsgate-street, London, E.C.

H. WALLER PLATT, Secretary.

OVERLAND ROUTE.

COMMUNICATION by STEAM to INDIA, AUSTRALIA, &c., *via* EGYPT.—From SOUTHAMPTON and MARSEILLES.—The PENINSULAR and ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels for Gibraltar, Malta, Egypt, Aden, Ceylon, Madras, Calcutta, the Straits, China, and Japan (Yokohama), by their steamers leaving Southampton on the 4th and 20th of every month. For Gibraltar, Malta, Egypt, Aden, and Bombay by those of the 12th and 27th of each month; and for King George's Sound, Melbourne, and Sydney, by the steamers leaving Southampton on the 20th of every month. The steamers leave Marseilles on the 5th, 12th, 20th and 28th of the Month.

For further particulars apply at the Company's Offices, 132, Leadenhall-street, London, E.C., or Oriental-place, Southampton.

OVERLAND ROUTE VIA MARSEILLES.

SERVICES MARITIMES DES MESSAGERIES IMPERIALES.

FRENCH MAIL STEAM PACKETS.

The 19th of every Month, at 2 P.M for—

MESSINA, ALEXANDRIA, ADEN, POINT DE GALLE (Ceylon), PONDICHERRY MADRAS, CALCUTTA, SINGAPORE, BATAVIA, SAIGON, HONG KONG, SHANGHAI, and JAPAN.

The 9th of every Month for—

MESSINA, ALEXANDRIA, ADEN, SEYCHELLES REUNION, MAURITIUS.

For passage, freight, and information apply to B. W. and H. HORNE, 4, Moorgate-street, London; G. H. FLETCHER and Co., Liverpool; at the offices of the Services Maritimes des Messageries Imperiales in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

*** Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.

ORIENTAL, AUSTRALIAN, AND GENERAL STEAM AGENCY, AND GLOBE PARCEL EXPRESS.

PARCELS, PACKAGES, and MERCHANDISE forwarded, and PASSAGES engaged to all parts of the world. Baggage collected and shipped, insurances effected, &c.

CALCUTTA, MADRAS, CEYLON, and ADEN—Overland, 4th and 20th of every month.

BOMBAY and ADEN—Overland, 12th and 27th.

CHINA, JAPAN, SINGAPORE, and EASTERN SEAS—Overland, 4th and 20th.

AUSTRALIA, TASMANIA, and MAURITIUS—Overland, 20th.

NEW ZEALAND and AUSTRALIA via PANAMA, 2nd.

INDIA, CHINA, and AUSTRALIA—Via Cape of Good Hope, Clipper Ships, weekly.

Prospectuses, with through rate to a thousand places free on application.

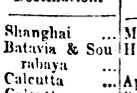
G. W. WHEATLEY and Co. (late Wagnern), 150, Leadenhall-street, E.C.; CHAPLIN'S, Regent-circus, W., and 32, Regent-street, S.W.

INDIA, CHINA, AND JAPAN.

ROBERTSON and CO. will despatch the following first-class VESSELS to their respective destinations :—

Destination.	Ships.	Class.	Docks.	To Sail.
Calcutta	Kenyon ...	A1	E.I.D.	With des.
Calcutta	Jas. Livesey. ...	A1	E.I.D.	With des.
Shanghai ...	SilverEagle	A1 13 yr.	E.I.D.	With des.
Shanghai ...	Jubilee ...	A1 14 yr.	W.I.D.	With des.
Shanghai ...	Spirit of the Deep	A1 13 yr.	W.I.D.	With des.
Hong Kong & Whampoa ...	Her Majesty ...	A1 12 yr.	E.I.D.	With des
Singapore ...	Petchelee	A1 12 yr	W.I.D.	With des.
Nagasaki & Kanagawa	Chrysolite.	A1 14 yr.	W.I.D.	With des.

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.



FROM LIVERPOOL.

Destination.	Ships.	Tons	Class.	To Sail.
Shanghai ...	Magellan ...	613	A 1 —	Imm.
Batavia & Soubaya ...	Helena Henriette ...	494	—	„
Calcutta ...	Apelles ...	1036	—	„
Calcutta ...	British Peer...	1230	—	„
Calcutta ...	Pandora ...	1156	—	„
Calcutta ...	Evelyn ...	1179	—	„

For terms of Freight or Passage apply to McDIARMID, GREENSHIELDS, and Co., Liverpool.

SOLID MAHOGANY FURNITURE FOR INDIA, CHINA AND THE COLONIES.

HEAL and SON are Manufacturing, ESPECIALLY FOR use in EXTREME CLIMATES, BEDROOM FURNITURE, which is entirely Free from Veneer. A general Assortment always in Stock.

IRON AND BRASS BEDSTEADS

Suitable for all Parts of the World. Their Stock consists of 2,500 Bedsteads.

HEAL AND SON'S PATENT HORSEHAIR MATTRESS.

HEAL and SON have Patented an Improvement in the Manufacture of Mattresses, which prevents the material from felting into a mass, as is the case with all Mattresses made in the ordinary way. The Patent Mattresses are made of the very best Horsehair, are rather thicker than usual, and the prices are but a trifle higher than those of other good Mattresses.

HEAL AND SON'S ILLUSTRATED CATALOGUE

For INDIA, CHINA, and the COLONIES, of Bedsteads, Bedding, and Bedroom Furniture, SENT FREE TO EVERY PART OF THE WORLD to which there is Book Post.

HEAL and SON, Bedstead, Bedding, and Bedroom Furniture Manufacturers 196, 197, 198, Tottenham-court-road, London, W.

CHINA, JAPAN, and PENANG.—The following splendid first-class CLIPPER SHIPS will be despatched as under :—

Port.	Ship.	Class.	Dock.	Last Shipping Day.
Shanghai ...	Sir H. Parkes	A1 13 yr.	W.I.D.	With des.
Hong Kong & Whampoa ...	Lucerne ...	A1 12 yr.	E.I.D.	With des.
Hong Kong & Whampoa ..	Canadian ...	A1 11 yr.	E.I.D.	To follow
Kanagawa, Yokohama ...	Glenclune ...	A1 10 yr	W.I.D.	With des.
Kanagawa, Yokohama ...	Havelock ...	A1 13 yr.	W.I.D.	To follow
Penang ...	Champion ...	A1 11 yr.	W.I.D.	With des.

For Freight or Passage apply to KILLICK, MARTIN and Co., 28, Nicholas-lane, Lombard-street, E.C.

COLOMBO LINE OF PACKETS.

JOHN C. CAMPBELL will despatch the following splendid first-class VESSELS :—

Destination.	Ships.	Class.	Tons.	Dock.
Colombo ...	Channel Queen..	A 1 11 yrs.	609	W.I.D.
Colombo, Cochin, Beypore, Calicut, Cannanore, and Mangalore.	Star of Ceylon...	A 1 10 yrs.	499	S.K.D.
Colombo ...	Granville	A 1 15 yrs.	696	W.I.D.
Colombo ...	Francis.....	A 1 13 yrs.	310	W.I.D.

No. 22, Great St. Helen's, E.C.

With quick Despatch.

FOR HONG KONG and WHAMPOA, the splendid new river-built clipper SHUN LEE, A 1 fourteen years, 640 tons register, JOHN JAMES MILBANK, Commander; lying in the West India Dock. Has superior accommodation for passengers.

For Freight or Passage, apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings, London, E.C.

FOR COLOMBO, CEYLON, Direct, will meet with very quick despatch, having a large quantity of her cargo engaged, the beautiful clipper ship AVON, A 1 thirteen years, 615 tons register, JOHN EDMOND, Commander; loading in the West India Docks. This splendid vessel has a full poop, with superior accommodations for the comfort and convenience of passengers.

For Freight or Passage apply to F. TALLACK, 23, Birchin-lane, Cornhill, E.C.

To follow the FEROZEPORE, and will meet with very quick Despatch.

DIRECT for COLOMBO, the splendid clipper-built ship JOHN BANFIELD, A 1 thirteen years, 528 tons register, G. H. BASTIAN, Commander, lying in the London Docks. This beautiful clipper, having a large portion of her cargo engaged, will be quickly despatched.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

COLOMBO LINE OF PACKETS.

Will meet with the usual quick despatch.

DIRECT for COLOMBO, the magnificent nearly new clipper ship CHANNEL QUEEN, A 1 eleven years, 609 tons register, H. MARQUAND, Commander; West India Docks. This splendid vessel (built in 1864), has proved herself to be one of the fastest afloat; she has been specially selected for season goods, and shippers may rely upon her being punctually despatched.

For Freight or Passage apply to LIVINGSTON, HOLDING and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

COLOMBO LINE of PACKETS.

Will meet with the usual Quick Despatch.

DIRECT for COLOMBO, the favorite clipper ship, FRANCES, A 1 thirteen years, 310 tons register, J. HIGGS, Commander, West India Docks. This splendid vessel is well-known for her very rapid passages; has recently returned from Colombo, making the fastest passage of any ship sailing at the same time, thus offering a first-rate opportunity to shippers.

For Freight or Passage apply to LIVINGSTON, HOLDING and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

Will have the usual quick dispatch.

DIRECT for COLOMBO, the splendid high-classed clipper ship GRANVILLE, A 1 15 years, 696 tons register, G. GALLICHAN, Commander; lying in the West India Docks. This very high-classed vessel, well known in the Ceylon trade, is confidently recommended to shippers.

For Freight or Passage, apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

A REGULAR TRADER.

To follow the "EXCELSIOR," with Quick Despatch.

DIRECT FOR COLOMBO, COCHIN (BEYPORE or CALICUT), CANNANORE and MANGALORE, the beautiful British-built clipper ship, STAR of CEYLON, A 1 ten years, 399 tons register, A. MATTHEW, Commander; lying in the St. Katharine Docks. This fine little ship, well-known in the trade, offers a first-rate opportunity to shippers.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING and BRIGGS, 31, Great St. Helen's Bishopsgate-street, E.C.

TO IMPORTERS.

The undersigned beg to remind Importers of Wearing Apparel, and Boots and Shoes, of the many advantages which their long experience as Manufacturers and Shippers, their vast resources, and their intimate knowledge of the requirements of Foreign and Colonial Markets enable them to offer.

ASSORTED SAMPLE CASES FORWARDED ON RECEIPT OF REMITTANCE OR ORDER ON LONDON AGENT.

E. MOSES AND SON,
CORNER OF MINORIES AND ALDGATE, LONDON

TUPPER AND COMPANY.

MANUFACTURERS OF PATENT GALVANISED IRON in Sheets, Tiles, Iron Roofs, Sheds, Cisterns, Pails, Gutters, Wire for Fencing, &c.
WORKS AT BIRMINGHAM AND LONDON.
OFFICES: 61A, MOORGATE STREET, LONDON.
Merchants' orders executed with despatch.

THE LONDON AND CHINA TELEGRAPH.

THE EIGHTH Volume of this JOURNAL commenced on the 4th of January, 1866. The Subscription for the three numbers per month is 30s. per annum, including Postage, and to the Export Supplement 12s. Terms for advertising, 2s. 6d. per five lines; and 6d. for each additional line.

Subscriptions and Advertisements received abroad by the following Agents :—

Paris	G. W. YAPP, 4, Place Pentagonale, Boulevard Pereire.
Hamburg	Mr. ONCKEN.
Amsterdam	LOMAN AND VERSTER.
Rotterdam.....	HOOG & KRUYT.
New York	WILMER AND ROGERS.
Gibraltar.....	W. SPEED.
Malta	A. MILLER.
Alexandria.....	P. CUMBO, St. Catherine's-square.
Aden	COWASJEE DINSHAW.
Suez.....	
Bombay	CHESSON AND WOODHALL
Calcutta.....	SANDERS, CONES, AND CO.
Point de Galle	G. D. ANTHANISZ.
Colombo.....	J. W. VANDORT.
Kandy.....	W. A. ARCHIBALD.
Labuan, Sarawak, and Singapore ...	JOHN LITTLE & Co., Singapore.
Penang	SANDILANDS, BUTTERY AND Co.
Bangkok.....	
Batavia	HUNTER, HOUGHTON, AND Co.
Anjer—Straits of Sunda	G. SCHUIT, Anjer Hotel.
Manila	PHILLIPS, MOORE, AND Co.
Hong Kong, Canton, Macao, & Swatow,	J. B. MORRIS, Hong Kong.
Amoy	BELLAMY AND Co.
Foo-Chow-Foo	HEDGE AND Co.
Shanghai.....	H. FOGG AND Co.
Tien-Tsin	JAMES HENDERSON.
Nagasaki—Japan ...	PIGNATEL AND Co.
Yokohoma	HANSARD AND BLACK.

OFFICE, 12, GEORGE-YARD, LOMBARD-STREET LONDON, E.C.

Printed for the Proprietors by WOODFALL and KINDER, Milford-lane, Strand, W.C., and published by JOHN ELLISON, at the Office of the "LONDON AND CHINA TELEGRAPH," 12, George-yard, Lombard-street, E.C., in the parish of St. Edmund the King.—Thursday, Aug. 9, 1866.

Digitized by Google

The London and China 新聞紙 Telegraph.

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON ARRIVAL OF THE MAILS, about the 4th, 14th, and 28th, in connection with the "LONDON AND CHINA EXPRESS,"
A SUMMARY OF NEWS FOR THE OUTWARD MAILS OF 10th, 17th, and 26th.

VOL. VIII.—No. 218.] LONDON, MONDAY, AUG. 20, 1866. [Price 9d., with Sup., 1s. 3d.—Sub. 30s. per ann. postage included, Sup. 12s. extra.

Latest Advices.

	From London.	Arrived out.	Homeward. Arrived in London this day.
JAPAN—			
Yokohama	April 17	June 8	June 14
Nagasaki			„ 8
Hakodadi			
CHINA—Peking			
Tien-tsin			„ 13
Chefoo			„ 15
New-chwang			
Hankow			„ 17
Kiu-kiang			„ 18
Chin-kiang			
Shanghai	April 26	June 11	„ 23
Ningpo			
Foo-Chow			
Formosa—Tamsuy			
Amoy			„ 25
Swatow			
Hong Kong	May 17	June 28	„ 29
Canton			
Macao			
PHILIPPINES—			
Manila			„ 22
COCHIN-CHINA—			
Saigon			„ 28
SIAM—Bangkok			„ 23
BORNEO—			
Labuan			
Sarawak			
JAVA—			
Batavia			July 2
MALACCA STRAITS—			
Singapore	May 26	June 28	„ 7
Penang	„ 26	„ 26	„ 9

The late arrival of the present mail is owing to detention at Galle, pending arrival of the steamer from Australia, and also of strong head winds from Galle to Aden. The next mail, with Hong Kong dates to the 12th July, is expected in London on the 25th.

Telegrams have been received from Hong Kong via Galle to the 25th July, quoting exchange on London at 4s. 6¼d. From Shanghai telegraphic news is to the 18th July; exchange, 6s. 4d.; freights, £3. Export of silk to date, 4,500 bales.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles per P. and O. steamer Tanjore, arrived Aug. 17.—From Shanghai: Messrs. S. Townend, T. Mills and Schiebler and Commander Luttrel.

From Hong Kong: Mr. A. Andrews, Colonel and Mrs. Grant.

From Singapore: Mr. Craig. From Galle: Messrs. Meyer and Brest.

To Southampton, per P. and O. str. ————, expected to arrive Aug. 25.—From Hong Kong: Commander St. John, Capt. Grantham, Lieut. Stewart, R.A., Messrs. W. H. Adamson, S. W. Carter, J. Hooper, J. Marsden, C. Peterson, J. P. West, J. Pickwood J. G. Haverden, and J. Goddard.

To Suez: Messrs. Watmore, Bunell, and Maxwell.

Per French Mail, arrived at Marseilles Aug. 7.—From Shanghai: Messrs. Scott and Watkins. From Hong Kong: Messrs. Wood and Rinason, Capt. Taylor.

PASSENGERS OUTWARD.

Per P. and O. steamer Surat, from Southampton, Aug. 20.—To Hong Kong: Dr. Duncan, R.N., Mr. G. Wright, Mr. R. H. Pye. To Ceylon: Mr. J. G. Smither, Miss J. L. Ewing. To Singapore: Mr. and Mrs. Morel. To Shanghai: Messrs. E. C. Baber, B. Brenan, and E. L. Oxenham, Mrs. R. L. Thin.

From Marseilles, August 28.—To Singapore: Captain A. C. Bing, Mr. H. Dreyer. To Yokohama: Mr. Willcoss. To Shanghai: Mr. and Mrs. T. Dick. To Hong Kong: Mr. R. W. Halket, Mr. Berwick. To Ceylon: Mr. and Mrs. Irvine.

Per P. and O. steamer from Southampton, Sept. 4.—To Hong Kong: Mr. Phillips, Mr. H. Beveridge, Mr. G. P. Duncanson, Mr. J. T. Hudson, and Mr. J. W. Hunt. To Shanghai: Mr. A. Warwick, Mr. J. Grant. To Ceylon: Mr. P. Moir. Mrs. A. Carey and two children, Mr. and Mrs. Smith, Mr. Dalton, Mr. J. K. Clarke, Mr. and Mrs. Bisset, Captain Creagh, Mr. J. G. Smither. To Singapore: Mr. R. J. Sargeant.

From Marseilles, Sept. 12.—To Hong Kong: Mr. and Mrs. Sinclair, Mr. C. M. Kerr, Mr. W. Holt, Chief Justice and Mrs. Smale, Miss Smale, Mr. Smale, jun, Mr. Schmidt, Mr. McMicken. To Shanghai: Mrs. Forrest, Mr. and Mrs. Stammann.

Per P. and O. steamer, from Southampton, Sept. 20.—To Hong Kong: Mr. John Brown. To Ceylon: Mr. L. Carey, Mr. and Mrs. Strachan and three daughters.

From Marseilles, Sept. 28.—To Singapore: His Highness the Tumongong of Johore and two friends, Mr. T. Scott.

Per P. and O. steamer, from Southampton, Sept. 27.—For Hong Kong, V.B.: Mr. Peter Orme.

Per P. and O steamer, from Southampton, Oct. 4.—To Shanghai: Miss J. T. Blackwell. To Hong Kong: Mr. A. Zinnern, Mr. A. J. Macleod. To Shanghai: Reverend D. Perkis.

From Marseilles, Oct. 12.—To Singapore: Mr. and Mrs. Cumming.

Per P. and O. steamer, from Southampton, Oct. 12.—To Ceylon: Sir John Cheape, Mr. Cheape, Capt. Allfrey.

Per P. and O. steamer, from Southampton, Oct. 20.—To Hong Kong: Mr. R. M. Stephenson, Mrs. Carnegie, Miss Kate Smith.

Summary of News from the Far East.

JAPAN.

Various contradictory rumours come to us regarding the impending civil war in Japan. The latest of these asserts that Choshiu had finally rejected the Tycoon's terms, being supported in that course by Satsuma. A telegram dated 13th July from Yokohama has been received in Paris which distinctly states that "Prince Nagato (Choshiu) has accepted the conditions imposed by the Tycoon." This date is just a month later than our mail news, and in that interval the position of affairs may easily have undergone a considerable change.

YOKOHAMA.

From this port we have only three days' later news, namely, to the 14th June. No events of importance had transpired in this short interval, and the state of affairs is thus briefly summed up in an "Extra" to the *Japan Times*:—

"We only publish the present sheet to draw the attention of our readers to the movements in the import trade. It is to be remarked that the deliveries now reported more than equal those of the whole of the last month. So long as the services refrain from exchanging, and the demand for native coin required for silk-egg buyers keeps up, ichibous are likely to be firm at our quotations, if they do not indeed advance in value, and prices of imports being broken down, we expect soon to have to report considerable sales, which though made at a great loss to the importers, will have the effect ultimately of restoring a healthy tone to our market. The Committee of the Chamber of Commerce are understood to be discussing the currency question. We formed an opinion long ago that there is but one course open to reformers of the existing abuses—the establishment of a mint and the adoption of the native coinage in our trade with the country. But due notice must be given of the change. The shock which would be felt by the immediate establishment of the new mint—or, what would be equivalent—fixing the rate of exchange for dollars into ichibous, until the new coin, whatever is to be its denomination, is ready—would be far too sudden and too great to be safe. We hear that some members of the committee, however, are in favour of such a course; we shall take an immediate opportunity of stating the views of the opposition.

"Troops, at the rate of two hundred a day, are pouring down the Tokaido to reinforce the Shogoon. The general commanding here, Kabuto Sentaro, is in Yedo despatching these forces. One of his colonels has already left and another is going immediately. Our report of a skirmish in which the Shogoon was worsted has been confirmed. There is no doubt now whatever that Satsuma is assisting Choshiu, both with men and money. In fact, it would appear that the Shogoon has been forced to fight, much against his will. No local incident of any importance has occurred since the departure of the French mail." General van Valkenburgh, the United States Minister to Japan, was daily expected, the vessel in which he took passage from San Francisco being overdue. The same ship conveys the Hon. Anson Burlinghame, United States Minister to Peking.

Digitized by Google

CHINA.

TIENTSIN.

From this port our latest advices are to the 13th June. The following is from Messrs. Platt and Co.'s Monthly Report :—

Since our last report we have received the English mails of the 10th and 26th March, and the 10th April, with telegraphic advices to the 28th idem, *via* India. *Via* Kiachta, telegrams have throughout the month come to private hands bearing later European dates than those received here from the south. By the Russian post we have communications with Kiachta four times a month.

Piece Goods.—Native merchants during the whole of last month forced sales in order to meet the bills drawn against their Shanghai purchases, which, together with the unfavourable telegraphic advices, occasioned falls in price day by day, and with few exceptions led foreigners to withdraw from the market.

Grey Shirtings.—As a daily fall in price led the way, natives having sold recklessly many of the large number imported, and as advices from the interior fairs are by no means encouraging, we fear our spring trade will close without any marked improvement in price.

Raw Cotton.—Export to date 75,205 piculs. The brisk trade going on at date of our last has now almost ceased, and as the want of water in the rivers prevents the forwarding of medicine and other native exports from the interior, the vessels now discharging cargoes of sugar find difficulty in procuring outward freights.

HANKOW.

A body of Mahomedan rebels are said to have made an irruption into Kansuh and captured and burned its capital. The Futai of that province has sent an officer to Hankow to purchase large supplies of arms and ammunition from Shanghai, to enable him to arm a force to oppose them. The *Hankow Times* mentions the opening of a new Roman Catholic Church at Woochang, at which a sermon was preached by an octogenarian Chinese priest, and a latin oration commemorative of the event was recited by one of the scholars.

SHANGHAI.

From Shanghai we have dates to the 23rd June, five days later than those brought by the French mail. Telegrams had been received *via* Kiachta from England to the 22nd May.

These telegrams, says the *North China Herald*, amply confirm the grave commercial intelligence brought by the French mail, and justify the apprehensions which were entertained that the failure of Overend, Gurney and Co. would prove a prelude to still more calamitous events. That a suspension for such an enormous sum as £15,000,000 should involve other banks in the crash was expected ; but the announcement of a crisis so serious that the Government should have deemed it necessary to suspend the Bank Act, surpassed the worst anticipations. An almost total cessation of business here must no doubt ensue. But this result will not be an unmixed evil. There is strong ground for congratulation that the crisis has occurred so early in the season, before the mercantile community here had had time to commit itself by large purchases of tea and silk at the exorbitant prices at which the markets opened. Persistence in buying at those prices could hardly have failed under any circumstance to entail heavy losses ; but large purchases, followed by such a crisis as the present, would have involved a crisis in Shanghai as great proportionately as that which has now produced a dead lock in London. As it is, those who were rash enough to purchase teas at the high prices at which the Hankow market opened, will probably be heavy losers ; but of these again a proportion are, we believe, houses which were rash enough to send high limits to their agents. Some of these will have strong reason to congratulate themselves on the loss of the *Guinevere*. Probably about sixty chops were bought at the absurd rates which ruled at the outset ; but of this half, a sixth have no doubt found a better market at the bottom of the Yantsze than would have awaited them in England. As it is, they have probably realised a small profit ; as it might have been, they could hardly have failed to realise a heavy loss.

The silk market has been opened in Shanghai with the purchase of No. 4 Nanzing Tsatlee at Tls. 425. A small parcel of No. 2 Kia-shing has also been settled at Tls. 375. It is inconceivable how, in face of so gloomy prospects, such excessive prices can have been given. If the news of the depreciation in silk which was received by the French mail, had failed to check the almost unprecedentedly high prices at which some 1,500 bales of the new season's produce had been bought in the interior, the subsequent telegrams should at least be effectual. Chinese officials and producers will both be disappointed in the brilliant hopes of squeezes and profits which the opening transactions must have awakened.

The present mail brings further particulars regarding the loss of the *Guinevere*. It appears that she was being towed astern by the *Glengyle* when she sheered on to a rock which stands about eighteen feet above the water opposite Wuchang-hein, and sank immediately. Only a portion of the stern remained above water, from which about 1,000 packages were recovered and placed on board the *Glengyle*. They were sold at auction by Messrs. Little and Co. on the 20th June, and realised their full values ; the sound lots averaging about 37 taels per picul, and the damaged chests proportionate amounts. The *Guinevere*, however, has been by no means singular in misfortune. The *Highflyer* grounded, both going up and coming down, and has returned to Shanghai and discharged her teas preparatory to going into dock. About fifty packages were more or less injured by her rolling while on shore. The *Min* also dragged her anchors a few days before leaving Hankow, and drifted on to the *Coulnakyle*, causing the latter such damage that she has been obliged to return to Shanghai empty for repairs, and is now in dock. The *Min* only lost her bowsprit, and left Woosung on the 14th. H.B.M. Consul at Hankow has, we hear, decided that each ship should pay for her own repairs. The *Sir Lancelot* will also, we understand, have to come to Shanghai to repair damages sustained through collision with the *Rona*, while the latter was attempting to take her in tow. It had been arranged that the *Fire Queen* should bring her down, but the latter's shaft which has recently been repaired is again out of order, and she was unable to carry out the intention. The *Sir Lancelot* may be expected by the first ship capable of towing her.

Up to the departure of the present mail, nine ships had gone up to load tea at Hankow, and five of these have thus already come to grief, the *Eliza Shaw* being, so far, the only one which has got safely down the river and sailed on her homeward voyage without accident. These facts have at last opened the eyes of the underwriters to the dangers of the river, and the rates have been at once raised from 1 per cent. to 2½, making the total rate from Hankow to London 6 per cent., or 1¾ per cent. higher than on teas brought down the river in steamers and transhipped at Shanghai.

The chairman of the Shanghai Chamber of Commerce has published a letter addressed to him by the Director-General of telegraphs in India, regarding the transmission of messages from China to England *via* Galle. All such messages, it is stated, must be prepaid ; and no inconvenience is anticipated from this rule as "most firms employing the line have correspondents at Galle." We differ from the Director-General. Very few firms in the north of China, at least, have correspondents at Galle ; and the inconvenience experienced in transmitting messages is therefore great. The only remedy would be to establish an agency at Shanghai, were charges could be prepaid.

The new tariff of taxes imposed by the Municipal Council of 1866 seems to weigh very heavily upon native shopkeepers, and may yet have to be abandoned. At the meeting held in May last to discuss the Municipal Budget, some of the proposed taxes were strongly objected to, but M. Morel assured the meeting that the Chinese to whom the new taxes would apply, were not only willing but anxious to pay the proposed sums. Doubts were expressed as to the correctness of the Council's information ; but the "extraordinary" Budget was passed notwithstanding, and measures have been taken to collect the sums voted. The result has been made apparent by the closure of nearly all the native shops in the concession, each and every shopkeeper declaring his inability to meet the impost, and his determination to leave if it were enforced. The crisis is rather a serious one, but it appears there can be only one of two solutions. Either the new taxes must be abandoned, or a greater or less exodus, and a serious depreciation of property, must ensue.

A new scale of wharfage dues has been adopted by the Municipal Council. To avoid confusion and difficulty in consequence of the varying value of merchandise, a fixed tariff of values of all the principal articles of trade at the port has been fixed upon by the Municipal Council and Chamber of Commerce in consultation, on which the 1-10th of 1 per cent. will be charged during the current year. In order to avoid all possibility of dispute, the lowest possible scale of values has been adopted ; opium, for instance, being assessed at taels 400 per chest, silk at taels 300 per bale, and tea at taels 30 per

Digitized by Google

picul. In case, however, either they or any other goods should undergo a material change in value, the tariff will be revised, and if necessary amended, at the close of every municipal year. Any articles not enumerated in it will of course be assessed on the value declared at the Custom-house.

A blow has been dealt to the system of excessive taxation on produce in the interior, which can hardly fail to prevent for the future the illegal squeezes that have so long been levied. Notwithstanding the provision in Art. XXVIII of the Tientsin treaty, that any foreign subject may convey produce purchased inland to a port, on payment of a single duty, calculated at 2½ per cent. *ad valorem*, and the further arrangement that this duty shall be paid at the port itself or the barrier nearest it, squeezes far in excess of this rate have been systematically levied and tacitly submitted to. In the solitary case of silk, we believe, have the stipulations of this article been adhered to, while in the case of tea and shirtings, notoriously, they have been utterly ignored. Efforts have been made at intervals to protest against the system, but without avail; the usual replies, that the case was under consideration or had been referred to Peking, having been the only satisfaction obtained. Especially during the season of 1864, the squeeze was energetically contested by Messrs. Little and Co. at Kiukiang, but without avail. In the present instance they have been more successful, for it is again to the same gentlemen that merchants are indebted for having, this time successfully, fought their battle. The facts of the case are simply these. Messrs. Little and Co. sent a Chinese agent, with duly signed transit certificates, to purchase teas in the neighbourhood of Hoochow. The teas were bought, and the agent started with them on his return to Shanghai. Arrived at Wokong, the first Customs' station he had to pass, he produced his transit certificates and claimed to be allowed to pass under them; but the officials refused to recognised the teas as English property, ignored the certificates, and insisted on levying the regular squeezes. Remonstrances were of no avail; the various sums of taels 12.5, tales 0.6, taels 0.4, and taels 0.134, amounting in the aggregate to taels 2.78, and equivalent to taels 3.50 on the net weight of the teas, had to be paid; and the name of the Chinese agent was inserted in the receipt, in lieu of that of the foreign hong. Having paid this double duty, the boats passed on until arriving at Namtao, where they were again stopped by the foreign Customs agent, and a further squeeze of taels 0.4 was demanded if the Chinaman passed them as his own, or the regular transit tax of taels 12.5 if they were declared foreign property, besides the rendition of all the receipts for the duties paid at Wokong. Pending compliance with both these demands, the boats were detained. Being now at Shanghai, however, the agent of course sought instructions from his employers before complying, and the latter referred the case to H.B.M. Consul. It is difficult whether most to admire the cool ignoring of the treaty rates and the transit certificates in the interior, or the consummate impudence of the demand at Namtao for rendition of the proofs of these illegal taxes, under pressure of detention. So palpable a breach of the twenty-eighth article of the treaty afforded an excellent opportunity for remonstrance; and, armed with the vouchers which the Customs agents had been so anxious to obtain, H.B.M. Consul wrote to the Taotai demanding the refund of the excess already levied over the stipulated rate, and the release of the teas which his agents at Namtao were detaining. Knowing, however, the skill in procrastination which the Chinese are capable of developing under such circumstances, Dr. Winchester determined to follow up the written remonstrance by a personal visit; and the result was completely successful. Beaten from point to point, confronted by written proofs of the exactions, the Taotai was compelled, after a sharp argument, to admit the illegality, and eventually consented to refund the sums extorted. The thanks of the community are due to the gentlemen who again agitated this matter despite previous disappointment, and especially so to H.B.M. Consul for the energetic determination with which he has pressed it to a conclusion. Now that the principle has been vindicated, we may hope not only that this important article in the treaty will not again be ignored, but that a correct interpretation will be insisted on, in respect of every other article of commerce brought from, or sent into, the interior

An amusing attempt at forgery came to light in the form of a cheque for tls. 81.25 on the Mercantile Bank, made out in the name of a foreigner, and purporting to be signed with his name Esq., payable to himself Esq., and endorsed on the back in the same way. This document being considered upon presentation as a little unusual, the person holding it was given in charge, and will be brought up before the mixed Court. It is not improbable that the forgery was the work of some office boy, who adopted this means of getting money out of some unsuspecting native banker or shroff who could read nothing more than the figures, and probably recognised the cheque as that of the Mercantile Bank. It should, however, be a warning to people to be careful with their cheque books.

Mr. Anson Burlinghame, the United States Minister to China had not arrived, but was expected daily, as the vessel by which his Excellency had taken passage from San Francisco to Yokohama was overdue at the latter port.

Intelligence has been received to the effect that Tseng-kwo-fan, who according to the last accounts, was in a perilous position in consequence of the Nienfei having almost succeeded in surrounding him, made a raid against them and encountered a band of some 4,000 strong not far from Tsing-kiang-pu in Khangsu, near the mouth of the Yellow River. The Imperial troops completely routed the Nienfei, and a large quantity of arms and accoutrements was seized. Accounts generally go to show that the war now being carried on in the North is entirely of a guerilla nature. The success seems to fluctuate, from day to day, and no decisive action has either taken place or appears to be contemplated on either side. Each party seems content at present to keep the other at bay.

Since the last European mail arrived, says the *Friend of China*, over two millions of dollars have been shipped south; and if there is to be a similar exodus of coin after the next arrival, such a vacuum will be created as to require the whole yield of the Hong Kong Mint; or, equally as useful in small change way, huge rolls of the Hong Kong and Shanghai Bank's new one-tael notes—the handiest media in local exchange ever seen.

Mr. M. C. Morrison, who lately performed an overland journey from Tientsin, has safely arrived and leaves for England by this or next mail.

The United States flag ship *Hartford* has arrived from Amoy. She is a vessel of 21 guns, and has no less than 400 men on board. The advantage which will be gained by the presence of the American naval force will no doubt redound equally to the advantage of other nations in China; as the moral effect upon the Chinese cannot fail to be productive of good, and tend to make them more desirous to respect the rights of all foreign subjects.

Two men named Johnson and Treasure have been convicted of robbing a Chinese boat up the country and have been sentenced to three years, hard labour in Hong Kong gaol. It is to be hoped the severity of the punishment will have the effect of checking the doings of rowdies up the country.

HONG KONG.

The dates by the present mail are to the 29th June. The latest mail outward was that of 17th May, arrived on the 28th June. On the arrival of the news of the stoppage of the Commercial Bank an unseemly conflict took place between the manager of the Commercial and Mr. Anderson, the manager of the Agra, which is thus noticed in the *China Mail*:—

"A novel incident in the history of banking occurred shortly after the steamer bringing the London mail of 10th May had anchored in the harbour, in a personal struggle between the representatives of these two banks in the portico of the Hong Kong Club for the possession of a bag of notes value $20,000. Efforts have been made to throw responsibility and blame on the Commercial, which we, having witnessed the whole affair, and knowing more than many of the surrounding circumstances, think entirely unmerited. Prompt determination, ready action, and manly vigour were displayed on either side at a most trying moment. Each was well assured that he was in the right, and forget in his haste that both were prompted by the same excited desire to do the best for those by whom they had respectively been placed in trust. Whilst blame and responsibility may possibly in the end rest upon either side which shall seek to make a quarrel of the matter, the credit of neither has been thus far injured, rather the reverse; each may rest satisfied with his relative position, and respect the other's mettle."

"We publish the following account of the Commercial and Agra Bank matter, as given by the gentlemen interested on the side of the former. We beg our readers to understand that we do not identify ourselves with either side of the question, and the legal proceedings about to be taken will doubtless satisfy the public mind as to the rights of the affair. "A lac of dollars was payable to the Agra Bank and a cheque given

Digitized by Google

in the forenoon in payment. A delay was caused in paying the amount owing to the refusal of the Agra Bank to accept the notes of the Hong Kong and Shanghai Bank. In the interval the mail arrived bringing news of the suspension of the Commercial Bank. When such information reached Mr. Anderson's ears he called at the bank and going into the Compradore's room was informed that part payment was being offered in Hong Kong and Shanghai Bank notes. He came to the office counter and addressing the clerk said that such notes would not be taken, and at that moment the compradore was instructed to stop all payments. Mr. Anderson, on being informed of this by the Commercial Bank's compradore asked one of the assistants if such information was true and on being referred to the manager went into his room, and afterwards rushed out through the office into the compradore's room and seized a quantity of notes lying on the counter, beside the Commercial Bank's compradore, that had been before refused by him, and made off with them. On the manager being informed of such proceedings on the part of Mr. Anderson a chase was made and Mr. Anderson was caught in the act or entering the club and compelled to give up the notes he had unlawfully possessed himself of. Mr. Anderson certainly resisted and a little force was used, but when he agreed to hand over the money to the police no further violence was used. Mr. Anderson was only compelled to give up by force what he had taken by force." [Mr. Anderson perhaps little thought how soon his own bank would follow the example of the Commercial.]

At the meeting of the depositors and others, creditors of the Commercial Bank Corporation of India and the East held, according to advertisement, at the office of said Corporation at Hong Kong, June 23, the following resolutions were adopted :—

"That in view of the satisfactory local statement which has now been laid before the meeting, it is for the interest of both the Commercial Bank Corporation and its creditors that no action be taken by individual creditors until the receipt of letters conveying information of the course determined on in London, and that in the meantime such funds as may be in the bank's hands be placed on deposit with the Honk Kong and Shanghai Banking Company." Proposed by G. Sharp, Esq., seconded by J. Mencke, Esq. ; carried by majority with only two dissentients.

"That in the event of any creditor taking legal proceedings against the bank, seeking priority of payment, the agent and legal adviser of the bank be requested to take such steps as may be necessary for preserving the assets of the bank for the general body of creditors." Proposed by A. Booth, Esq., seconded by D. Lapraik, Esq. Carried unanimously.

The first meeting of the Hong Kong Fire Insurance, under the management of Messrs. Jardine, Matheson and Co., has been held, at which it was determined to begin business at once, the Hong Kong and Shanghai Bank being appointed treasurers.

The Bank of India have closed their business in Hong Kong.

A new daily paper, styled the *Hong Kong Mercury*, has been established. We are not aware of its proprietorship or editorship, but it appears to be very creditably produced. This is the third daily paper and we doubt if there can be room for three in Hong Kong.

A farewell address was presented to Captain Nolloth, R.N., senior naval officer, on his departure for England. An extract says :—"During the five years which you have passed amongst us, your unvarying urbanity and kindness, both in your official capacity and in private, have alike conciliated our regard and won our esteem, whilst the anxious desire to promote the welfare of the seamen, whether belonging to the mercantile or to the naval branch of your profession, by which you are so eminently distinguished, will ever cause you to be held in remembrance by those who have enjoyed your acquaintance."

(FROM OUR OWN CORRESPONDENT.)

Hong Kong, June 28.

The arrival of the last mail, with dates from London to the 10th of May, and telegrams to the 30th, has not done more than inspire an intense feeling of uneasiness in the colony, without bringing sufficient data on which to base calculations of the actual losses which are known to impend. A telegraph which breaks off short in the midst of the crisis or catastrophe is almost worse than no news at all, and the feeling of uncertainty is further heightened by the alleged existence in the colony of conflicting messages, part of a highly gloomy nature and the remainder more encouraging. Up to the present, the only patent result of the news has been the suspension of the Commercial Bank, which took place immediately after the arrival of the steamer on the 21st inst., and which was marked by a curious fracas between the managers of that agency and of the Agra Bank, of which full particulars appear in the local papers.

Murder and piracy have been even more rife than usual during the fortnight, and the barbarous assassination of Mrs. Meyer, a young German female, with her child, in broad daylight, for the sake of obtaining possession of the paltry sum of $150, has filled the entire colony with horror and indignation. By an unusual display of activity on the part of the police the murderer was apprehended almost immediately.

Three audacious acts of piracy took place last week, the victims of which were a Hanoverian brig, the Danish schooner *Karl*, and the British barque *Cæsar*. All these vessels were plundered within fifty miles of Hong Kong by junks which were seen leaving the harbour just before the departure of the *Cæsar*. I have had some conversation with the captain of this vessel—a highly intelligent young man—who expresses the greatest mortification at having been captured and plundered of everything by "a set of miserable wretches," and attributes the disaster entirely to his having been unprovided with a proper number of rifles and boarding pikes. The two six-pounder guns he had on board were quite useless, as the junk, by her superior handiness, kept under his stern until close alongside, when she sheered around upon the barque's quarter and drove the crew from the deck by means of the inevitable stinkpots. Once able to board, the pirate's superior numbers of course enabled him to overpower the crew of the barque.

I am happy to be able to add that an Ordinance has been drawn up by Sir Richard Macdonnell, which is about to be submitted to the Legislative Council, with the view of putting an end to that astonishing system of encouragement to piracy which has prevailed at Hong Kong up to the present day. Every Chinese junk entering the harbour is hereafter to report herself to a harbour-master's station, to give an account of herself, her cargo and armament, and, if called upon, to find security for good behaviour, before receiving a permit to anchor. Your readers will, doubtless, in many cases express astonishment that only now should such a measure be proposed ; but the fact is undeniable that in the absence of all supervision and control the pirate junks have made Hong Kong their headquarters for a quarter of a century past, obtaining both information respecting the movements of vessels and all necessary supplies of ammunition within hail of Her Majesty's "vigilant" gunboats. In the case of the *Cæsar*, the captain assures me that he recognised several of the pirates as having come on board his vessel while she lay in Hong Kong on some pretext or other, undoubtedly with the view of acquiring an idea of her cargo and armament.

The Chinese authorities are, I hear, fortifying the island of Pak-shui, the occupation of which piratical haunt I mentioned in my last, and intend maintaining a permanent garrison there. Relieved as they now are from the incubus of universal rebellion, it is to be hoped that they will take some measures for raising their military system from the depth of inefficiency to which it has sunk, and the success which has attended the drilled corps of Chinese and Tartar troops, who were sent against the rebels north of Newchwang, will most probably go some way towards convincing the Central Government of the advisability of extensive reform. No sooner, however, has alarm subsided in the extreme north than the note of distress comes pealing from the western boundaries of the empire. The province of Kan-su is now declared to be overrun with Mahommedan banditti, who have taken and sacked the chief city, and bid entire defiance to the authorities. Thus in one division of the empire after another the military system breaks down on the first strain, requiring the lapse of years and the expenditure of countless treasure before "order" is restored by the help of enormous levies of useless irregulars.

One symptom of improvement which is beginning to be talked about is the institution of a squadron of Chinese gunboats in connection with the Government of each of the maritime provinces, which has probably been the result of the remonstrances of Sir Rutherford Alcock at Peking on the subject of piracy. The Chinese Government, however, appear wisely to have determined to avoid any approach to the Sherard Osborn scheme, by retaining the vessels to be employed under the distinct control of each provincial governor. Steps are already being taken in this matter at Foochow, and will, doubtless, soon be instituted at Canton also.

Digitized by Google

The Hong Kong Mint continues at work, although numerous difficulties have interposed since its opening. The late financial pressure has led to no small amount of the bullion already sent in for coining being removed by the banks. The dollar is not yet issued as currency.

PHILIPPINES.

MANILA.

The correspondent of the *China Mail* writes, under date June 6:—You might not be aware that a couple of months ago these islands were honoured with a visit from a real live Royal Prince, viz., the Duke of Alencon, who although only a grand nephew of poor King Louis Philippe, and without hopes of being any one more important than he is at present, still has royal blood coursing through his veins. This young Prince (for he is only 22 years of age) came out here to see these rich but sadly neglected islands, as some say; others are of opinion that his intention in paying us a visit was to have an engagement with some of the Moros or Malays inhabiting Mindanao and other islands adjacent, and, certain of victory, by this means to gain a certain decoration—the St. Hermegildo cross—which only can be obtained for bravely on the battlefield. Be that as it may, about a month ago the Prince with his secretary, accompanied by the sons of our Captain-General and the second in command, left this in the *Don Jorge Juan*, and a couple of weeks afterwards we were startled by the news of a great victory having been achieved over the infidels. After a little delay, which, as some wags say, was owing to the chief of the staff not being able to find words sublime enough in which to give the highest colouring to the description of this great event, the *Government Gazette* gave us the whole particulars of the affair. It seems that we had one officer killed, but not by being shot, but by having in assaulting a kind of fort surrounded by a little ditch, slipped his foothold, and not being able to extricate himself out of the mud in the ditch quick enough, was sunstruck, and died in consequence. Some twelve of the privates were more or less hurt, but their wounds were of no great consequence, as I heard from other officers present. But anyhow, the fort or whatever the structure might be called was captured and with it a brass eight-pounder, and some three more iron pieces of two and three pounds calibre; and as the Government report has it, the duke, his secretary, the son of the general and that of the second in command covered themselves with glory. These, as you will understand, were particularly mentioned in the report; but having had a conversation with some officers of very high standing who were present, understand from them that the whole affair was a mere farce, and that regular troops ought not to have been employed in it. Certainly here in Manila it is laughed at, and caricatures of the engagements are going the rounds, although as you may imagine *sub rosa*.

"I really think that these islands are under a curse, for what with earthquakes, fires, locusts, and typhoons we have been for the last three years terribly punished. From the first of these calamities we have not quite recovered ourselves, and it will take some time before we are able to do so. Atlhough most of the private dwellings destroyed by it have been rebuilt, still a stranger will see a great many ruins yet; on inquiring he will find that they belong to Government, which, owing to the very low state of the exchequer, is unable to undertake the rebuilding of its own effices and quarters. At present Government is trying to raise three millions of dollars, the half in a kind of public loan at 6 per cent. interest, with the receipts of the Customs as guarantee, the other half in, as I may say, a forcibly-voluntary manner, viz., by deducting 10 per cent. of the pay of all military, naval and civil officials whose salaries amount to over a thousand dollars a year, for which they will likewise receive 6 per cent. interest, and by a contribution of $200,000 to be paid by all householders together, for which they are likewise to be allowed interest. But of this I will speak more at length in my next. From fires we have likewise suffered a great deal, and last year particularly. But it seems that we have not yet had enough of this terrible scourge, for on the 2nd of this month, at half-past 10 o'clock at night, the bells of the different churches informed us of a fire raging on Trozo. Living in the neighbourhood, I dressed myself and went towards the place, and found the whole village, composed of mat covered and bamboo-constructed houses, in a blaze. When I first arrived there were but few people present, and those almost all foreigners, the Indians having all deserted their own dwellings *en masse*. A splendid new brick building just about finished was then still standing, and could have been saved if we had had at the time a few axes amongst us, but none were to be obtained; and although we did our utmost in tearing down houses to save the brick building, all our efforts were in vain, and much to our sorrow we saw the fine structure destroyed. The fire continued raging till five o'clock in the morning, and on the third evening, taking a stroll through the houseless streets, I could see the embers still ablaze.

"I suppose through this fire about 30,000 people have become houseless. Government is trying in a very praiseworthy manner to banish the 'nipa and cana,' or, as you may term it, matsheds, from the vicinity of more valuable buildings, but the people here are so careless that if it is even prohibited to build nipa houses in certain situations, the owner of a brick building will not in the least interfere if an Indian erects his nipa house next door. The result of his carelessness is that in a short time he will see himself surrounded with a nipa village."

STRAITS OF MALACCA.

SINGAPORE.

Dates are to the 7th July. The London mail of the 26th May arrived out on the 28th June.

Great satisfaction is expressed at the receipt of intelligence that the Straits Transfer Bill would be pushed through Parliament during the session.

The failure of the Agra and Masterman's Bank following so rapidly upon that of the Commercial, says the *Straits Times*, has produced paralysis of trade here quite unwarranted by the experience of the past twelve months, which has exhibited even more than the ordinary measure of successful commerce. There is no doubt that the condition of mercantile affairs both in India proper and in China, and which is said to have contributed so largely to the embarrassment of the banking institutions named, has been the cause of some measure of loss to the merchants of this place; but directly, this is slight, and considering that our staple trade both in exports and imports is equally independent of India and of China, forms no sort of grounds for the apprehensions which at present exist.

The Governor left on the 5th July for Penang and Malacca, on his yearly visit of inspection.

H.M.'s steamer *Salamis*, Captain Suttee, from England *via* Galle, anchored in the harbour on the night of the 20th June, with dates from Galle to the 15th.

The Nacodah Hadjee Ishmael and crew of the Dutch schooner *Boeroeng Laut*, from Singapore to Pontianak, were attacked during the night by twenty Chinese passengers off Tanjong Niang (Linga), after being two days at sea. Only one boy, called Lanpo, escaped by swimming till daylight, although wounded, when he was picked up by the Dutch barque *Annetta*. The rest were all murdered. It is said there were ten chests opium and 8,000 dols. on board the *Boeroeng Laut*, besides other cargo. When last seen the piratical passengers were steering north. The Resident of Pontianak, hearing the news, sent H.N.M. steamer *Celebes* over to look after the schooner and sent the boy Lanpo over to the Dutch Consul at Singapore, to identify the Chinese if caught.

Births, Marriages, and Deaths.

(Announcements for Subscribers are made free of charge.)

BIRTHS.

Bonham-Carter—On the 11th Aug., at 91, Gloucester-terrace, Hyde-park, W., the wife of Henry Bonham-Carter, Esq., of a son.

Daly—On the 8th August, at 89, High-street, Wandsworth, the wife of Mr. Robert Daly, of a daughter.

Gordon—On the 13th June, at Hankow, the wife of G. Grant Gordon, Esq. (late captain Royal Artillery), of a son.

Levick—On the 23rd July, at Hill House, Southampton, the wife of Henry Levick, Esq., H.B.M.'s Postmaster, Suez, of a daughter, stillborn.

Love—On the 10th June, at Shanghai, the wife of Joseph Love, junr., Esq., of a son.

Moyle—On the 25th June, at the Sailor's Home, Singapore, the wife of Captain J. M. Moyle, superintendent, of a son.

Preston—On the 20th June, at Canton, the wife of the Rev. C. F. Preston, of a daughter.

Roberts—On the 26th July, at Ramleh, Alexandria, the wife of W. H. Roberts, Esq., Agent of Peninsular and Oriental S.N. Co., of a son.

Sichel—On the 11th Aug., at 2, Sutherland-gardens, Maida-vale, the wife of E. F. Sichel, Esq., of a daughter.

Trollope—On the 26th July, at 19A, Grosvenor-square, the wife of M.-General Trollope, C.B., of a daughter.

Thompson—On the 14th June, at Hong Kong, the wife of George Thompson, Esq., of a son.

Varco—On the 11th Aug., at Darent-villa, Denmark-hill, Mrs. W. B. Varco, of a son.

Wilson—On the 26th July, at Wimbledon, the wife of Craven Wilson, Esq., late of China, of a son.

Wheeley—On the 8th June, at Shanghai, the wife of A. A. Wheeley, Esq., of a son.

MARRIAGES.

Bates—Aldrich.—On the 9th Aug., at St. Matthew's, Ipswich, by the rector, the Rev. C. H. Gaye, M.A., the Rev. Alfred Naunton Bates, M.A., rector of Blaxhall, in the county of Suffolk, to Emily Edith, youngest daughter of the Rev. John Cobbold Aldrich, M.A., incumbent of St Lawrence, Ipswich. No cards.

Bowra—Woodward.—On the 15th August, at Brompton, by the Rev. W. Dunford, E. C. M. Bowra, Esq., Interpreter Imperial Chinese Customs, to Thirza, daughter of the late S. Woodward, Esq., of Calcutta, and niece of Sir Edmund Temple.

Digitized by Google

CAULFIELD—MACGREGOR.—On the 26th July, at St. Luke's Church, Jersey, by the Rev. Edw. Guille, Henry Caulfield, Esq., late Royal Bengal Fusiliers, to Frances, eldest daughter of Lieut.-Colonel Malcolm MacGregor, unattached, late 21st Royal North British Fusiliers, and granddaughter of the late Malcolm MacGregor, Esq., Her B.M.'s Consul at Panama. No cards.

DEATHS.

CAROL—On the 30th June, at Singapore, suddenly, Charles Carol, well known in this place as the Tiger Hunter.

FARR—On the 24th June, on board the P. and O. steamship Ottawa, at Hong Kong, John Farr, second steward.

GLASSON—On the 22nd June, at Hong Kong, Joseph Glasson, boiler maker, late Aberdeen Dock.

GODBY—On the 20th June, at the North Barracks, Hong Kong, Louisa Godby, Royal Artillery, aged 1 year and 7 months.

HALE—On the 1st July, at Singapore, Mr. William Hale.

HARRIS—On the 22nd May, at Ellena, Kimanis River, Borneo, in the 40th year of his age, Thomas Bradley Harris, Chief Secretary of Ambong and Maroodu, and at the time of his death administering the government of that colony. A native of the State of New York, U.S.A., and for several years resident of Hong Kong.

OTTEN—On the 18th June, at the German Foundling Hospital, Hong Kong, Loisa, wife of Mr. Otten, tavern-keeper, Queen's-road, West, aged 41 years.

PRITCHETT—On the 21st June, at Spring-gardens, Hong Kong, Elizabeth, wife of Joon Pritchett, deputy-foreman Hong Kong Mint, aged 29 years.

REYHNVAAN—On the 20th June, at Mosque-terrace, Hong Kong, Clara Adelheid, the beloved wife of Mr. Reyhnvaan, aged 22 years.

SCHWAFFIELD—On the 20th June, at Hong Kong, on board H.M.S. Melville, Thomas Schwaffield, seaman, late of H.M.S. Princess Royal, aged 20 years and 6 months.

TAYLOR—On the 18th June, at Hong Kong, Louisa Mary Taylor, 20th Regiment, aged 2 years and 2 months.

WALBEEHM—On the 30th June, at Rhio, Johan Hendrik Walbeehm, Esq., in his 80th year.

WAKE—On the 11th June, at the Seaman's Hospital, Hong Kong, George Wake (mate), late of barque Jelly.

EXCHANGES ON LONDON.

[For dates, see first page.]

		Bank.	Private.
At Yokohama	6 months sight.	4s. 6¼d.	4s 7¼d. to 4s 7½d.
At Shanghai	6 ditto	6s. 0d.	6s. 4d. to 6s. 6d.
(per Tael.)			
At Canton, At Hong Kong, At Macao	6 ditto	4s. 5d⅞.	4s. 6d. to 4s. 6¼d.
At Singapore	6 ditto	4s. 4¼d.	4s. 5d. to 4s. 6d.
At Manila	6 ditto	4s. 4d.	4s. 4d. to 4s. 5d.

At Shanghai, Bills on India, Rs. 297 per 100 taels. At Hong Kong, Rs. 216, to 217 per $100. Bar Silver at Shanghai, 111 taels; at Hong Kong, 10¾ per cent. prem. Mexican dollars at Shanghai, taels 72-3 per 100; and Exchange on Hong Kong, 27 discount. Hong Kong and Shanghai Bank Shares, par to 3 dis.; Gas Company, 20 per cent. prem.; Hong Kong and Whampoa Dock, 40 per cent. prem.; Steam Shares, 30 per cent. discount; Union Dock Company, 10 per cent. dis.

On arrival of the English mail at Shanghai the Banks refused to name their drawing rate, and one of them began purchasing private bills at 6s.; after it was satisfied a rapid advance took place to 6s. 2d. to 6s. 3d., at which a considerable business was transacted. The rate had been very unsteady throughout the fortnight, as none of the banks would draw over 6s. 0¼d. A large quantity of silver had been sent away by the last three steamers to Hong Kong, and further shipments were going forward. The latest telegrams from Shanghai are to the 18th June, giving Exchange at 6s. 4d.

The following is from Messrs. Sharp and Co.'s Bullion Circular:—

GOLD.—Since receipt of the mail news on the 21st June the price for Gold Leaf has fallen a little; the value of Bar is still maintained. The arrivals have been $240,000 worth, and the exports $580,000, inclusive of the shipments per Northam on the 13th June.

SILVER.—$1,100,000 worth has been received, and $1,280,000 sent way. A large portion of this has been in transit from Shanghai.

DOLLAR CURRENCY.—Inwards $1,330,000, outwards $3,230,000. Of the latter 9½ lakhs have gone up the Coast, and the rest to India.

We should be glad to see our own local Mint as fully at work as those of Calcutta and Bombay.

DISCOUNT AND MORTGAGES.—The effect of the commercial panic at home is being injuriously felt here at present, for though the rate of interest is not materially higher, really good securities have in many cases been refused, and loans are arranged with difficulty.

EXCHANGE.—Sterling rates remain much as last quoted, with the exception of Bank bills which have receded, a wider margin than usual being insisted on. A better business has been done than might have been expected but many drawers hold back upon the news from home. The rupee demand has been very small.

SHARES.—The transactions have been but few and mostly confined to forced sales which have tended slightly to lower rates.

COMMERCIAL REPORT.

CHINA IMPORTS.

HONG KONG.

There has been much more activity in the market for Cotton manufactures than for some time reported, although to effect sales holders have been obliged to submit to a great reduction in price; in view of such very large arrivals, however, this can only have been expected. It will be noticed that settlements both of yarn and grey shirtings are on a larger scale than have been reported for more than two months.

WOOLLENS.—There is still nothing doing and rates are rather weaker, the Chinese, however, have shown a little more inclination to become buyers.

RAW COTTONS.—A demand has sprung up among natives and large sales have been effected at slightly improved rates, Tientsin staple being principally inquired for. The stocks in Shanghai and Tientsin are now said to be exhausted, and an improved market may therefore be looked for.

METALS.—Iron continues scarce and rates are well maintained. Lead shows a considerable decline.

COALS.—There have been several arrivals during the fortnight, some for private consumption and others to supply the market, the latter however having been sold to arrive he only sales to report are of two cargoes of Formosa coal at $9 and $10 respectively—these rates fully support last quotations, but in view of a good supply near at hand the market may be called a little weaker. Very little Bristol Channel Coal is on the way however, and for this holders are very firm, while buyers are willing to offer from $½ to $1 more than for West Hartley.

CHINA EXPORTS.

TEA.—Operations continued at the high opening rates until receipt of the late monetary advices from London which instilled more caution in the minds of the exporters, and the arrivals from the country continuing large the dealers are anxious sellers, so that rates tend palpably down. From all appearances the season's yield is large and good.

CANTON.—During the fortnight a considerable business in Scented Teas has been transacted at a reduction of about four taels in favour of buyers; this is to be attributed to the very discouraging news which came to hand by the London mail of the 26th April, which caused a sudden cessation in operations on the market; the leaf had been accumulating, and consequently the teamen became anxious to place their teas, thus within a week they gave way, and so the decline above mentioned was established.

AMOY.—The prices asked now by teamen are somewhat lower but are still considerably above home values. Arrivals to date are:—10,834 packages Congou, 2,459 packages Oolong, and 160 packages Orange Pekoe, against 5,294 packages Congou, 1,472 packages Oolong, and 435 packages Orange Pekoe, to same date last year.

FOOCHOW.—After the departure of last mail an active business was done in all kinds of Congou from Common Dust at taels 8.7 to finest Kaisow at taels 46. This continued until the English mail of 26th April arrived bringing the news of a monetary crisis in London. During the following two days no business was done, but on the third, when the teamen showed a disposition to accept a reduction of four taels on finest teas, and nearly as much on the lower kinds, there were many eager buyers; and the prices speedily rose to within about 2 taels of their former level. Settlements of common teas have been largely made for Australia and little good Common remains on offer. The market has been cleared of the finest grade for England.

SHANGHAI.—The London mail of 26th April with telegrams to 16th May, arrived on the 11th instant. The news received, reporting war imminent between Austria and Prussia, the failure of Overend, Gurney and Co., and of two banks not named, and a general panic necessitating the suspension of the Bank Charter Act, has had a very serious effect, and the market for new tea remains unopened. The export of teas from this port and Hankow to Great Britain is about 1,000,000 lbs., and to America 1,500,000 lbs. below last year's to same date. Black Teas: No settlements have taken place, the majority of credits being for the moment unavailable. The usual bank facilities having been withdrawn, holders cannot obtain advances on their stocks, and it is expected that a low range of stocks, and it is expected that a low range of prices will be shortly established. Only about 15 chops are on offer, none really fine, most of them are only of medium quality. Total settlements, with re-shipments from Hankow, from 1st June to date, 23,400 chests against 7,600 chests last year. Green Teas: There has been no business done in these descriptions, only 265 ½-chests have been shipped, and the stock consists of about 1,000 ½-chests. Advices from Ping Suey state that the yield is a large one, but as packers have been unsuccessful in obtaining advances for the purchase and preparation of the leaf, very few firing hongs are engaged, and it is supposed that a large quantity of tea will not be gathered. Good average crops are said to cost tls. 40 proportion laid down here. Arrivals may be expected in about three weeks. Total settlements: with reshipments from Kiukiang from 1st June to date, 265 ½-chests, against 3,600 ½-chests last year.

HANKOW.—Transactions had continued to a large extent on the same scale as opening rates, some 40,000 chests finding buyers at taels 34 to 41½ for Oopack, and taels 24 for Oonams.

KIUKIANG.—Black Teas: On the 2nd instant two chops of flavory Hohow (Kaisow kind) were purchased at 32 tls. per picul, but no settlements of Ningchow took place until the 12th, when three parcels found a buyer at 33½ tls. proportion. Since then 10 chops had been settled at at from 33 to 40 tls.; prices about 8 tls. higher than last year's opening rates. The leaf is considered inferior to last season's but the liquors show a decided improvement. The mail news of 26th April had put a stop to purchases. Arrivals had been small, but large supplies were shortly expected. Settlements for the fortnight, 3,200 chests at the following prices:—Hohow, fine to finest, 28 to 32 tls.; Ningchow, fine to finest, 29 to 40 tls.

YOKOHAMA.—Since the departure of last mail no very great amount of business has been done in the Tea market. In New Teas about 440 piculs have been settled at from $30 to 31 per picul, the grade is good medium to fine; after most of these settlements were made, the teamen advanced their ideas as to price, and several parcels were withdrawn, which checked any large operations on the part of foreigners, while the stock, which is increasing each day, is likely to exceed the demand, and consequently no advance in rates is looked for. In Old Teas about 160 piculs have been settled on rather easier terms.

RAW SILK.—The quantity of raw silk taken to Europe by the present mail is 1,649 bales, 1,341 bales for Southampton, and 308 for Marseilles.

CANTON: The news from Europe has been so discouraging to buyers that no transactions in the new crop are reported to have taken place since operations ceased on the part of Parsee houses, and prices are gradually declining. The second crop is now coming forward, and a still further reduction is looked for. The quotations are: Loong-kong, No. 1, $470 per picul.

SHANGHAI.—This market cannot yet be said to be thoroughly opened, though a few small purchases are reported, at a price equal to 420 to 430 tls. for No. 4 Tsatlees. Settlements must amount to from 1,500 to 2,000 bales since the 1st instant, being composed almost entirely of contracts, country purchases, and shipments on native account. Chop Tsatlees are costing in the country about 450 tls., and are offering on this market at about the same price, but buyers are not inclined to operate at over 420 to 430 tls., and at these rates not to any large extent. Kah hing-Taysaam, No. 1, is quoted at 400 tls., and Haining, No. 1, at about 420 tls. nominal.

YOKOHAMA.—The downward tendency of the prices of certain classes

Digitized by Google

of silk, and subsequently the news brought by the mail of the 10th of April, had caused some animation on the market when the arrival on the 8th of the French mail of the 17th April had the effect of almost entirely stopping business. It appears that, owing to the partial failure both of the silk worm's eggs reproduced at home and of a large portion of those which were exported last year from this country, the expectation which was hitherto entertained of a largely increased crop in Europe will to a great extent be disappointed. However, the probability of a war in Europe too heavily counterbalances the weight of such conclusions as may be derived from the above facts, not to induce buyers to suspend their operations until news of a more definite character reach this port. Settlements during the past fortnight amount to about 300 piculs, and the unsold stock may be estimated at from 700 to 800 piculs. The Japanese persist in their report that the frost at the beginning of May, and the continuance of inclement weather ever since, will be found to have had a damaging effect on the crop of this year, chiefly in the districts of Joshiu and Sinchiu. They will decline entering into contracts for Silk-worm's eggs, and expected very high prices for the articles which, probably, will not appear on this market in any large quantity before the 15th July. Settlements since the 1st July amount to 11,250 bales, against 16,150 bales same time last year. The quotations, which are quite nominal, are as follows:—Ida, inferior, 580 dols. to 620 dols.; Mybash and Sinchiu, medium, 700 dols. to 740 dols.; inferior, 650 dols. to 690 dols.

SHIPPING INTELLIGENCE.

ARRIVALS.

At YOKOHAMA.—From Liverpool: May 31, Eclipse. Reported per telegram from London: Isles of the South.

At SHANGHAI.—From London: June 8, Star of China. From Liverpool: 19, Vigil. From Sunderland: 13, Abbott Lawrence; 18, Knight of Snowdon. From Newcastle: 20, Maggie Leslie. Reported per telegram: From London: Westminster, Dunkeld, Dartmouth.

At HONG KONG and CANTON.—From London: June 20, Ellen Roger, Seawfell; 21, Mary Nickelson; 26, Melbreck; 27, Kelso. From Liverpool: 21, Avon; 27, Veronica, Corrientes. From Cardiff: 16, Royal Minstrel; 20, Bella. From Swansea: 20, Visceta. From New York: 26, Golden State. From England: Douglas (str.).

At MANILA.—None.

At SINGAPORE.—From England: June 20, H.M.S. Salamis. From London: 24, Florence Nightingale; 28, Frederika. From Liverpool: 22, Addison; 27, Chili. From Sunderland: 21, Castilian. From Newcastle; 24, St. Oswin; 25, Gesine Brous, Holland; 27, Paul Johan. From Glasgow: 28, Edinburgh Castle. From New York: 25, Varuna (str.).

At PENANG.—None.

DEPARTURES.

From YOKOHAMA.—None.

From SHANGHAI.—For London: June 20, Ethiopian.

From FOOCHOW.—For London: June 6, Ada, Belle of Southesk; 7, Falcon; 12, Yangtsze; 14, Tamana; 19, Feronia.

From HONG KONG and CANTON.—For New York: June 24, May Queen.

From MANILA.—For London; June 7, Oithona. For New York: 6, Castleton.

From SINGAPORE.—For London: June 27, Winona. For Bordeaux: 24, Immaculee.

From PENANG.—None.

VESSELS LOADING.

At YOKOHAMA.—None.

At HANKOW.—For London: Hoangho (engaged full), Napoleon III., Fire Queen, Gossamer.

At SHANGHAI.—For London: City of Aberdeen (under despatch), Cinderella, Burdwan, Fusi Yama, Pakwan, Illimani, John R. Worcester, Vigil, Coral Nymph, Star of China.

At FOOCHOW.—For London: Laurel, Lennox Castle (full), Dewa Gungadhar, Scindia, Amber Witch, Orante, Sovereign of India. For Liverpool (expected), Everest.

At HONG KONG and CANTON.—For London: Alma, Island Queen. For New York, Music.

At MANILA.—For Falmouth: Zwaan, George Every. For Cork, Equinox, Theresa. For New York, Sailor Prince, Sooloo, White Swallow.

At SINGAPORE.—For London: Yuh Shing, Dovercourt. For Liverpool River Eden, Harry Puddemsey, Edinburgh Castle.

At PENANG.—For London: Balaklava, Oribe, Benvenue.

FREIGHTS AND CHARTERS.

At YOKOHAMA.—To London: Cotton and Tea £2 10s. to £3 per ton. Silk: £4 to £4 10s.

At HANKOW.—To London: The rate is £6 10s. per ton of 50 cubic feet.

At SHANGHAI.—The Ethiopian and City of Aberdeen both get £5 per ton to London, but the rate for other vessels is £4. For coasting purposes there is less demand and rates have declined.

At FOOCHOW.—To London: £3 to £4 per ton.

At HONG KONG and CANTON.—In home freights nothing of importance has occurred, the Alma takes the berth at Whampoa at £3 10s. per ton; for the coast rates are low with little doing. The circular of George Holmes estimates the number of disengaged vessels in harbour at 90 (exclusive of Siamese), representing 43,557 tons.

At MANILA.—To United Kingdom, £3 5s. for unclayed sugar. To New York the White Swallow takes 500 tons clayed sugar at £2 5s., and fills up with hemp on owner's account.

At SINGAPORE.—The freight market generally is dull. To England rates remain unchanged at £2 per ton dead weight, £2 10s. light cargo. Produce for shipment scarce.

VESSELS PASSED ANJER.

From ENGALND and CONTINENT to CHINA, &c.—Caldew, from Sunderland to Hong Kong; Stanley, do.; Runnymede, do.; Favourite, London to Hong Kong; Vicksberg, Shields to Hong Kong; George Raynes, do.; Ceylon, Liverpool to Hong Kong, William Mitchel, Cardiff to Hong Kong; Congress, Newport to Hong Kong; Edith Banceilor, from Liverpool; Ocacia, London; Pauline, Arabia, Cardiff, Toderte-linde, and Newcastle, all to Shanghai; Chili, Liverpool; Florence Nightingale, and Frederica, London to Singapore; Lorton, London; Recife, Liverpool to Yokohama; 20, Joven Thomas, Newport to Hong Kong; St. Peter, Landberg, Liverpool to Batavia; 22, Pacahontas, Cardiff to Hong Kong; 23, Nagasaki, Rotterdam to Samarang.

From CHINA, &c., to ENGLAND and CONTINENT.—June 22, Serica, Taitsing, Foochow to London; 24, Patriot Queen, Singapore to Liverpool; Kung Mun, Macao to London; County of Renfrew, Sourabaya to Rotterdam; 26, Martinho de Mello, Macao to Lisbon; 29, Alfred Ray, Singapore to Bristol.

From UNITED STATES to CHINA, &c.—June 20, Ocean Rover, Boston to Batavia; 22, Supply, New York to Macao; Christopher Hall, New York to Hong Kong.

REPORTS, CASUALTIES, &c.

HONG KONG.

The steam ship Douglas left Aberdeen on February 26th, and on the 3rd of March, while in the act of disconnecting, a sea, striking the propeller, broke the shaft; bore up for Gibraltar and arrived on the 8th, when, after a detention of twenty days and receiving a new shaft from England, she proceeded on her voyage and arrived at Singapore on the 13th June; left again on the 19th with a full cargo and 150 Chinese passengers. The Douglas is the first iron screw steamer built at Aberdeen by the well-known and long-established firm of Messrs. Hall, and is intended to run in conjunction with the steamer on the Foochow line. The Douglas is 615 tons new register, 160 nominal horse power, and has sleeping berths to accommodate 200 Chinese on her main deck, with superior accommodation for first-class passengers. She is commanded by Captain R. E. Baker, formerly of the Undine.

The British ship Ellen Rodger left London March 10th, had N.E. winds fresh, after leaving the Channel severe gales from westward, the barometer 28-70, the gales continued after passing Madeira Island, being obliged to pass 150 to the east of it. The N.E. trades very light and variable April 4 crossed the equator, long. 24 12 W. the south-east trades fresh and steady very far south. Mostly fine weather from the Sun to the Cape of Good Hope, with the exception of a heavy S.E. gale which lasted three days. April 29th pass the meridian of the Cape between the Cape and Amsterdan Island, experienced heavy gales, barometer very low at times, much lightning and thunder. Made Java-heads May 26th very light and variable wind, in the China seas fine weather.

(Reported by Telegram.)

The Fairlight, Hong Kong to San Francisco, lost on the Majacosima Group.

The Petronella, London to Sourabaya, is stranded and waterlogged near Booinjes Island.

COMMERCIAL POSTSCRIPT.

Intelligence has been received of the loss of the Bremen ship *Libelle* from San Francisco to Hong Kong, but we can find no account of it in the Hong Kong papers. She left San Franciso 23rd January.

The Erl King (str.), Foochow to London, arrived at St. Vincent, Cape de Verds on 6th August.

A clipper ship, of 394 tons, the property of Messrs. Glover Bros., of Aberdeen and Japan, named the *Kagosima*, to trade between China and Japan, was launched from the building yard of Messrs. Jno. Humphrey and Co., of Aberdeen.

The Herald, from Shields to Hong Kong, put into Port Elizabeth on the 8th June with master (Storey) dead, another master (Thorpe) has been appointed.

The Lockett, from Shanghai to Liverpool, which was spoken 16 July, 22 S., 2 E., had experienced heavy weather off the Cape of Good Hope had been on fire, and struck by lightning, without however having sustained much damage.

LAID-ON.—At Glasgow for Singapore and Penang: James Paton. At Liverpool for Shanghai: Maiden Queen.

CASUALTIES.—H.M.S Leopard arrived in Simon's Bay reports that on the 25th June, in lat. 33, S. lon. 28 E., she spoke the Dutch barque, Aqua Marina, from Cardiff to Singapore, which vessel had sprung a leak.

The following vessels, which put into Algoa Bay with damage, are discharging there: the Margaretha Simonetta, from Cardiff to Singapore; the Raleigh Dobson, from Colombo to London, cargo much damaged; and the Winklow Foster, from Sunderland to Saigon.

ARRIVALS NOT INCLUDED IN THE TABLES.—Aug. 14, off Torbay, from Batavia, Cornelis Wernard Eduard; 16, at Plymouth, from Colombo, Star of the North; at Liverpool, from Akyab, Francis A. Palmer; 18, at London, from Colombo, East Lothian; 15, at Queenstown, from Akyab, Levant; 17, from Akyab, Maritana and Astrea; from Batavia, Betty Ricker; 18, at London, from Colombo Cuban; 15, at St. Nazaire from do., Ploermel; 18, at Falmouth, from Rangoon, Pioneer; from Bassein, Catharina Cecile, John Ritson; from Akyab, Anna Helena, Julia Kelly, Corinne; at Liverpool, from Rangoon, Bayard; at Queenstown, from Akyab, Canute.

DEPARTURES.—August 17, from London, for Swansea and China, Fort Regent; 15, from Cardiff, for Yokohama, Sea King; 16, from London, for Hong Kong, Boanerges; 18, for Shanghai, Silver Eagle; 16, from Newport, for Singapore, Constance; 14, from Clyde, for Batavia, Country of Lanark; 20, from Liverpool, for Galle, Mikado; for Singapore, Sophie.

The West Wind, Blandford, from Cardiff to Shanghai, put into Mauritius on the 11th July, making much water and with loss of nearly all her sails and about 40 tons of coals thrown overboard, and was discharging.

The Henriette v. Harten, from Singapore to Hamburg, put into Mauritius 13th July, having sprung a leak and carried away rudder and bulwarks.

The Argo, Andringa, from Batavia to Holland, put into Mauritius 14th July, with loss of rudder head, bulwarks, sails and a boat.

Digitized by Google

NOTICES TO CORRESPONDENTS.

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be authenticated by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

A Register is kept of the addresses of all persons connected with the Far East and reference can be made to the same by personal application at the office or by letter.

Any information required by Subscribers, in reference to Commercial or General matters in China, Japan, Singapore, *and other parts of the* Far East, *will be supplied on application at the Office, where files may be seen of the Journals published in those countries.*

THE LONDON AND CHINA EXPRESS.

PUBLISHED on the departure of the Mails *via* Marseilles on the 10th, 17th, and 26th, contains a Summary of European, American, and General News; Commercial and Shipping Reports, and Special notices of Trade with the Far East.

Subscription 54s. per annum, including Postage. Export Supplement 12s. extra.

The London & China Telegraph.

LONDON, MONDAY, AUG. 20, 1866.

THE REPORT OF THE MORTALITY COMMITTEE.

The Select Committee obtained by Colonel North to inquire into the causes of the terrible mortality among our troops at Hong Kong has issued its Report, the tenor of which we regret to say is very far from being satisfactory. This unfortunate result we are bound to say is in no way attributable to any shortcomings on the part of the gallant Colonel, whose indefatigable assiduity as Chairman of the Committee deserves the highest praise; but the remaining members, fourteen in number seem to have been almost equally divided into two parties, one of which insisted on throwing the blame entirely on the War-office, while the other was equally determined that it should rest on General Guy and the local authorities. The Committee sat nineteen times and examined a large number of witnesses, including the Duke of Cambridge, Sir Edward Lugard, Sir Hope Grant, Colonel Sankey and Captain Burland of the 9th, Colonel Jenner of the 11th, and Dr. Snell of the 99th Regiment. When the evidence had been duly considered, the Chairman and Lord Hartington each pre prepared a draft Report, and these being read at a full sitting-seven members voted in favour of each. The Chairman of course gave the casting vote in favour of his own draft, which was thereupon proceeded with, but was during subsequent sitting, altered and "amended" until it gradually lost all semblance of its former self, and, we may add, nearly all its usefulness into the bargain. The Report in its published—and mutilated—state commences with a recapitulation of the mortality statistics, with which our readers are already sufficiently familiar. It then takes up the case of the 99th Regiment, the sickness in which is attributed solely to the unhealthiness of Kowloong, and the unfitness of the huts there for habitation by European troops; but the Committee "express no opinion as to the military "necessity which, it has been stated, required that the 99th "Regiment under these circumstances should be kept there for "five months; they confine themselves to expressing their "opinion that the sanitary state described was due to the "adoption of that course." Passing on to the case of the 9th and 11th Regiments, the excessive mortality they suffered from is set down partly to the unhealthiness of the season of 1865 and to exposure to heat and malaria on duty; but chiefly to deficiency of barrack and hospital accommodation and the overcrowding which resulted therefrom. The Report however expresses no opinion as to who is responsible for this state of things. On the one hand it is urged that General Guy's instructions, gave him no alternative and allowed him no freedom of action; on the other, it is maintained that he had sufficient discretionary power to enable him to take such steps as would have at least greatly mitigated the evil. On this point opinions were pretty equally divided; no one seems to be able to define where the power of the War-office ends and that of the Commander-in-Chief begins, and between these two stools the Committee comes to the ground. As regards the employment of Indian troops we are glad to find that the Committee are unanimous in recommending it in the strongest possible terms; and this is about the only practically useful suggestion in the Report from which we expected so much. Colonel North has given notice that early next Session he will call the attention of the House to its contents, and also to the inadequate pay of officers serving in China.

SIAM.

Of the various forms of government obtaining among the countries of the Eastern Hemisphere the most remarkable is perhaps that of Japan, which to outward appearance admits of a double Monarchy; for so the separate offices of Mikado and Tycoon, or more properly Shiogoon, are generally regarded. In reality however Siam, although its institutions are not generally considered so interesting as those of the first-named country, presents in its form of government an anomaly still more curious, inasmuch as it has maintained at different periods both a double and single sovereignty, in the former case the two potentates being distinguished by the respective titles of First and Second Kings of Siam. The general impression regarding the relative positions of the two Kings, which has gained credence chiefly through statements put forward by Sir John Bowring in his well known work on Siam, is to the effect that the kingly power is really divided, although in unequal shares, between the two Monarchs; and this idea obtained additional currency through the medium of an obituary notice of the late Second King which went the round of the English newspapers shortly after his death. Somdetch Phra Pawarendr Ramesr Mahiswaresr, the personage alluded to, was the younger brother of the present First (and sole) King. He is represented by Sir John Bowring as a very distinguished man, possessing abilities of a high order combined with strong literary and scientific tastes; speaking pure English, writing a good hand, and being only surpassed by his elder brother in energy and in the greater prominence of position enjoyed by the latter. Sir John Bowring further represents the two Princes as residing together in the same palace and sharing almost equally in the pomp and ceremonies of the Court. Siam even more than Japan has been until very lately a sealed book to the inhabitants of the Western World, and therefore such erroneous impressions as here indicated are to a certain extent excusable; the few words we have to say in correction of them are however based on the highest possible authority.

The Monarchy although ostensibly a divided one is not so in reality, the titular rank held by the late Second King being merely an honorary distinction conferred on him by his elder brother. The position thus held gave him no definite share in the executive government of the country, but nevertheless resembled to a certain extent that of our own Prince of Wales, inasmuch as it indicated the highest rank in the country next to that of the supreme ruler; and had its possessor survived the First King he would doubtless have acted as Regent during the minority of his successor. Nor must it be supposed that the sovereignty, whether sole or divided, is an absolute one; the government is carried on by a Senate and a Council of Nobles presided over by the King, in speaking of whom we may now discontinue the numerical distinction hitherto in vogue, as the office of Second King is not likely at all events for the present to be renewed. The two brothers have never resided together since their childhood, their palaces and most of their Court ceremonies having been kept entirely distinct, and varying in importance and magnificence according to their relative positions. The Second King commenced his career as an officer in the army, and greatly distinguished himself as commander of an expedition dispatched against the Cochin-Chinese, then at war with Siam. The latter part of his life on the contrary was passed in retirement and inactivity except as regards the pleasures of the chase, to which he was much addicted. He had some theoretical knowledge of navigation and military tactics, and had also studied English and some other foreign languages, but had made little use of these acquirements. Shortly before his death he became a dyspeptic invalid, and having unfortunately neglected the advice of his medical attendant eventually succumbed to the disorder. The present King, who is the legitimate Sovereign by right of succession, is undoubtedly a wise and beneficent monarch. During his early youth he devoted himself entirely to study, and in the garb of a Buddhist priest spent some years in a monastery, during which time he acquired a fair knowledge of the Pali, Sanscrit, and other Oriental tongues; also of history, geography, chemistry, and astronomy, the latter being his favourite science. At a later period he acquired English and Latin. Since his accession to the throne Siam has enjoyed unparalleled peace and prosperity, amicable relations having been maintained with all foreign Powers, while slow but sure progress has been made in developing the internal resources of the country and improving the condition of its population.

Digitized by Google

NEW TELEGRAPH TO INDIA AND CHINA.

A COMPANY has been formed, and will be launched at the first opportunity after an improvement in the money market, for the purpose of resuscitating the Red Sea line of telegraph to India. It is proposed also to lay a submarine from Falmouth to Gibraltar and Malta, in order to be free from the interruptions on the present route to Malta over the Italian lines, &c. The company propose also to extend the lines on to China and Australia.

THE CHINESE MISSION TO EUROPE.

THE last outgoing French mail conveyed his Excellency PIN-TA-JIN and suite, on their return to China. Having visited Holland, Denmark and Russia, they returned from St. Petersburg by way of Berlin, Cologne and Brussels, to Paris. While at Copenhagen, the COMMISSIONER engaged a number of mining engineers and mechanics to proceed to China in the service of the Government. We understand his Excellency leaves Europe well satisfied with the reception he has met with, and trust that some good results from his visit will ere long become visible.

Naval and Military.

The Rodney, 78, screw wooden ship, 2,270 tons, 500-horse power, has been taken into dock in Sheerness-yard, where she is to be brought forward for commission and fitted up as the flagship of the China station.

Her Majesty's gun surveying vessel Nassau, 4, commissioned by Capt. Mayne for the Pacific, and under orders to proceed to the Straits of Magellan, has been detained at Woolwich for a few days, in order to undergo some alterations suggested by Capt. Mayne, such as the supply of bow stoppers for the chain cable, &c.

The recent gunnery experiments upon the turret of the Royal Sovereign and the recent engagement with the Spanish ironclad squadron at Callao have proved almost beyond a doubt that the system of revolving turrets is one which merits great attention. Such being the case, it remains yet to be determined whether the system cannot be developed on a much more extended scale than its most sanguine supporters ever expected. A plan has been recently submitted to the authorities of the Admiralty and War Department which although bold in idea to the very extreme commends itself for its simplicity. It is proposed by a civil engineer in Portsmouth that revolving ironclad forts should be erected on the foundations now in course of construction on the No Man's Land Shoal and the Spit and Horse Sands, the forts upon which are intended to defend the roadstead known as Spithead. It is perfectly clear that if three men can turn with ease one of the turrets of the Royal Sovereign, although weighing 130 tons, a revolving ironclad fort could be turned with equal ease by powerful hydraulic machinery, even though weighing as much as 4,000 or 5,000 tons. At all events, the scheme is worthy the consideration of the authorities, and might fairly be left to the turret committee or to the Chief Engineer at Portsmouth Dockyard to report upon its practicability. It is proposed that the diameter of these forts should be 213ft., being the same as that of the top course of the present foundations, having a double curvilinear sectional form, such form being, it is believed, preferable to that of a quadrant or that of an angle of 45 degrees. The forts will have two tiers of 600-pounders mounted on an upper and lower tier, each containing 16 guns, or 32 in all, and will revolve on three lines of rails with conical wheels, the wheels themselves being connected in the most powerful manner with the platform above, which, in reality, will form the foundation upon which the whole of the ironclad superstructure of the fort will rest. The guns will stand one immediately over the other upon an iron gallery, each two being separated from the others by iron divisions to avoid the possibility of accidents. The approximate weights would be as follows:—Wrought iron casing, 2,000 tons; backing, framing, &c., 1,500; 32 600-pounders, 1,000 tons; total weight to be turned by hydraulic power, 4,500 tons. Ample space will be provided within the forts for barracks, magazines, &c., but it is intended that a staircase should be erected in the centre, with an ironclad look-out tower forming its roof. We must now avail ourselves of iron, steel, or if there be any other harder and more durable metal known to keep out the ponderous shot and shell which are about to come into use.

THE TELEGRAPH TO INDIA.—At a meeting of the Liverpool Chamber of Commerce on the 8th, Mr. Horsfall, M.P., complained bitterly of the irregularity and incorrectness with which telegraphic communications were transmitted between this country and India. He mentioned one instance in which orders were sent to India "to purchase 1,000 bales of cotton;" the orders received were to "purchase 21,000 bales." Another message was sent to a gentleman in India that his wife in England "had presented him with a fine daughter." The message received by the gentleman was that "his wife had presented him with five daughters." Trouble has fallen upon the proprietors of a Ceylon newspaper, because the zeal of their editor endeavoured to make sense out of telegraphic nonsense, and, sacrificing truth to reason, committed a very serious libel. The story is thus told in a Bengal journal, brought by the last mail:—"The *Colombo Observer* received the following telegram:—'Asiatic Bank shops loss hundred and forty-two thousand sterling,' and published it thus—'Report, Asiatic Bank stops: loss £142,000.' Immediately a tremendous run on the branch banks at Colombo and Kandy ensued, and the institution has thereby sustained very serious damage. The local manager has acordingly brought an action for damages. The *Observer*, in so serious a matter, should have published the telegram word for word, as received, with remarks. It has since apologised, but the matter has been referred to the home directors." This is published as a caution. The story wants completeness, for we do not learn from it what the intended message actually was; but the practical lesson to be gathered from it is not the less valuable for that. Print the message as it is delivered, and leave the public to find out its meaning.

INDIAN MAILS.—"An East India Merchant" writes as follows: Sir,—I am not a newspaper grumbler, but because I do not always exercise it I have not given up my right to grumble and complain when an occasion arises which would, I think, justify something more than an anonymous growl. I wish to call your attention to the manner in which our Indian Mail Service is carried on, and to the inconvenience, to use the mildest of terms, to which I, and doubtless hundreds of others are subject by the non-arrival of the mails at, or at least near, the contract dates. I was informed by telegraph that considerable remittances had been sent to me by the steamer *Mongolia*, which left Calcutta on the morning of the 9th of July. The duplicates were sent on the 16th of the same month *via* Bombay, and, I learn from a telegram in *The Times*, did not catch the steamer. The "Postal Guide" informs me that the mail carried by the *Mongolia* should be delivered in London on the 13th. It did not, however, reach Suez until the morning of the 9th, is "expected" at Marseilles on the 16th, and may be in London on the 18th, but I do not hope to see my letters sooner than the 19th. This is what I want to complain of. The distance by Admiralty chart I make to be, from Calcutta to Suez, 5,200 miles. If we divide this by thirty-one it gives a run of a fraction over 167 miles a day, and by dividing again by twenty-four a trifle under *seven miles an hour*. How long would such a rate between this and America be tolerated? It is a notorious fact that the new vessels of the P. and O. Co. are beaten by the vessels of the French Company—that, in a word, they are not the P. and O. of old days, of which all used to be proud. I want to know if the penalties contained in their contract are ever enforced, and if they would be liable for any loss I might sustain by their failure to carry out their contract.

THE SUEZ CANAL.—The annual general meeting of the shareholders of the Suez Canal Company has been held at Paris, M. de Lesseps presiding. The report gave an account of the situation of the works, which were stated to be going on satisfactorily. The Viceroy of Egypt, the document declared, considered it a point of honour to facilitate in every possible manner the termination of the canal. The expenses during the last year have been a little over forty millions of francs, and the total of the sums expended to the 30th June, 1866, nearly 168 millions. The resources which the company may reckon for the completion of the works are estimated at 150 millions, a sum considered quite sufficient to support the outlay still to be made. The report was approved of, a committee named to examine the accounts, and the thanks of the meeting voted to M. de Lesseps.

THE RUSSO-AMERICAN TELEGRAPH.—The Collin's Russian Telegraph line has been completed to Frazer Lake. The work is being pushed vigorously, and the line is expected to reach "Rocher de Bouiller" on the 1st of August. Over 250 pack animals are employed in transporting wires and supplies.

CAPTURE OF THE "JACOB BELL," FROM CHINA.

(From the *Ravenna* (Ohio) *Democrat.*)

Very many Ravennians well remember Mrs. H. Dwight Williams, wife of the gentleman who was the first cashier of the Portage County Branch Bank, whose residence in Ravenna covered the time between December, 1847, and January, 1851. For some little time prior to the war Mr. Williams held the post of Commissioner of Customs at Swatow, China, one of the five ports through which commerce is admitted into the Celestial Kingdom. On a homeward voyage, about two years since, on account of her health, on board the ship *Jacob Bell*, Mrs. Williams was captured by the rebel privateer *Florida*, and robbed of all her baggage, including letters, pictures, and curiosities she was bringing to America. The rebel commander of the *Florida* was Captain N. Maffit, who a few years before the war had become the owner of some property in St. Paul, Minnesota. A complaint and prayer for the confiscation of a piece of property in that city, known as lot one, in block thirty-six, upon which stands the building used as the St. Paul *Press* office, was commenced in the United States District Court, and was heard at its session at Winona early in June last—this being the first case of the kind decided in Minnesota. As the courts of the United States make it a rule that no decree of confiscation be entered unless the acts of rebellion be proved by testimony, it became necessary to summons from New York Mrs. Williams, who was on the ship *Jacob Bell* when that vessel was captured by the *Florida*, and therefore an eye-witness of Maffit's overt acts of hostility to the Government. Her testimony before Judge Nelson, though developing nothing new on the general charge of rebellion, was quite interesting for its personal reminiscences of the noted buccaneer who commanded the *Florida*. Mrs. Williams cherishes lively recollections of the robbing of her personal effects by Maffit, and would be glad to inflict upon him adequate punishment for his crimes. She gave an account of the capture of the *Jacob Bell*, and the part taken in the transaction by Maffit. On being taken on board the *Florida*, she heard a cultivated voice saying, "Please take my arm, madam," and being surrounded by ruffians, she allowed Captain Maffit to conduct her to his cabin. She afterwards handed to Captain Maffit a list of her private property, with the expectation that it would be saved from the fate reserved for the ship and valuable cargo. Maffit told her that he could not save her property, and expressed regret at what she must suffer in seeing the destruction of so many of the nice, curious, and valuable articles which she had purchased in China. Mrs. Williams obtained permission to return to the *Jacob Bell*, and there discovered the rebel officers and crew in the act of appropriating her property to their own use, which she was powerless to prevent. The officers of the *Florida* split and broke open her packages, which contained laces, private letters, photographs of friends, and such as they did not want were cast on the deck and trodden under foot. While engaged in this business the *Jacob Bell* drifted against the *Florida*, and for a time all on board the latter were in imminent peril. But steam was got up, and the two vessels were disentangled, and soon after the *Jacob Bell* was fired and destroyed. Mrs. Williams gives Maffit a very bad character. He was outwardly civil, but if it could better have served his purpose and benefited his cause it would have cost him no pang to act the pirate to the death as he was acting it to the life. Mrs. Williams was on the *Florida* two days, when she with all the officers and crew of the *Jacob Bell* were transferred to a Danish bark and taken to Bermuda. The evidence in regard to Maffit's overtacts of rebellion being amply sufficient, Judge Nelson issued the decree of confiscation.

Digitized by Google

The San Francisco and China Line.—The first result of its establishment will be a vast increase in the Chinese population of the State of California and the adjacent territories. Eleven thousand Chinamen are now at work cutting the Pacific Railroad through the Sierra Nevada, and the number will be greatly increased next season.

Continental Intelligence.

Rotterdam, August 7.

It has created in the first place much indignation that Mr. Myer has succeeded in his endeavour to annul the Royal decree of the 5th of January, which of course has been already proclaimed in India. You will remember that this important liberal measure for the Javanese consisted herein, that it was henceforth forbidden that the heads of the native tribes (*inlandsche hoofden*) could claim personal services from the population. In consequence hereof the amount destined by Mr. Fransen van de Putte to give these chiefs compensation in money does not appear amongst the credits asked by Mr. Myer. *Ergo*, the natives must remain *la gens taillable et corvéable à merci*. The other reason why the Liberals must disapprove of the budget is, that Mr. Myer declared that he would maintain the cultures, and especially those of coffee and sugar, while the Liberals have done all they could of late years to promote free labour in India. In addition, his regulation of the sugar industry in India is such that the interest must be ruined, because it will be impossible to maintain a competition with the European manufacture of beetroot sugar.

The Minister of the Colonial Department has asked in his budget for a credit of 200,000 francs, which amount is destined for a subsidy for the steam-line between Java and Australia. This is certainly good news.

Mr. H. C. Bekking, ex-resident of Rembang, the great promoter of free labour in India, died yesterday of cholera, at Scheveningen, which bathing-place is almost totally deserted. The death of this warm Liberal will create much sensation amongst his numerous friends in India.

COMMERCIAL.

Coffee.—The market was very active since our last report; the private transactions include 1,500 b. Java, ex Cornelia Adolphina, at 43½c.; 1,100b. Macassar, ex Indus, at 37¾ to 38c.; 1,300 b. Java, ex Maria Veronica, at 42¼c.; 1,500 b. ditto, ex several ships, at 30 to 44c.; 141 b. Macassar, ex Macassar, at 28 to 34c.; 115 b. Bali, ex Lichtstraal, at 34c. The Trading Company announced its August auction, at which 116,224 b. Java and Padang will be offered. The good ordinary sorts are valued at 43c. The total stock in Holland amounts to 530,100 b., against 542,200 b. in 1865.

Raw Sugar.—Since the auction of the Trading Company, at which 55,890 mats were sold, at 2f. to 2½f. above May, the market remained very firm, but without transactions, because holders decline to operate without a further advance. In Amsterdam a parcel of 1,225 mats Passaroeang, ex Anthony van Hoboken, No. 17¾, very fine quality, was sold at ¼f. under July value. For refined the market is very lively, and important transactions were done. The unsold stock of the Trading Company amounted, on the 1st, to 49,854 mats, against 33,104 mats in 1865. The first hand private stock was 35,657 mats, while the total stock of raw sugar amounted to 56,146,109 bls.

Rice.—The market was very animated, and the imports of much importance. 2,500 b. Necranzie, ex Diana, were sold at 6¾f.; 6,800 b. Rangoon at prices which did not transpire. 16,000 b. Necranzie, ex Nevada, 5,220 b. Bassein, ex Theo and Lula; 6,700 b. do., ex Warrior, 5,120 b. Rangoon, ex Catharina, 6,000 b. do., ex Vincenzo Gianello, 2,500 b. do., for Chefoo, one cargo, ex Procymatia, are destined for our rice-mills. Per Nova Zembla arrived 9,600 b. Necranzie, but this ship was lost on our coasts.

Spices.—There is a good demand for Cloves, because nothing will be offered in the next auction. For No. 2., 28c. is offered, but holders still decline to operate. The demand for Nutmegs is also somewhat more active. No. 1 was paid with 72c. The unsold stock of the Trading Company amounted to 1,550 casks Nutmegs; 760 casks Mace, 2,477 fard. Cinnamon, 2,921 b. Pepper.

Tea firm, but without transactions.

Tobacco (Java leaves).—There is much demand for fine quality, but there is no stock. Inferior quality is very abundant, but impossible to sell. All that was offered in private auctions and by inscriptions was bought in. Manila Tobacco was much inquired for, and there was, in consequence, some improvement in prices. The first-hand stock amounted to 17,571 bales Java; 3,241 bales Manila.

Java Indigo continues to attract attention, and there is much demand for this article; the disposable parcels are, however, almost of inferior quality, and this checked the transactions, so that only 77 chests were sold.

Sapanwood.—Large quanties of very fine quality were imported, but not yet brought into the market.

Banca Tin.—The demand has been good since our last report, and the more favourable aspect of Continental politics caused a steady advance. For Banca the market improved to 47½f., but subsequently declined to 46f. Upon the declaration, however, of the suspension of the hostilities the demand became more active, accompanied by an advance to 47½f. In Billiton no business has been effected. Several fresh arrivals are reported to-day. Stock in the second-hand 109,375 slabs, against 174,007 slabs in 1865. The unsold stock of the Trading Company 117,449, against 26,640 slabs in 1865.

Arac.—Without business done. Stock 2,205 ¼ casks, and 405 ½ casks. Prices nominal.

Drugs.—Camphor very firm, and nothing can be bought without an advance. Cassia Vera: The parcels offered are not yet sold, because too high prices are demanded. Cubeben dull. Gummi Benzoin (Sumatra)—110 cases Gummi Damar: all the parcels which now arrive are sold floating. Gum Elasticum unaltered, and offered at former prices. Cutch with much demand, but no stock. Japan Wax: Parcels from the auction of the Trading Company are paid with 33½f. Turtle Shells: 4 ch., ex Cornelia Adolphina, are sold at secret prices.

Rattans dull: 1,579 bundles, ex Electra, were sold.

Hides.—750 p. Padang Kinder, and 563 p. Buffalo, offered by inscription, were sold under valuation.

Money.—Bank rate of discount still unaltered. In the open market large capitals are offered to 7 per cent. The stock market is very calm, and prices steady. Dulch Two-and-a-Half per Cents., 57¼; Three per Cents., 67⅛; Four per Cents., 90; Trading Company, 135½.

Change.—London: 3 mo., f.11.62; short, f.11.87. Paris: 3 mo., f.46.25; short, f.46.90. Hambro': 3 mo., f.34.52½; short, f.34.95.

PASSENGERS INWARD.

From Java: per S. van Heel: Messrs. A. M. M. Mathey, F. H. L. van den Dungen Grenovius, J. van Heel, H. F. Neiland, L. A. van Schie, A. H. Meelhuizen, L. D. Courlander, C. van der Linden. Per Maarten van Rossem: Mrs. Martini de Geffed. Per Albrecht Beyling: Mr. van der Zyden. Per Medea: Messrs. van de Ven and family, Gersen and family, Doerleben and family, Schindler and family, Stoepel and family, Haakman, Ermerins, Komys, Reede van Oudtshoorn. Per Hoek van Holland: Messrs. A. van Dalen, Lalassie and family, Capt. Mekern, Lieuts. Kakabeen, Slange den Brieder. Per Boni: Mr. Haarmans and family.

PASSENGERS OUTWARD.

For Java: per Bezoekie: Mr. C. A. Koks and family, A. Sturm and family, Binkhorst van Oud Carspel and Jukvedyk, J. P. Tissot, J. van Vleuten, Mrs. M. Viot, Mr. M. Koster and family. Per Doelwyk: Messrs. Van Phren, Wiese and family, Margadant and family, Hobeck and family, Th. A. Ruys, Broudsema, Lorsch, two ladies, Colenbrander, Mrs. van Haassen.

Shipping.—Arrivals.—July 30, at Brouwershaven, from Tjilatjap, Maarten van Rossem; from Batavia, S. van Heel, Albrecht Beyling; from Banjoewangie, Marinus. At Texel, from Batavia, Adriana Johanna, Hoek van Holland, Padang Packet; from Banjoewangie, Graaf Dirk III.; from Tjilatjap, Maria. 31, at Texel, from Banjoewangie, Boni, Jan van Brakel. At Brouwershaven, from Batavia, Medea. At Flushing, from Samarang, Yda Maria de Raadt. Aug. 1, at Texel, from Sourabaya, Duc de Richelieu. 6, at Texel, from Sourabaya, Roscote, Nornen.

Departures.—July 24, from Brouwershaven for Batavia, Samarang. 28, from Brouwershaven for Batavia, Doelwyk. Aug. 2, from Hellevoet for Batavia, via Newcastle, Adriana Petronella.

Rotterdam, August 15.

The meeting of the Second Chamber was not very successful. Only forty-eight members were present; the others had preferred to remain at their seats, from fear for the unhealthy condition of the Hague where the cholera epidemic, as in most other places of our kingdom, still prevails. In the sitting of last Wednesday the President proposed that the discussion about the East India budget should be opened on the next Monday; Mr. Dumbar however thought it desirable that no time should be lost, and proposed that the debate should begin at once. Mr. Blusse was not of that opinion. On the contrary, he proposed that this budget should be examined again in the sections, which as he said had become necessary by the important alterations which the Bill of Mr. Fransen van de Putte had undergone. Of course several members opposed this proposal, but after a long debate the motion was approved of with a majority of eight votes. Notwithstanding the examination in the sections had begun immediately, it has become very probable, by this new delay, that the budget cannot be brought into discussion in this sitting; so much is certain, that a fortnight will scarcely be sufficient to change the section report and the ministerial reply; and that Parliament in the meantime is prorogued till the last days of this month. This news will cause a great deal of disappointment in India. Mr. van der Maesen de Sombreff interpellated the Cabinet about the question of Limburg, and asked the Minister of Foreign Affairs if Limburg still formed a part at the German League or not, and if it was true that our Government had taken some military measures with a warlike purpose. The reply of Count van Zuylen was very satisfactory; he stated that Limburg would be liberated from the German League without any unacceptable condition, and that this was approved of by the foreign States. The Minister of War stated, in his turn, that the arming of some fortresess was only a general measure, and served for the instruction of our troops. In spite of these tranquillising words frightening rumours are still circulating about the alteration of the map of Europe. French and German papers again assert that plans exist that our province of Limburg will be annexed with Belgium, that our King's, Grand Duchy of Luxemburg will be incorporated with France, and that we are to be indemnified with the northern part of Oldenburg and Hanover. I believe that these rumours are very premature; so much is certain that nothing is known about it from a very credible source. Nevertheless it has made

Digitized by Google

so bad an impression that our Minister of War has asked a supplementary credit on his Budget for 1866 of 1,618,000f., for the construction of fortresses on the heath of Houten, in the province of Utrecht. This demand will, without any doubt meet with a severe opposition.

The projects for the definite budget for 1867 are all ready, and are sent to the Council of State for examination. The Liberal papers are of opinion that the sentence of death for this Liberal-Conservative Orthodox Cabinet is concealed in these budgets.

Mr. J. J. van Mulkend's seat in Parliament will perhaps be occupied by Mr. P. P. van Bosse, who is a candidate for Harlem. Some of the electors, however, made the ex-Minister of Home Affairs, Mr. Geertsema, candidate.

The officers J. J. Baron van Melville, van Carnbee and Reuther have started for Paris. They are charged by the Government to examine the system on which the breech-loaders are constructed in France. Some days ago trials were taken with a gun (breech-loader) offered by the North American officer Hemmington. This gun is said to be of a totally new construction, and to give the best results. I shall wait for the official report to send you the truth about this important question.

The plan to make dry land of the greatest part of the Zuiderzee (I wrote you thereabout in a former letter) becomes more and more consistent. Mr. T. J. Stieltjes is appointed to examine it, and will be aided by the corps of military engineers.

COMMERCIAL.

COFFEE.—The market remains in a very favourable condition, but transactions are unimportant because there is a want of private stock. The general opinion is that the auction of the Trading Company, which is to be held on the 15th, will give good results. The private transactions include 2,300 b. Java, ex Telanak, at 42½ to 43c.; 2,000 b. do. ex do. at 42½ c., 3,500 b. Santos, ex Salamander, 316 b. Java, ex St. Helena, 697 b. Java triage, offered in public auction were sold from 25 to 34c., and 1,390 b. Bali and 749 b. likewise offered in that sale were mostly bought in.

SUGAR—(RAW).—The market is rather flatter, and for the moment it is impossible to sell at last auction prices. No important quantities can be realised without a decline in price. 328 mats Samarang No. 16½ fine quality were sold at 33½f. The market in refined was very animated.

SPICES.—The market is totally inactive, the trade being occupied inspecting the parcels which will be offered on the 24th. The 1,545 casks Nutmegs are valued at 30c. to 72c.; the 774 casks Mace at 75c. to 90c.; 2,3400 fard. Cinnamon from 100c. to 120c. Cloves remain very firm, No. 2 is willingly paid with 28½c.

RICE.—In Amsterdam there arrived 4.737 pic. ex Norman, and here 4,200 b. Bassein, ex Mathilde, and 15,000 b. Rangoon ex Revenue. The greatest part of the quantities imported is destined for the rice mills, so that the first hand is passed.

TEA.—On the 29th will be offered in private auction 1,627 ½ and 1,519 half-chests Congou, imported direct from Foo-chow-Foo per Thurso. The valuation is, for Finest Kaisow Congou, 103c. to 118c.; fine Kaisow Congou, 83c. to 98c.; Kaisow Congou, 85c. to 94c. In waiting for this auction the market is inactive.

TOBACCO.—The market remains very dull, and is totally inactive.

DRUGS.—Camphor: Dull; 72c. is demanded for China; for Japan, 75c. Cubebs: Nominal at 40c. Cassia Lignea: Somewhat firmer, and nothing can be had under 60c. Cassia Vera: 1,192 b. ex Uncas from Padang were sold at secret prices. Japan Wax: With much inquiry, and very firm in price. Gum Elastic: Is quoted at 130f.

RATTANS.—The demand is very limited and the market consequently without animation. 20,700 bdls. ex Albrecht Beyling, 1,000 b. ex Hebe, and 960 b. ex Persia were sold.

JAVA INDIGO.—For want of stock the transactions are very unimportant. The inferior qualities brought into the market may be had at very low prices.

SAPANWOOD (BIMAS).—650 piculs fine quality were sold at very firm prices. The quotation now is 7f.

TERRA JAPONICA.—230 mats Java, floating, may be had 16½f.

BANCA TIN.—200 slabs were sold at 46¼f., and 1,200 slabs Billiton ex Adriana Johanna by inscription at secret price, but which is generally thought to be 45¾f.

HIDES.—The following parcels were sold:—544 Passaroeang, ex Three Bells; 500 Samarang, ex Kanagawa; and 500 Sourabaya, ex County of Lanark. The prices did, as usual, not transpire.

ARRACK.—Without transactions; only 61/1 and 40/2 casks Batavia ex Baltimore, were sold. The market is much depressed by the large stock.

THE STOCK MARKET was flat in the last days because of the expectation of disagreeable consequence from the position assumed by the Emperor Napoleon, and the general want of confidence. The effect of this intelligence would, however, have been worse, when it was somewhat negatived by the improved appearance of the money market. The demand for money was in the last days extremely moderate, so that it is generally supposed that the Bank rate of discount may again be shortly reduced. Dutch Two-and-a-Half per Cents., 56; Three per Cents., 66½; Four per Cents., 89; Netherlands Bank, 241; Trading Company, 134⅞; Netherlands India Trading Bank, 80.

EXCHANGE.—London, 3 mo., f.11.65; 2 mo., f.11.71; short, f.11.85. Paris, 3 mo., f.46.40; 2 mo., f.46.55; short, f.47. Antwerp, 3 mo., f.46.15; short, f.46.85. Hambro', 3 mo., f.34.52½; 2 mo., f.34.65; f.34.95.

SHIPPING.—ARRIVALS.—August 10, at Brouwershaven from Passaroeang, Acadia; 11, at Brouwershaven from Batavia, Eva Johanna.

DEPARTURES.—August 13, from Hellevoet for Batavia, Bezoekie; for Macassar, Macassar; from Texel for Batavia, Tjilingsie; Koning Willem; 11, for Sourabaya, Ida Geertruida; from Zierikzee for Melbourne, Vooruit.

PASSENGERS INWARD.

From Java, per Eva Johanna: Messrs. L. C. S. Halewyn and family; de Gray Forttman and family; Doorn and family; Stumpff and family; Hoen, Wynschenk, Mrs. Steinmetz and six children; Mrs. Hellings, Miss Paternoster du Moutlion.

PASSENGERS OUTWARD.

For Java per Tjilingsie: Messrs. F. W. H. van Straten and family; T. Roselje, G. Baron van Hoevell, J. G. Mitchell jun.; per Koning Willem II.: Messrs. J. van Stein, J. de Haas, Miss Nieuwpot and three children.

The Trading Company chartered the following five ships to convey produce to Rotterdam: Sophia Amalia, Capt. P. F. van Overklift; to Amsterdam: Alida, Capt. H. Visser; Adm. de Ruyter, W. Witting; per Louisa, T. J. Mellema; to Schiedam: Albrecht Beyli ng, Capt. C. van der Burg.

FREIGHTS from Holland for	Batavia ..	..	f.20 to 25	With
,, ,,	Samarang ..	..	25 to 30	15
,, ,,	Sourabaya ..	..	30 to 35	per
,, ,,	Singapore ..	..	45 to 55	cent.
,, ,,	Macassar ..	..	50 to 60	dead
,, ,,	Padang ..	..	50 to 55	weight.
,, ,,	Hong Kong	..	50 to 60	2/3
,, ,,	Kaap d. g. Hoop ..		50 to 60	of the
,, ,,	Japan ..	..	60 to —	freight.
,, ,,	Australia ..	..	£2 to 2½	p. ton.

INSURANCE PREMIUMS.—For Java and Sumatra, 2 to 2½ per cent.; for China, direct, 3 to 3¼ per cent., *via* Java, 3¼ to 3¾ per cent.; for Japan, direct, 3¼ to 3¾ per cent., *via* Java, 3½ to 4 per cent.; for Australia, 2¼ to 2½ per cent.; from Java, 3 to 2½ per cent.; from China, direct, 4 to 4¾ per cent., *via* Java, 4¼ to 4¾ per cent.; from Japan, direct, 4½ to 4¾, *via* Java, 4¾ to 5 per cent.

GERMANY, RUSSIA, &c.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, AUGUST 14th.

The *Siberian Gazette* gives the following statement of the China trade at Kiachta during the year 1865. Exports: Russian produce and manufactures, value 4,908,855 Roubles; foreign do., 91.418 Rbls.; precious metals, 1,729,757 Rbls.; Russian Bank notes, 957,932 Rbls., other objects, 17,992 Rbls.; total, 7,705,964 Rbls., Imports: Chinese produce and manufactures, value 7,701,200 Roubles, European do., 1,333 Rbls., retail goods, 33,924 Rbls., Russian paper money, 340,127 Rbls., total, 8,076,584 Rbls.

The Russian *Gazette of the Academy* contains an interesting table of the value of goods sent to the Nijni Novgorod Fair every year since 1825 and the quantity disposed of, taken from official sources. I fear it is too long to give at full length, but you may perhaps find room for the following extract, showing the figures for every tenth year, which will serve to give your readers an idea of the wonderful increase in the traffic at the fair:—

Year.	Value of goods brought.	Value of goods sold.
1825	20,230,000 Rbls.	... 13,845,000 Rbls.
1835	40,740,460 ,,	... 33,418,780 ,,
1845	55,217,725 ,,	... 48,408,152 ,,
1855	62,850,925 ,,	... 57,004,725 ,,
1865	108,382,936 ,,	... 92,076,130 ,,

A very useful and important arrangement, well worthy of imitation in other countries, has just been perfected and brought into operation along the coast of Russia, opening a communication, by means of the telegraph, with vessels navigating the Gulf of Finland and the Gulf of Bothnia. For this purpose the lighthouses along the coast are connected in the usual way with the telegraph wires in the interior, and furnished, moreover, with semaphores, by means of which a communication can be opened with passing vessels and messages transmitted to any part. Signals by semaphore between the lighthouses and vessels are made without charge, and messages between the lighthouses and the nearest telegraph station are charged at the rate of fifty copecks for twenty words. Telegrams from the land to a vessel must be paid in advance, but messages from passing ships at sea to their correspondents or agents are payable by the receiver.

Several contributions have lately been received here from Hamburg gentlemen residing in foreign countries towards defraying the expenses of the interior decorations of the new *Kunsthalle* or Gallery of Art, now in course of construction, amongst which is a remittance of 590 marks banco from the Germans residing at Singapore, transmitted by Mr. Danelsberg, the Hamburg Consul at that port.

The Prussian *Handels-Archiv* publishes in German a translation of the text of the treaty of amity, trade, and navigation concluded between Spain and China. It contains 52 articles, and was signed at Tientsin on the 10th Oct., 1864, by Senor Similbaldo de Mas on the part of the Queen of Spain, and Tchung-

Digitized by Google

ho and Shin-joan for China. The ratification having obtained the consent of the Spanish Cortes it is ordered to be printed as law by Royal sign-manual of Queen Isabella, dated Aranjuez, May 11, 1866, and countersigned by Don Fernando Calderon Collantes, Minister of Grace and Justice.

The Hamburg and Bremen contingents are still in the field, bivouacking near Wurtzburg, in Bavaria. The men have suffered more from cholera than from the enemy. They are all furnished with the Prussian needle-gun; and, indeed, have been so for ten years, so that they are perfectly acquainted with the mode of handling them. The construction of the gun itself is no secret, but the composition of the charge, which ignites simply by the prick of a needle (or more properly *pin*, for the German word *nadel* signifies both needle and pin), is kept as a Prussian State secret that has hitherto never been divulged. Perhaps it was an act of foresight on the part of Prussia to furnish the Hanseatic contingents with the needle-gun, in order to make them dependent on herself for the ball cartridges. Certain it is that if the Free Cities had elected the other day to take the part of Austria and side against Prussia, their arms would have been perfectly harmless, simply by withholding from them the needful ammunition. And it would have taken a long time to provide them with other muskets or rifles, and still longer to accustom the troops to handle them with due facility.

COMMERCIAL.

Coffee.—The active demand still continues, and prices of all descriptions have advanced one-eighth of a sch. bco. per lb. Sales of the week, 30,000 bags.

Sugar.—Not so much business has been done, but the market is firm. Refined is in great request, but as the refiners are out of stock the dealings were confined to 10,000 loaves, which was all there was on hand.

Rice.—The market continues steady notwithstanding the large importations of last week (above 70,000 bags). Among the sales were 2,000 bags of Larong, 6,000 bags of Rangoon, 3,200 bags of Necransie, and 5,000 bags of Madras.

Spices.—Of Cassia Lignea 3,000 chests have been sold by the importers at 10½ sch. bco., since which the market is firmer, and no more is to be had at that figure. Pepper is more in demand, and the 1,454 bags lately to hand per *Rio Janeiro* found immediate purchasers.

Spelter.—This article wears a downward tendency, and the business was slack, being confined to a few thousand centners for late delivery at 13.5 and 13.4, and loco 13.3.

Discount. — Money continues abundant, and discount has fallen to 3 per cent.

HANSEATIC CITIES.

(FROM OUR OWN CORRESPONDENT.)

Hamburg, August 7.

The Chinese Commissioner and party, after a visit of some days at St. Petersburg, left that city on the 22nd July by railway for Berlin *en route* for Brussels. Owing to the absence of the King of Prussia and Count Bismarck from Berlin, they made but a very short stay there, and passed through Cologne on the 30th ult., after inspecting the celebrated establishment for making cast steel belonging to Mr. Krupp, at Essen, Westphalia. When the Commissioner was at Copenhagen, before proceeding to St. Petersburg, he engaged a party of mining engineers, mechanics, and miners from Sweden to go out to Peking for account and at the expense of the Chinese Government. A few days ago a party of twenty-four of them passed through this city on their road to England, whence they will be forwarded to their destination.

In the shipping list at foot will be found the departure of the Hamburg barque *Alert* for Shanghai. She takes out a cargo of 8,000 barrels of German manufactured gunpowder for the Chinese Government, which has hitherto made use of English powder exclusively. The contract was concluded with the house of Messrs. Schabert and Mueller of this city, and it is understood that a second cargo has been contracted for and will be shipped for the same destination in a few weeks. If the quality gives satisfaction it will be a fine opening for competing with the English manufacturers of gunpowder, as the Germans can deliver it at a much lower figure.

COMMERCIAL.

Coffee.—This market is speedily recovering from the effects of the war. There has been an animated demand at rising prices, and all descriptions are higher. Sales of the fortnight 35,000 bags.

Sugar.—In the Raw market an advance of 6 to 8 Sch. Bco. has been established. Being the first rise for a long time importers are in great spirits, and hail with satisfaction the turn in the market. Among the sales were 6,000 bags Brown Manila. Refined has followed suit, but as the stocks of ready goods are but small the transactions would have been more considerable if there had been a greater selection. As it was, however, 35,000 loaves found purchasers at rising prices, a part being for delivery in September.

Rice.—There have been several fresh arrivals of rough, among which 21,400 bags of Akyab per Hermann and Emma and Honigby, 11,000 bags Rangoon ex Canadian, and 5,703 bags of Rangoon per Hermann and Theodor, besides other vessels in the shipping list at foot. Notwithstanding these new supplies the market continues in a favourable condition.

Spelter.—Owing to the near conclusion of peace and consequent discharge of the miners from active service in the army, when they will again return to their more pacific labour, the market is in a dull state, and prices have receded, as will be seen by a glance at the transactions arranged chronologically.

1,000	centners	ex warehouse	..	13	Mks.	10	Sch. Bco.
6,000	,,	for Oct., Nov.	..	13	,,	14	,, ,,
1,000	,,	for Sept., Oct.	..	13	,,	11	,, ,,
1,000	,,	for Aug., Sept.	..	13	,,	9	,, ,,
500	,,	for Sept.. Oct.	..	13	,,	11	,, ,,
1,000	,,	for do. do.	..	13	,,	9	,, ,,
1,000	,,	for do. do.	..	13	,,	7	,, ,,
1,000	,,	for Oct., Nov.	..	13	,,	9	,, ,,
500	,,	for Sept., Oct.	..	13	,,	5	,, ,,
500	,,	for do. do.	..	13	,,	4	,, ,,

The present stock is 35,000 centners, against only 10,000 at the same time last year.

Discount.—Money is very plentiful, and discount has in consequence fallen to 3¼ to 3½ per cent. The bullion in the Bank of Hamburg is now 17,395,109 marks banco.

Shipping.—Arrived.—Aug. 1, Gottingen, from Akyab; Canadian, Rangoon; 2, Rio de Janeiro, Singapore; Hermann and Theodor, Rangoon; Honigbee, Akyab; 3, Juno, Rangoon; Aristides, Akyab.

Sailed.—July 25, Penguin to Singapore; 29, Madras to Singapore Alert to Shanghai.

BANK AND MISCELLANEOUS SHARES.

Shares.	Joint-Stock Banks.	Paid.	Closing Prices.	Prices Aug. 01
£50	Agra and Masterman's	£35	—	—
20	Asiatic Bank Corporation, newshares	10	4 to 6	4 to 6
25	Bank of Egypt	All	28 to 30	28 to 30 x.d.
20	Chartered Bank Ind., Aust., & China	All	14 to 16	14 to 16
25	Chartered Merc. of India and China	All	34 to 36	31 to 33
20	City Bank	10	15 to 16	15 to 17 x.d.
20	Eastern Exchange	5	4 to 2 dis.	4 to 2 dis
100	Hindustan, China, and Japan	25	3 to 5	3 to 5
20	Land Mortgage Bank of India	4	1½ to ½ dis.	1½ to ½ dis.
50	London and County	20	62 to 64 x.d.	61 to 63
50	London Joint Stock	15	41 to 43	41 to 43 x.d.
100	London and Westminster	20	90 to 92	90 to 92 x.d.
25	Oriental Bank Corporation	All	44 to 46	41 to 43
50	Union of London	15	44 to 46	44 to 45
	MISCELLANEOUS.			
5	Bombay Gas	All	3½ to 4½	4 to 4½
—	Ceylon Deb., Nov. 1868, 6 per cent.	100	101 to 103	101 to 103
—	Do. Do. 1878	100	104 to 106	104 to 106
20	Ceylon Company	10	1 dis. to par	1 dis. to par
20	Do. A shares	2	1 dis. to par.	1 dis. to par
10	Ceylon Coffee Estates Co.	10	—	—
20	China Steamship & Labuan Coal Co	11	10 to 9 dis.	10 to 9 dis.
20	Credit Foncier & Mobilier of England	8	3⅛ to 3⅜ dis.	3⅛ to 3⅜ dis.
20	Egyptian Com. & Trading Company	9	5⅜ to 5¼ dis.	5⅜ to 5¼ dis.
20	General Credit & Finance Company	6	2¼ to 1⅞ dis.	2 to 1⅞ dis. xd
10	Hong Kong Gas	All	2 dis. to par	2 dis. to par
20	International Finance Society	5	1⅞ to 1⅝ dis.	2 to 1⅞ dis.
5	Oriental Gas	All	4¾ to 5¼	4¾ to 5¼
10	O. Inland Steam	All	1 to 2	1 to 2
50	P. and O. Steam Company	All	66 to 68	66 to 68
50	Do. New	40	9 to 11 pm.	10 to 12 pm.
5	Singapore Gas	5	—	—
20	Société Financière d'Egypte	10	8 to 6 dis.	8 to 6 dis.
10	Upper Assam Tea	7½	6 to 4 dis.	5 to 4 dis.
10	Do.	All	3 to 5	3 to 5
100	West India Steam Company	60	107 to 110	108 to 111

Monetary and Commercial.

The tenders for £350,000 in bills on India took place at the Bank of England. The proportions allotted were to Calcutta £295,400, to Madras £9,000, and to Bombay £29,440. The *minimum* price was as before, 1s. 10d. on Calcutta and Madras, and 1s. 10¼d. on Bombay. All tenders at and above the *minimum* will receive in full. These results show scarcely any revival in the demand for means of remittance to the East.

The following statement refers to the affairs of the Agra and Masterman's Bank. It will be observed with satisfaction that notwithstanding the magnitude of the claims—estimated at seven millions and a half—a dividend of 5s. in the pound will be paid in about a month.

Total amount of claims on which dividend will be payable as estimated on June 7, 1866, date of suspension		£7,900,000	0 0
Deduct—Estimated amount drawn out by depositors, &c., at Calcutta after date of last accounts received in London, and before suspension at Calcutta	£200,000 0 0		
Amount paid by Paris branch to French creditors since June 7, 1866	200,000 0 0		
		400,000	0 0
		£7,500,000	0 0

5s. in the pound is 1,875,000*l.*

Total number of creditors about 10,000; of these upwards of 6,000 will take dividends in London. The liquidator hopes

Digitized by Google

to commence paying the first dividend of 5s. in the pound on Monday, the 17th Sept. next; it will take a week to pay all; 2,000 creditors will therefore have notice to call on the 17th and 18th Sept., 2,000 on 19th and 20th, and the remainder on 21st and 22nd.

The Mexican dollars brought by the last steamer have been sold at 58¾d. per oz., showing a decline of ¼d. The silver-market continues very depressed.

The draughts of Messrs. Bomanjee Framjee Cama and Co. East India merchants of London and Bombay, have been returned. The house was established about four years back and held a fair position.

The biddings for bills on India took place at the Bank of England. The proportions allotted were:—To Calcutta, 23,14,500 Rs.; to Madras, 56,000 Rs.; and to Bombay, 1,79,000 Rs. The *minimum* price was as before, viz., 1s. 10d. on Calcutta and Madras, and 1s. 10¼d. on Bombay, at which rates allotments were made in full. These results indicate only a slight revival in the demand for the means of remittance to India, for of the £350,000 of bills offered on the present occasion, only £254,950 have been sold.

The Comptoir d'Escompte has held its annual meeting in Paris. A dividend of 32f. was declared for the second half of the year 1855-6 (June 30). That of the first half-year was 31f. 50c. The two sums exceeded by 4f. 50c. the dividend of 1864-5. The report has not yet been printed.

A deputation from the Chambers of Commerce and from the East India Association of Liverpool had an interview with Sir James Fergusson, in the absence of Lord Cranborne, at the India-office, on the subject of railway and telegraphic communication between Rangoon and Western China. The deputation consisted of Mr. J. G. Livingston, Vice-Chairman of the East India Association, and one of the counsel of the Chamber of Commerce, and Mr. H. Duckworth, of the East India Association. The deputation was introduced by the following Members of Parliament:—Mr. Horsfall, Mr. Graves, Mr. J. Laird, Mr. Bazley, and Mr. C. Turner, and accompanied by Mr. V. Baines, of the Liverpool office.

Mr. H. G. Dunlop, late manager Agra Bank, Calcutta, has been appointed manager Bank of Hindustan, Bombay.

The amount of bullion by the P. and O. Company's steamer *Syria*, from Southampton on the 4th inst., was in gold, to Madras, £282; in silver, to Hong Kong, £1,710.

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Aug 13	Matador	Johansen	Rangoon	London.
— 13	Lord Raglan	Pope	Nagasaki	Do.
— 12	Her Majesty	Seymour	Manila	Do.
July 20	Burdeos of Habana (1)	Uranga	Macao	Havana.
— 28	Apellina	Chambers	Singapore	New York.
Aug. 12	Hildesheim	Wolder	Rangoon	Falmouth.
— 13	British Princess	—	Bassein	Off Queenstown.
— 12	Titania	Geyzer	Do.	Plymouth.
— 13	Zuid Holland	Breanig	Akyab	Falmouth.
— 13	Looling	Mortensen	Do.	Do.
— 11	Eva Johanna	Hordyk	Batavia	Brouwershaven.
— 13	Johannes Lodewyk	—	Padang	Off Folkestone.
— 14	McLeod	Duncan	Rangoon	Liverpool.
— 14	Sir James	Austin	Do.	Falmouth.
— 14	J. W. A. Lorentzen	Jessen	Bassein	Do.
— 14	Confidence	Cameron	Akyab	Do.
— 15	Trieste	Proth	Bassein	Do.
— 15	Armin	Holmholz	Rangoon	Do.
— 15	Leopold	Fischer	Bassein	Do.
— 14	Skiddaw	Chant	Rangoon	Off Falmouth.
— 14	Guurtje Marie	Flens	Akyab	Do.
— 15	Ilma	—	Do.	Queenstown.
— 14	Rutlandshire	—	Do.	Off the Fastnet.
— 16	Carl August	Nielsen	Do.	Falmouth.
— 15	Priam	Irvine	Do.	Off Falmouth.
— 13	Philip I.	Koch	Rangoon	Off the Lizard.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Aug. 8	Alblasserwaard	—	Batavia	Shields.
— 8	Kanagawa	Ouwehand	Do.	Do.
— 8	Vectis	Everett	Colombo	Bromielaw.
— 10	Louis de Geer	Danneberg	Singapore	Newport.
— 10	Venus	Christensen	Hong Kong	Cardiff.
— 10	Friesland	Sipkes	Singapore	Do.
— 11	B. L. No. 674 (s.s.)	—	Galle	Swansea.
— 11	Sancho Panza	Paolillo	Do.	Do.
July 18	Guadelupe	Gardoqui	Hong Kong	Havana.
— 20	Encarnacion	Vara	Do.	Do.
Aug. 12	Maria Elise	Van Duiven	Singapore	Cardiff.
— 15	Borealis	Henderson	Shanghai	London.
— 11	Jose and Maria	—	Manila	Broomielaw.
— 11	Roslin Castle	Nicol	Penang	Do.

(See Commercial Postscript.)

LOADING.

At London.—For Yokohama: Glenclune. For Nagasaki and Yokohama: Chrysolite. For Manila: Angela. For Shanghai: Silver Eagle, Jubilee. For Hong Kong and Canton: Lucerne, Shun Lee, Her Majesty. For Singapore: Petchelee, Rushing Water. For Colombo: Channel Queen. John Banfield, Avon, Granville, Thames, Frances-Frances. For Colombo, Cochin, Beypore, Calicut, Cannanore, and Mangalore, Star of Ceylon. For Penang: Champion.

At Liverpool.—For Shanghai: Magellan. For Singapore: Sophie, Chloris, Indiaman. For Manila: Cinco Hermanos, Maria y Vicente. For Batavia and Sourabaya: Engel, Helena Henriette, Jane Kilgour. For Colombo: Empress. For Galle: Mikado, Marseilles.

At Glasgow.—For Manila: Odulia. For Batavia and Samarang: County of Lanark. For Batavia and Sourabaya: County of Ayr.

FREIGHTS AND CHARTERS.

Since our last issue there has been no animation in outward freights, all export business having been of a very limited nature. Coal freights in a few instances are somewhat lower. In homeward charters we have no transactions to report.

Current Rates of Freight for Vessels on the Berth:—To Yokohama: 40s. weight, 50s. meast. To Nagasaki: 50s. weight or mea. To Shanghai: 45s. weight, 45s. to 47s. 6d. meast. To Hong Kong: 40s. weight or meast. To Singapore: 30s. weight or measurement. To Penang: 40s. weight or measurement. To Ceylon: 25s. to 30s. weight, 35s. meas.

The current quotations for coal, &c., are as follow:—From Wear or Tyne per keel. For Hong Kong: £43. For Singapore: £33. For Shanghai: £50. For Saigon: £50. For Manila: £14. For Yokohama: £50. For Batavia: £1 12s. 6d. From Newport, Cardiff or Swansea, per ton. For Hong Kong: £2. For Singapore, £1 7s. 6d. For Yokohama: £2 8s. For Shanghai: £2 10s. For Saigon: £2 8s. For Batavia: £1 6s. For the Philippine Islands: £2 2s. 6d.

The Admiralty have engaged freight in Her Majesty for 245 tons navy provisions, &c., from the Thames to Hong Kong, and have invited tenders for the conveyance of 3 tons measurement stores, including a few combustibles, and for 34 tons loose shell, also from the Thames to Hong Kong.

SPOKEN.

Neerlands Vlag, Batavia to Amsterdam, May 31, 29 S., 42 E.
Ethel, Hong Kong to London, June 27, 21 S., 2 E.
Marie, Macao to Havana, June 7, 35 S., 24 E.
Cornelis Wernard Eduard, Bat. to Rottm., June 9, 35 S., 22 E.
Highbury, Manila to New York, May 19, 26 S., 49 E.
Monica, Singapore to London, June 5, 31 S., 37 E.
Ary Scheffer (Dut. ship), Batavia to Falmouth, June 9, 34 S., 28 E.
Oceaan, Batavia to Amsterdam, April 29, 10 S., 97 E.
Borneo, Padang to Boston, June 17, 29 S., 12 E.
Tiverton, Shanghai to Liverpool, June 9, 35 S., 22 E.
Tasso, Nagasaki to New York, June 18, 28 S., 10 E.
Albertine, Singapore to Gibraltar, July 15, 6 N., 24 W.
Caton, Singapore to Bordeaux, July 25, 23 N., 35 W.
Johanna, Sourabaya to Rotterdam, Aug. 1, 41 N., 35 W.
Ploermel, Colombo to Belle Isle, July 23, 42 N., 35 W.
Kate Kearney, Liverpool to Shanghai, July 20, 13 N., 28 W.
Tyburnia, London to Shanghai, July 3, 1 N., 25 W.
Nederland en Oranje, Soura. to Amsterdam, June 29, 18 S., 3 E
Zephir (Dutch barque), Bordeaux to Batavia, July 20, 13 N., 26 W.
French barque O, 2nd d.p., Colombo to Belle Isle, Aug. 3, 42 N., 39 W.
Wild Flower, Colombo to London, May 11, 4 S., 87 E.
Tyndall, Newcastle to Hong Kong, July 13, 10 N., 25 W.
Ocean Home, Penang to London, July 11, 8 N., 26 W.
Maria Veronica (Dut. ship), Amsterdam to Bat., July 5, 7 N., 26 W.
Isabella (Brem. barque), Cardiff to Singapore, June 28, 14 S., 37 W.

CASUALTIES.

The Gerard Pieter Servatius, Beckering, from Amsterdam to Batavia, with troops, put into Bahia July 13 with foremast sprung, and with loss of jibboom, foregear, sails, and spars, by collision with a large vessel during the night of July 8th.

The Apellina, Chambers, from Singapore, arrived at New York July 28th, leaky, having encountered a heavy gale off the Cape of Good Hope, in which she was compelled to throw overboard part of cargo.

The Agincourt, from Southampton to Hong Kong, with coals and boilers, foundered 24th June, in lat. 36 S., long. 25 E., crew saved; master died of exhaustion.

The Shepherd (barque), of Shields, from Colombo to London, arrived at the Cape with two men disabled, and second mate washed overboard.

The Raleigh, from Colombo to London, put into Algoa Bay June 28 with 10 feet of water in her hold.

MISCELLANEOUS.

At St. Helena.—June 23, David, from Macao, and sailed for Havana; 24, Flore, from Canton, and sailed 25 for Havana; 26, Cymbeline, from Singapore, and sailed for New York; 27, Ploermel, from Colombo, and sailed for Belle Isle; Donna Maria Pia, from Macao, and sailed 28 for Havana; Cornelis Wernard Eduard, from Batavia, and sailed 28 for Rotterdam; Zeenymph, from Batavia, and sailed 28 for Amsterdam; Albertine, from Singapore, and sailed 28 for Gibraltar; Caton, from Singapore, and sailed 28 for Bordeaux; 29, St. Denis, from Macao; 24, Lord Raglan, from Nagasaki, and sailed 25 for London.

At Simon's Bay.—July 8, Senior, Bakker, from Batavia for Amsterdam leaky.

At Algoa Bay.—June 26, Margaretha Simonetta, from Cardiff for Singapore, leaky.

At Surinam.—July 7, Golden Horn, from Hong Kong, and sailed 20 for London.

Digitized by Google

THE BANK OF HINDUSTAN, CHINA AND JAPAN (Limited).

1, Bank-buildings, Lothbury, London.

CAPITAL	... ...	... £4,000,000
Subscribed	... ...	... 3,696,100
Paid-up	... ...	... 893,682

Directors.

William Ferneley Allen, Esq., Alderman. | James Levick, Esq.
William Frederick Baring, Esq. | Sassoon David Sassoon, Esq.
James Nugent Daniell, Esq. | J. Mackrill Smith, Esq.
William Harrison, Esq. | Richard Spooner, Esq.
| Philip Vanderbyl, Esq., M.P.
| Henry Young, Esq.

Bankers.

The Bank of England. | The National Bank.
The Alliance Bank.

EDINBURGH BRANCH.

Directors.

William Forbes, Esq., of Medwyn.
Patrick Arkley, Esq., of Duninald.
James Mackintosh, Esq., jun., of La Mancha, and late of Calcutta.
John A. Macrae, Esq., W.S., 39, Frederick-street, Agent

BRANCHES.

Bombay | Colombo | Shangha
Calcutta | Hong Kong | Yokohama

Deposits received, subject to ten days' notice, on the usual terms, and for fixed periods at rates subject to special agreement.

Drafts issued, and Bills negotiated, payable in India, China, &c. Circular Notes and Letters of Credit, payable throughout Europe, are also issued for the convenience of Travellers per Overland Route.

The purchase and sale of Indian and other Securities, and the safe custody of the same, undertaken. Dividends, Pay, Pensions, Interest, or other moneys realised, and the registry of Indian Government Loan Notes effected, so that the interest may be paid in England.

Every other description of Banking and Agency business in connection with India, China, &c., conducted on the most favourable terms.

JOHN OUSELEY, General Manager.

CHARTERED MERCANTILE BANK of INDIA, LONDON, and CHINA.
Incorporated by Royal Charter.

Paid-up capital, £750,000. Reserve Fund, £250,000.

Branches and Agencies.

Bombay.	Colombo.	Penang.	Hong Kong.	Yokohama
Calcutta.	Kandy.		Shanghai.	
Madras.	Galle.	Singapore.	Hankow.	Mauritius

The Bank negotiates and collects bills and grants drafts payable at the places above mentioned, issues letters of credit and circular notes for the use of travellers by the Overland Route, terms for which can be ascertained at the Head Office in London.

The Bank will effect the purchase or sale of Indian securities, undertakes the safe custody of same, and the receipt of interest, dividends, pay, pensions, and other moneys for remittance through the Bank or otherwise.

The Bank receives money on deposit, on which interest will be allowed according to the length of time deposited. Particulars as to rates can be ascertained at the Head Office, 52, Threadneedle-street, London.

Office hours from 10 a.m. to 3 p.m.; Saturdays, from 10 a.m. to 2 p.m.

No. 52, Threadneedle-street, London, E.C.

TO IMPORTERS.

The undersigned beg to remind Importers of Wearing Apparel, and Boots and Shoes, of the many advantages which their long experience as Manufacturers and Shippers, their vast resources, and their intimate knowledge of the requirements of Foreign and Colonial Markets enable them to offer.

Assorted Sample Cases forwarded on receipt of remittance or order on London Agent.

E. MOSES AND SON,
CORNER OF MINORIES AND ALDGATE, LONDON

PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's Establishments at the above Port afford every facility for REPAIRING and SPARRING VESSELS, and for CLEANING and PAINTING Iron and Steam Ships.

Their large Granite Dock, 286 feet long on the blocks, is in complete working order, and at average spring tides can take vessels drawing 16 to 17 feet water. The Dock is fitted with a Caisson Gate and with a Centrifugal Steam Pump of great power, ensuring despatch in all states of the tide. An ample stock is kept on hand of Timber, Oregon Spars, Sheathing Copper and Yellow Metal, and of every description of material for Dockyard use.

The premises comprise an Engineer's Workshop, Brass Foundry, a large Smithy and Carpenter's Workshops, and he works are superintended by Resident Europeans, viz., a Shipwright, an Engineer and a Blacksmith. Dry, Godowns for the reception of vessel tores, &c., when requiring to discharge them.

Amoy, March, 1865.

THE CHINESE COMMERCIAL GUIDE.

CONTAINING Treaties, Tariffs Regulations, Tables, &c., useful in the trade of China and Eastern Asia, with an Appendix of Sailing Directions for those Seas and Coasts, by S. WELLS WILLIAMS, LL.D

Fifth Edition.

Hong Kong, Shortrede and Co.; London Agent, F Algar, 11, Clement's-lane, E.C. Price Two Guineas.

COWASJEE DINSHAW,

Close to the Landing Place. Depot of

EUROPEAN, CHINA, AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality. Bombay-made Soda Water and Lemonade. Perfumery, Confectionery, Oil man's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.

STEAMER POINT, ADEN.

Drawing and Reading-room free to Passengers.

THE "LONDON AND CHINA EXPRESS" ON SALE

TUPPER AND COMPANY.

MANUFACTURERS OF PATENT GALVANISED IRON, in Sheets, Tiles, Iron Roofs Sheds, Cisterns, Pails, Gutters, Wire for Fencing, &c.

WORKS AT BIRMINGHAM AND LONDON.

Offices—61A, MOORGATE-STREET, LONDON.

Merchants' orders executed with despatch.

Keating's Cough Lozenges.

JUDGED BY THE IMMENSE DEMAND this Universal Remedy now stands the first in public favour and confidence: this result has been acquired by the test of fifty years' experience. These Lozenges may be found on sale in every British colony, and throughout India and China. They have been esteemed wherever introduced. For Coughs, Asthma, and all affections of the Throat and Chest, they are the most agreeable and efficacious remedy.

Prepared and sold in boxes and tins of various sizes, by Thomas Keating, Chemist, &c., 79, St. Paul's Churchyard, London. Sold retail by all druggists and patent medicine vendors in the world.

N.B.—To prevent spurious imitations, please to observe that the words "KEATING'S COUGH LOZENGES," are engraven on the Government Stamp of each Box without which none are genuine.

HOLLOWAY'S PILLS.—Sickness, Giddiness.—The newspapers daily disclose deaths of persons from sunstrokes, apoplexy, and paralysis, who have been exposed to the sun's rays or who have been overheated by labour. Holloway's Pills are the best preservatives against these dangerous disorders. These Pills draw the blood from the head, discharge the vessels of the brain from engorgement, cool the circulating fluid, and relieve the bowels without weakening the system or worrying the nerves. These Pills have long been noted for remedying a defective stomach, improving the digestion, and renewing strength.

"CHINA MAIL" OFFICE.

No. 2 WYNDHAM-STREET (back of the Club):—

1.—THE EVENING MAIL,

A DAILY PAPER.

Price.—2 dols. per month.

Terms of Advertising.—First insertion, Ten lines and under, 1 dol.; each additional line, 10 cents. Subsequent insertions, per week, 50 cents and 5 cents—"Auction" Notices are excepted, for which only One Charge per week is made).

2.—THE CHINA MAIL,

AN ORIGINAL WEEKLY PAPER.

(Every Thursday Night.)

Price.—15 dols. per annum; Single Copies, 44 cents. Advertising.—First insertion, Five lines, 1 dol.; each additional line, 20 cents. Subsequent insertions, 50 cents. and 10 cents.

The "China Mail" has been permanently enlarged in size, namely, from 4 to 6 full pages. It is the only weekly paper published in China which contains a complete summary of Hong Kong news as well as that from the treaty ports of China and Japan, and from Manila, Australia, India, and the Straits. Its circulation, which has of late considerably increased, extends throughout the coasts of those countries as well as to various parts of Europe. Great facilities are thus afforded to advertisers in this newspaper.

3.—OVERLAND CHINA MAIL.

Containing 8 Full Pages, and consisting of a reprint of the articles in the Evening and China Mails, with Summary of News and Commercial Summary.

Once a Fortnight.

(The Morning of the Mail's despatch.)

Price.—To Subscribers to the Weekly issue, 8 dols to Non-subscribers, 12 dols. Single copies, 50 cents.

Advertising.—The same as in the Weekly. All "Notices of Firms" appearing in the Weekly will be inserted in the *Overland*, and charged for, unless otherwise ordered.

A. SHORTREDE & CO.

Hong Kong, May 17, 1866.

THE MONEY MARKET REVIEW

A WEEKLY JOURNAL OF THE HIGHEST CLASS,

EXCLUSIVELY DEVOTED TO THE DISCUSSION OF COMMERCIAL AND FINANCIAL TOPICS.

PUBLISHED EVERY SATURDAY

TERMS OF SUBSCRIPTION.

PAYABLE IN ADVANCE.

Single Paper ... ... 6d. Yearly ... ... £1 6s.

BY POST.

Single Paper ... ... 7d. Yearly ... ... £1 10s.

*** Post-office orders to be made payable to FRANCIS FISHER, 23, Birchin-lane, Cornhill, London, E.C.

Now ready, 8vo, price 12s.

RUTTER'S METRIC SYSTEM OF WEIGHTS and MEASURES compared with the British Standard Weights and Measures in a complete Set of Comparative Tables; also, Tables of Equivalent Prices under the Two Systems, and of Chinese and Indian Weights compared with Metric Weights, &c.

By HENRY RUTTER,

Author of Exchange Tables and Arbitrations of Exchanges between England, India, and China.

Now ready, Ninth Edition, revised and enlarged, price 25s., cloth lettered,

RUTTER'S EXCHANGE and BULLION TABLES; being a complete Guide to Exchange Operations between England and the East, in sterling, rupees, and dollars, extended so as to meet the requirements of Shanghae rates under any possible variation. To which is now added an Appendix, containing a guide o the negotiation of short-sighted Bills; with other information relative to Exchanges between England, India and China.

By HENRY RUTTER, late Agent of the Commercial Bank of India, Hong Kong.

London: Effingham Wilson, Royal Exchange.

REVUE ORIENTALE,

Conducted by M. LEON DE ROSNY,

Professor of Japanese in the Imperial School of Living Oriental Languages of Paris.

DEVOTED specially to Ethnography, History, Literature, and Commerce of Asia, Africa, and Oceana.

The last issue (No. 57) contains, amongst other matters,—

THE INEXORABEE COURTESAN, a Hindoo Story translated by M. Garcin de Tassy, Member of the Institute of France.

COMMERCIAL RELATIONS of the EAST and WEST in Ancient Times, by M. A. Castaing.

OCEANIC STUCIES, by G. Delonore.

VOYAGE in the HOLY LAND, by M. F. de Saulcy, of the Institute.

ORIGINAL CORRESPONDENCE.

MISCELLANEOUS NEWS relating to the East.

Agents in London: TRUBNER and CO.

RENOWNED

FOR HIS SPECIAL PREPARATIONS FROM THE FAMOUS

VIOLETS OF PARMA.

ESSENCE OF VIOLETS FOR THE HANDKERCHIEF.

VIOLET POMADE LIQUEFIED.

EMOLLIENT VIOLE SOAP

SUPERFINE VIOLET POWDER.

EAU DE TOILETTE, STRAWBERRY AND VIOLET, COLD CREAM EAU DE LAVANDE AMBREE PERFUMED OILS, &c.

A LA CORBEILLE DE FLEURS.

TRADE MARK.

ARTICLES

SPECIALLY RECOMMENDED.

EXTRACT OF VERBINA FOR THE TOILET.

EAU DE COLOGNE, EXTRA STRONG

EXQUISITE SCENTS FOR THE HANDKERCHIEF.

HYGIENIC ELIXIR FOR THE MOUTH.

SUPERFINE MILK OF LETTUCE SOAP.

EMOLLIENT POMADE FOR PRESERVING AND BEAUTIFYING THE HAIR.

SUPERFINE PERFUMERY & TOILET SOAPS.

ED. PINAUD, CHEMIST-PERFUMER, Rue St. Martin, No. 298. PARIS.

ED. PINAUD, whose House we specially recommend, is distinguished by the strictly hygienic and tonic quality of his productions, and for this reason his articles are in high favour with the *beau monde*

HIS Establishment is the only one of its kind in which the recent Discoveries in Chemistry and the Arts have been put into practice. The proof is that Ed. Pinaud obtained the Medal at the last London Exhibition.

The Productions of this House may be obtained at the Chief Perfumers in France and Abroad.

Digitized by Google

MESSRS. COLLARD & COLLARD

FIND it NECESSARY to CAUTION the Public against the EXTENSIVE FRAUDULENT USE of their NAMES in the COLONIES, and urge on Purchasers the necessity of Examining very Carefully the NAME-BOARD of any INSTRUMENT they may be Buying; but especially they recommend that in all cases Respectable DEALERS or PROFESSORS of MUSIC should be CONSULTED for GUIDANCE.

A Certificate of Authenticity accompanies every Instrument sent abroad by Messrs. COLLARD and COLLARD.

16, GROSVENOR-STREET, and 26, CHEAPSIDE, LONDON.

PRIZE MEDAL,
INTERNATIONAL EXHIBITION, 1862.
AWARDED TO
F. MORDAN,
FOR
IMPROVEMENT IN WRITING MATERIAL

F. MORDAN'S EVERLASTING GOLD PEN is now established in reputation as the most beautiful, useful, and truly economical Pen ever manufactured. Thirty years' experience has only increased the estimation in which it is held, and tested the value of the warranty given with it. F. MORDAN can now proudly point to a sale of upwards of 90,000.

F. MORDAN'S PATENT PNEUMATIC INKSTANDS, the most useful and simple ever offered to the public, perfectly protecting the ink from dust or evaporation.

F. MORDAN'S WRITING, COPYING, BLUE, BLUE BLACK, BLACK, COLOURED, and MARKING INKS, in bottles of new and useful designs, with patent spouts and stoppers. These bottles are rapidly superseding all others, there being no increase of price for these improvements.

F. MORDAN'S PERFUMED MAUVE INK for Ladies' writing.
F. MORDAN'S SCENTED SEALING WAX in fancy colours; also HARD INDIA WAX for warm climates.
F. MORDAN'S LIQUID GLUE, for mending Glass, China, Wood, Metals, &c.
F. MORDAN'S PREPARED LIQUID GUM, for Office use, and general purposes.

Merchants and Shippers can obtain Illustrated Catalogues on application at the Manufactory,

ALBION WORKS, 326, CITY ROAD, LONDON.

PEACOCK & BUCHAN'S COMPOSITION FOR IRON SHIPS.

THIS is now established as the best and cheapest Composition known for keeping the Bottoms of Iron Ships CLEAN and free from Corrosion or GALVANIC ACTION. Apply to the Manufacturers direct, at SOUTHAMPTON, or to their accredited Agents at all the principal sea ports of the world.

From Captain John Ralph Engledue, Managing Director of the Thames Iron Works Ship Building, Engineering, and Dry Dock Company, Orchard-yard, Blackwall:—

"The Thames Iron Works, Ship Building, Engineering, and Dry Dock Company (Limited),
"Orchard-yard, Blackwall, E., September, 26th, 1865.

"Messrs. Peacock and Buchan.

"Gentlemen,—I shall at all times have much pleasure in bearing testimony as to the value and superiority of your Compositions for Ships' bottoms.

"I have used the No. 2 extensively for the last fifteen years, more particularly on the bottoms of the iron ships belonging to the Peninsular and Oriental Steam Navigation Company, and in every instance successfully. It is easily applied, economical, keeps the bottom CLEAN, and also has the property of preserving the iron.

'I visited, in dock, an iron SAILING vessel, called the 'Chile,' a few weeks since, and found her bottom perfectly clean, which had been coated with your Composition for upwards of twelve months, having made a voyage to New Zealand and back, and in salt water the whole time.

'I have also used your No. 1 Composition for the bottoms of wooden ships, coppered, and found it most advantageous, making the copper last double the usual time, and then only taken off to recaulk.

"I have at various times tried preparations of copper on iron ships, and in every case found the iron and rivets damaged.—I am, Gentlemen, yours faithfully,

"(Signed) J. R. ENGLEDUE."

"Egyptian Navigation Company, Azeeziah Mussriah, 61, Mark-lane, 7th July, 1865.

"Messrs. Peacock and Buchan, 39, Upper East Smithfield.

"Dear Sirs,—I have received orders to send to Egypt three tons of your patent Composition for ships' bottoms, same as supplied me in July, 1864. I now wish to know the soonest time you could have this packed and ready for shipment, as there is one of the Company's steamers leaving London about the end of next week. Please reply by return, and state price.—I remain, yours obediently,

(Signed) D. ABDUL HAMID BEY,
"I. FRICKEN."

ENGLISH GARDENS IN THE EAST.

THE Fourth Season has now confirmed the complete success of Mr. CHRISTY'S Cases for conveying Fruit Trees, Vines, Plants, Flowering Shrubs, and Seeds, to the East, when shipped in the holds of Steamers like ordinary Case Goods. Mr. John Waterer, junr., the American Nursery, Bagshot, Surrey, or Mr. Christy, 28, Pall Mall, London, are prepared to execute orders for gentlemen in the East, and beg to call attention to the list of prices and conditions. FRUIT TREES, including PEARS, APPLES, PLUMS, CURRANTS, GOOSEBERRIES, PEACHES, NECTARINES, APRICOTS, CHERRIES, and QUINCES, per case, 10 Guineas.

	Guineas.
20 FRUIT TREES, with Ten venes, per case	14
ROSES of the best kinds ... ... „	15
RHODODENDRONS and AZALIAS, &c.	15
GARDEN SEED (various) ... ... „	5 upwds.

The number depends on the size of the roots; the cases average 30 plants each.

All the above prices include freight, insurance, and all charges to any port where the P. and O. steamers call. The season for shipment commences about September and ends in January. All orders must be accompanied by a remittance or orders for payment. The name of the agent at the port of arrival must be furnished, to prevent delay in forwarding.

THE LONDON AND CHINA TELEGRAPH.

THE EIGHTH Volume of this JOURNAL commenced on the 4th of January, 1866. The Subscription for the three numbers per month is 30s. per annum, including Postage, and to the Export Supplement 12s. Terms for advertising, 2s. 6d. per five lines; and 6d. for each additional line.

Subscriptions and Advertisements received abroad by the following Agents:—

Paris	G. W. YAPP, 4, Place Pentagonale, Boulevard Pereire.
Hamburg	Mr. ONCKEN.
Amsterdam	LOMAN AND VERSTER.
Rotterdam	HOOG & KRUYT.
New York	WILMER AND ROGERS.
Gibraltar	W. SPEED.
Malta	A. MILLER.
Alexandria	P. CUMBO, St. Catherine's-square.
Aden	COWASJEE DINSHAW.
Suez	
Bombay	CHESSON AND WOODHALL.
Calcutta	SANDERS, CONES, AND CO.
Point de Galle	G. D. ANTHANISZ.
Colombo	J. W. VANDORT.
Kandy	W. A. ARCHBALD.
Labuan, Sarawak, and Singapore	JOHN LITTLE & CO., Singapore.
Penang	SANDILANDS, BUTTERY AND CO.
Bangkok	
Batavia	HUNTER, HOUGHTON, AND CO.
Anjer—Straits of Sunda	G. SCHUIT, Anjer Hotel.
Manila	PHILLIPS, MOORE, AND CO.
Hong Kong, Canton, Macao, & Swatow,	J. B. MORRIS, Hong Kong.
Amoy	BELLAMY AND CO.
Foo-Chow-Foo	HEDGE AND CO.
Shanghai	H. FOGG AND CO.
Tien-Tsin	JAMES HENDERSON.
Nagasaki—Japan	PIGNATEL AND CO.
Yokohoma	HANSARD AND BLACK.

OFFICE, 12, GEORGE-YARD, LOMBARD-STREET LONDON, E.C.

DYSENTERY, CHOLERA, FEVER, AGUE, ETC.

CHLORODYNE.

CAUTION.—*Vice-Chancellor Wood affirmed in Court that Dr. J. COLLIS BROWNE was undoubtedly the Discoverer of Chlorodyne; that the statements of the Defendant Freeman were deliberately untrue, and he regretted to say they had been sworn to (see "The Times" of July 13, 1864); all others must be spurious.*

Earl Russell has graciously favoured J. T. Davenport with the following extract of a despatch from Mr. Webb, H.B.M.'s Consul at Manila, ated Sept. 17, 1864:—"The remedy most efficacious in its effects (in Epidemic Cholera) has been found to be CHLORODYNE, and with a small quantity given to me by Dr. Burke I have saved several lives." Earl Russell communicated to the College of Physicians that he had receive a despatch from Her Majesty's Consul at Manila, to the effect that Cholera had been raging fearfully, and that the ONLY remedy of any service was CHLORODYNE.—See *Lancet*, December 31, 1864. No home should be without it.

Eminent Hospital Physicians of London stated on oath that they prescribe CHLORODYNE largely, and mean no other than Dr. Browne's.

The General Board of Health, London, state as to its efficacy in Cholera and Dysentery:—"So strongly are we convinced of the efficacy his remedy, that we cannot too forcibly urge the necessity of adopting it in all cases."

From A. Montgomery, Esq., late Inspector of Hospitals, Bombay:—"Chlorodyne is a most valuable remedy in Neuralgia, Asthma, and Dysentery To it I fairly owe my restoration to health, after eighteen months' severe suffering, and when all other medicine had failed."

From W. Vesalius Pettigrew, M.D.:—"I have no hesitation in stating that I have never met with any medicine so efficacious as an antispasmodic and sedative. I have used it in Consumption, Asthma, Diarrhœa, and other diseases, and am most perfectly satisfied with the results."

Dr. M'Grigor Croft, late Army Staff, says:—"It is a most valuable medicine."

Dr. Gibson, Army Medical Staff, Calcutta:—"Two doses completely cured me of Diarrhœa"

Government supply both the Army and Navy with it. A Sheet of Medical Testimonials accompanies each Bottle.

Sold in Bottles, 2s. 9d. and 4s. 6d., by all Chemists. None genuine without the words

"DR. J. COLLIS BROWNE'S CHLORODYNE" on the stamp.

SOLE MANUFACTURER:—

J. T. DAVENPORT, 33, GREAT RUSSELL-STREET, LONDON, W.C.

Be not misled by the statements of unscrupulous persons, as the Defendant was termed by the Vice-Chancellor.

THE CAPE, INDIA, AND CHINA AGENCY.

ORDERS for GOODS of all descriptions executed, and Shipped by the Overland Route or by Clipper Sailing Vessels. Consignmen of Produce realised. The Goods are selected by parties who have had personal experience of the requirements of the markets at the

CAPE COLONIES, INDIA, CHINA, AND JAPAN.

TERMS:—One-half the estimated cost to be remitted with the order, and the balance on receipt of Bill of Lading and Invoice.

Commission, 2½ per cent. on Orders over £50, and 5 per cent. on amount under £50

Orders and remittances should be addressed to the MANAGER.

Office, 12, George-yard, Lombard-street, London, E.C.

Digitized by Google

THE SHORTEST ROUTE TO AND FROM MANILA AND THE PHILIPPINES.

NOTICE to SHIPPERS and PASSENGERS by the OVERLAND ROUTE:—

The CHINA STEAM and LABUAN COAL COMPANY (Limited), in pursuance of an agreement entered into with the Government of Manila, have arranged to despatch their steamship "MONA," or other of their first-class steamers, with the mails and passengers monthly between Singapore and Manila, and Manila and Singapore, in correspondence with the Messageries Imperiales Overland Route. The Company's agents at Singapore will take charge of goods for transhipment. For further particulars apply at the Offices of the Company, Ethelburga-house, 70 and 71, Bishopsgate-street, London, E.C.

H. WALLER PLATT, Secretary.

OVERLAND ROUTE.

COMMUNICATION by STEAM to INDIA, AUSTRALIA, &c., *vid* EGYPT.—From SOUTHAMPTON and MARSEILLES.—The PENINSULAR and ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels for Gibraltar, Malta, Egypt, Aden, Ceylon, Madras, Calcutta, the Straits, China, and Japan (Yokohama), by their steamers leaving Southampton on the 4th and 20th of every month. For Gibraltar, Malta, Egypt, Aden, and Bombay by those of the 12th and 27th of each month; and for King George's Sound, Melbourne, and Sydney, by the steamers leaving Southampton on the 20th of every month. The steamers leave Marseilles on the 5th, 12th, 20th and 28th of the Month.

For further particulars apply at the Company's Offices, 122, Leadenhall-street, London, E.C., or Oriental-place, Southampton.

OVERLAND ROUTE VIA MARSEILLES.

SERVICES MARITIMES DES MESSAGERIES IMPERIALES.

FRENCH MAIL STEAM PACKETS.

The 19th of every Month, at 2 P.M for—

MESSINA, ALEXANDRIA, ADEN, POINT DE GALLE (Ceylon), PONDICHERRY MADRAS, CALCUTTA, SINGAPORE, BATAVIA, SAIGON, HONG KONG, SHANGHAI, and JAPAN.

The 9th of every Month for—

MESSINA, ALEXANDRIA, ADEN, SEYCHELLES REUNION, MAURITIUS.

For passage, freight, and information apply to B. W. and H. HORNE, 4, Moorgate-street, London; G. H. FLETCHER and Co., Liverpool; at the offices of the Services Maritimes des Messageries Imperiales in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

*** Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.

ORIENTAL, AUSTRALIAN, AND GENERAL STEAM AGENCY, AND GLOBE PARCEL EXPRESS.

PARCELS, PACKAGES, and MERCHANDISE forwarded, and PASSAGES engaged to all parts of the world. Baggage collected and shipped, insurances effected, &c.

CALCUTTA, MADRAS, CEYLON, and ADEN—Overland, 4th and 20th of every month.

BOMBAY and ADEN—Overland, 12th and 27th.

CHINA, JAPAN, SINGAPORE, and EASTERN SEAS—Overland, 4th and 20th.

AUSTRALIA, TASMANIA, and MAURITIUS—Overland, 20th.

NEW ZEALAND and AUSTRALIA via PANAMA, 2nd.

INDIA, CHINA, and AUSTRALIA—Via Cape of Good Hope. Clipper Ships, weekly.

Prospectuses, with through rate to a thousand places free on application.

G. W. WHEATLEY and Co. (late Waghorn), 150, Leadenhall-street, E.C.; CHAPLIN'S, Regent-circus, W., and 32, Regent-street, S.W.

INDIA, CHINA, AND JAPAN.

ROBERTSON and CO. will despatch the following first-class VESSELS to their respective destinations:—

Destination.	Ships.	Class.	Docks.	To Sail.
Calcutta	Kenyon ...	AA1	E.I.D.	With des.
Calcutta	Jas. Livesey. ...	AA1	E.I.D.	With des.
Shanghai ...	Silver Eagle	A1 13 yr.	E.I.D.	With des.
Shanghai ...	Jubilee ...	A1 14 yr.	W.I.D.	With des.
Shanghai ...	Spirit of the Deep	A1 13 yr.	W.I.D.	With des
Hong Kong & Whampoa ...	Her Majesty ...	A1 12 yr.	E.I.D.	With des.
Singapore ...	Petchelee	A1 12 yr	W.I.D.	With des
Nagasaki & Kanagawa	Chrysolite.	A1 14 yr.	W.I.D.	With des.

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.

FROM LIVERPOOL.

Destination.	Ships.	Tons	Class.	To Sail.
Shanghai ...	Magellan ...	613	A 1 —	Imm.
Shanghai ...	Maiden Queen	814	—	"
Batavia & Soerabaya ...	Helena Henriette ...	494	—	"
Calcutta ...	Apelles ...	1036	—	"
Calcutta ...	British Peer...	1230	—	"
Calcutta ...	Pandora ...	1156	—	"
Calcutta ...	Evelyn ...	1179	—	"

For terms of Freight or Passage apply to McDIARMID, GREENSHIELDS, and Co., Liverpool.

SOLID MAHOGANY FURNITURE FOR INDIA, CHINA AND THE COLONIES.

HEAL and SON are Manufacturing, ESPECIALLY FOR use in EXTREME CLIMATES, BEDROOM FURNITURE, which is entirely Free from Veneer. A general Assortment always in Stock.

IRON AND BRASS BEDSTEADS

Suitable for all Parts of the World. Their Stock consists of 2,500 Bedsteads.

HEAL AND SON'S PATENT HORSEHAIR MATTRESS.

HEAL and SON have Patented an Improvement in the Manufacture of Mattresses, which prevents the materia from felting into a mass, as is the case with all Mattresses made in the ordinary way. The Patent Mattresses are made of the very best Horsehair, are rather thicker than usual, and the prices are but a trifle higher than those of other good Mattresses.

HEAL AND SON'S ILLUSTRATED CATALOGUE

For INDIA, CHINA, and the COLONIES, of Bedsteads, Bedding, and Bedroom Furniture, SENT FREE TO EVERY PART OF THE WORLD to which there is Book Post.

HEAL and SON, Bedstead, Bedding, and Bedroom Furniture Manufacturers 196, 197, 198, Tottenham-court-road, London, W.

CHINA, JAPAN, and PENANG.—The following splendid first-class CLIPPER SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	Last Shipping Day.
Shanghai ...	Sir H. Parkes	A1 13 yr.	W.I.D.	With des.
Hong Kong & Whampoa ...	Canadian ...	A1 11 yr	E.I.D.	To follow
Kanagawa, & Yokohama ...	Glenclune ...	A1 10 yr	W.I.D.	With des.
Kanagawa, & Yokohama ...	Havelock ...	A1 13 yr.	W.I.D.	To follow
Penang ...	Champion ...	A1 11 yr.	W.I.D.	With des.

For Freight or Passage apply to KILLICK, MARTIN and Co., 28, Nicholas-lane, Lombard-street, E.C.

COLOMBO LINE OF PACKETS.

JOHN C. CAMPBELL will despatch the following splendid first-class VESSELS:—

Destination.	Ships.	Class.	Tons.	Dock.
Colombo ...	Channel Queen..	A 1 11 yrs.	609	W.I.D.
Colombo, Cochin, Beypore, Calicut, Cannanore, and Mangalore.	Star of Ceylon...	A 1 10 yrs.	499	S.K.D.
Colombo ...	Granville ...	A 1 15 yrs.	696	W.I.D.
Colombo ...	Francis... ...	A 1 13 yrs.	310	W.I.D.
Colombo ...	Francis ...	A 1 13 yrs.	489	W.I.D.
Colombo ...	Abdul Medjib ...	A A 1 —	402	W.I.D.

No. 22, Great St. Helen's, E.C.

STEAM to CHINA from LIVERPOOL.—The undermentioned SCREW STEAMERS are intended to be despatched, with cargo and passengers, at their respective dates, for Mauritius, Penang, Singapore, Hong Kong, and Shanghai:—

Name.	Tons.	Captains.	Sailing Dates.
Achilles	1670	Russell ...	Sept. 29.
Agamennon ...	1672	Middleton.	December —.
Ajax	1670	Kidd ...	To follow.

Cargo will be received for the Achilles until the 26th September, but not later (if not sooner full and by special agreement). Each steamer has good accommodation for passengers, and carries a surgeon and stewardess.

Apply to ALFRED HOLT, 1, India-buildings, Liverpool.

With quick Despatch.

FOR HONG KONG and WHAMPOA, the splendid new river-built clipper SHUN LEE, A 1 fourteen years, 640 tons register, JOHN JAMES MILBANK, Commander; lying in the West India Dock. Has superior accommodation for passengers.

For Freight or Passage, apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings, London, E.C.

FOR COLOMBO, CEYLON, Direct, will meet with very quick despatch, having a large quantity of her cargo engaged, the beautiful clipper ship AVON, A 1 thirteen years, 645 tons register, JOHN EDMOND, Commander; loading in the West India Docks. This splendid vessel has a full poop, with superior accommodations for the comfort and convenience of passengers.

For Freight or Passage apply to F. TALLACK, 23, Birchin-lane, Cornhill, E.C.

FOR COLOMBO, CEYLON, Direct, to follow the "Avon," and will have quick despatch, the well-known clipper ship THAMES, A 1 thirteen years, 444 tons register, O. J. H. ARNOLD, Commander; loading in the West India Docks. This beautiful vessel has a full poop, with every accommodation for the comfort and convenience of passengers.

For Freight or Passage apply to F. TALLACK, 23, Birchin-lane, Cornhill, E.C.

COLOMBO LINE OF PACKETS.

Will meet with the usual quick despatch.

DIRECT for COLOMBO, the magnificent nearly new clipper ship CHANNEL QUEEN, A1 eleven years, 609 tons register, H. MARQUAND, Commander; West India Docks. This splendid vessel (built in 1864), has proved herself to be one of the fastest afloat; she has been specially selected for season goods, and shippers may rely upon her being punctually despatched.

For Freight or Passage apply to LIVINGSTON, HOLDING and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

COLOMBO LINE of PACKETS.

Will meet with the usual Quick Despatch.

DIRECT for COLOMBO, the favorite clipper ship, FRANCES. A 1 thirteen years, 310 tons register, J. HIGGS, Commander, West India Docks. This splendid vessel is well-known for her very rapid passages; has recently returned from Colombo, making the fastest passage of any ship sailing at the same time, thus offering a first-rate opportunity to shippers.

For Freight or Passage apply to LIVINGSTON, HOLDING and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

A Regular Trader.

Will meet with the usual Quick Despatch.

DIRECT for COLOMBO, the splendid clipper-built ship FRANCES, A 1 thirteen years, 489 tons register, FRANCIS HILL, Commander, lying in the West India Docks. This fine vessel, well known in the Colombo Trade for her quick passages and sound delivery of cargo, is recommended to shippers of fine goods.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

Will have the usual quick dispatch.

DIRECT for COLOMBO, the splendid high-classed clipper ship GRANVILLE, A 1 15 years, 696 tons register, G. GALLICHAN, Commander; lying in the West India Docks. This very high-classed vessel, well known in the Ceylon trade, is confidently recommended to shippers.

For Freight or Passage, apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

A REGULAR TRADER.

To follow the "EXCELSIOR," with Quick Despatch.

DIRECT FOR COLOMBO, COCHIN (BEYPORE or CALICUT), CANNANORE and MANGALORE, the beautiful British-built clipper ship, STAR of CEYLON, A 1 ten years, 399 tons register, A. MATTHEW, Commander; lying in the St. Katharine Docks. This fine little ship, well-known in the trade, offers a first-rate opportunity to shippers.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING and BRIGGS, 31, Great St. Helen's Bishopsgate-street, E.C.

PIGNATEL & CO.,

GENERAL MERCHANTS AND COMMISSION AGENTS

NAGASAKI

JAPAN.

BRIDGEWATER, JONES, AND CO., WHOLESALE HABERDASHERS, HOSIERS and GLOVERS,

WAREHOUSEMEN and MANUFACTURERS,

39, 40, and 41, WOOD-STREET, LONDON, E.C.

Lists of Prices forwarded to Merchants and Traders on application. Remittances to be payable in London.

Printed for the Proprietors by WOODFALL and KINDER, Milford-lane, Strand, W.C., and published by JOHN ELLISON, at the Office of the "LONDON AND CHINA TELEGRAPH," 12, George-yard, Lombard-street, E.C., in the parish of St. Edmund the King.—Monday, Aug. 20, 1866.

Digitized by Google

The London and China 新聞紙 Telegraph.

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON ARRIVAL OF THE MAILS, about the 4th, 14th, and 28th, in connection with the "LONDON AND CHINA EXPRESS,"
A SUMMARY OF NEWS FOR THE OUTWARD MAILS OF 10th, 17th, and 26th.

VOL. VIII.—No. 219.] LONDON, MONDAY, AUG. 27, 1866. [Price 9d., with Sup., 1s. 3d.—Sub. 30s. per ann. postage included, Sup. 12s. extra.

Latest Advices.

	From London.	Arrived out.	HOMEWARD. Arrived in London this day.
JAPAN—			
Yokohama	April 26	June 16	June 28
Nagasaki			July 2
Hakodadi			
CHINA—Peking			
Tien-tsin			June 21
Chefoo			„ 23
New-chwang			„ 15
Hankow			July 1
Kiu-kiang			„ 2
Chin-kiang			
Shanghai	May 17	July 3	July 6
Ningpo			„ 4
Foo-Chow			„ 5
Formosa—Tamsuy			
Amoy			„ 3
Swatow			
Hong Kong	May 26	July 4	„ 12
Canton			
Macao			
PHILIPPINES—			
Manila			„ 8
COCHIN-CHINA—			
Saigon			„ 12
SIAM—Bangkok			„ 14
BORNEO—			
Labuan			
Sarawak			
JAVA—			
Batavia			„ 14
MALACCA STRAITS—			
Singapore	June 10	July 14	„ 20
Penang	„ 10	„ 12	„ 23

Telegrams have been received in advance of the mail of 29th July from Hong Kong. Exchange is quoted 4s. 6¼d., and the export of tea for the fortnight, 12,000,000 lbs. From Shanghai telegrams reach to the 25th June announcing Nienfei successes in the north, and the massacre of two French bishops and seven priests in the Corea.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per P. and O. steamer Syria, arrived Aug. 24.—From Shanghai: Messrs. J. Moore, Innes, and Flower, sen. From Hong Kong: Messrs. Kirchner, Andrews, J. Rivers, and P. Maclean. From Singapore: Mr. and Mrs. Fisher. From Penang: Mr. and Mrs. Niebuhr. From Galle: Mr. and Mrs. Bullock and child, Mr. and Mrs. Harrison, two children and servant, Mr Thompson.

Per steamship Erl King, arrived in London, Aug. 23.—From China: Mrs. Stanford, Miss Stanford and European servant, Mrs. McKinnon and child, Mrs. Bonny, Mr. Sowell, Mr. Gutzy, Mr. Neville, Mr. Stout, Mr. Vernimb, Mrs. Gunther and child. From the Cape: Mr. Coad.

PASSENGERS OUTWARD.

Per P. and O. steamer Surat, from Southampton, Aug. 20.—To Hong Kong: Dr. Duncan, R.N., Mr. G. Wright, Mr. R. H. Pye. To Ceylon: Miss J. L. Ewing. To Singapore: Mr. and Mrs. Morel. To Shanghai: Messrs. E. C. Baber, B. Brenan, and E. L. Oxenham, Mrs. R. L. Thin, and Mrs. Twigg. To Calcutta: Capt. and Mrs. R. C. Lowe, and two children, Mr. W. E. Brooks, Miss Hodgson, Mr. J. Smith, Lieutenant B. A. Combe, Staff Assistant Surgeon McKinnon, Surgeon Porter, Mr. Busfield, Mr. T. Lobb, Mr. and Mrs. Jeffrey, Mr. Nourse, Staff Assistant Surgeons Minty and Fishbourne, Mr. Leversage, and ten second-class passengers. To Madras: Lieut. Porteous, Mr. W. Biddie, Lieutenant-Colonel and Mrs. Bean, Mr. J. P. and Mrs. Armstrong, Mr. Hill, Colonel Hicks, Mr. W. B. Powell, Mrs. G. Biddie, and J. Walker. To Suez: Mr. D. H. Speer, and one second-class passenger. To Alexandria: Mrs. Barron, Master Jamieson, and three second-class passengers.

From Marseilles, August 28.—To Singapore: Captain A. C. Bing, Mr. H. Dreyer To Yokohama: Mr. Willgoss. To Shanghai: Mr. and Mrs. T. Dick. To Hong Kong: Mr. R. W. Halket, Mr. Berwick, and friend. To Ceylon: Mr. and Mrs. Irvine. To Calcutta: Mrs. Doyce, Captain C. J. Walters, Major J. R. and Mrs. Lowe, Miss Lowe-Major Battiscombe, Mr. W. P. Alexander, Major H. Mill, Mr. G. Ramsay, Mr. and Mrs. Avdall, Captain and Mrs. de Brett, Mr. J. D. Meares, Mr. R. L. Martin, Mr. J. Anderson, and three second-class passengers. To Madras: Mr. A. M. Black. To Ceylon: Mr. and Mrs. Irvine.

From Suez.—To Calcutta: Mr. Macnaghten. To Madras: Mr. T. Clarke, Mr. and Mrs. Will.

Per P. and O. steamer from Southampton, Sept. 4.—To Hong Kong: Mr. Phillips, Mr. H. Beveridge, Mr. G. P. Duncanson, Mr. J. T. Hudson, and Mr. J. W. Hunt, Dr. Maxwell, R.N., Assistant-Surgeon McMorris, R.N. To Shanghai: Mr. A. Warwick, Mr. J. Grant. To Ceylon: Mr. P. Moir, Mrs. A. Carey and two children, Mr. and Mrs. Smith, Mr. Dalton, Mr. J. K. Clarke, Mr. and Mrs. Bisset, Captain Creagh, Mr. J. G. Smither, Assistant-Surgeon Ewatt. To Singapore: Mr. R. J. Sargeant.

From Marseilles, Sept. 12.—To Hong Kong: Mr. and Mrs. Sinclair, Mr. C. M. Kerr, Mr. W. Holt, Chief Justice and Mrs. Smale, Miss Smale, Mr. Smale, jun, Mr. Schmidt, Mr. McMicken. To Shanghai: Mrs. Forrest, Mr. and Mrs. Stammann.

Per P. and O. steamer, from Southampton, Sept. 20.—To Hong Kong: Mr. John Brown. To Ceylon: Mr. L. Carey, Mr. and Mrs. Strachan, and three daughters.

From Marseilles, Sept. 28.—To Singapore: His Highness the Tumongong of Johore and two friends, Mr. T. Scott.

Per P. and O. steamer, from Southampton, Sept. 27.—For Hong Kong, V.B.: Mr. Peter Orme. To Singapore (V.B.): Mr. T. Steel. To Yokohama (V.B.): Mr. James Bisset.

Per P. and O steamer, from Southampton, Oct. 4.—To Shanghai: Miss J. T. Blackwell. To Hong Kong: Mr. A. Zinnern, Mr. A. J. Macleod. To Shanghai: Reverend D. Perkis.

From Marseilles, Oct. 12.—To Singapore: Mr. and Mrs. Cumming.

Per P. and O. steamer, from Southampton, Oct. 12.—To Ceylon: Sir John Cheape, Mr. Cheape, Capt. Allfrey.

From Marseilles, Oct. 20.—To Ceylon: Mr. T. Shelford.

Per P. and O. steamer, from Southampton, Oct. 20.—To Hong Kong: Mr. R. M. Stephenson, Mrs. Carnegie, Miss Kate Smith.

From Marseilles, Oct. 28.—To Shanghai: Mr. W. Watson, Mr. G. Hughes. To Singapore: Mr. T. Scott. To Ceylon: Mr. G. Yule. To Hong Kong: Mr. Robertson.

Per P. and O. steamer, from Southampton, Nov. 4.—To Yokohama: Mr. E. Trotter. To Hong Kong: Mr. E. Bigg, Mrs. F. B. Johnson and two children, Mrs. D. O. Clarke and child.

From Marseilles, Nov. 12.—To Hong Kong: Mr. P. J. Forbes, Mr. E. Cunningham. To Shanghai, Aug. 29 (via New York and San Francisco), John A. Sandilands, Esq.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

From this port we have dates to the 28th June. The mails of 26th April arrived out on the 16th June, conveying also telegraphic advices from London to the 15th May.

The principal item of news is the signing of the new convention and tariff, which has already been briefly announced by telegraph. The convention will be found in full in another column, together with an abstract of the tariff.

The *Japan Herald* says: — "In our own political world a work has been completed, almost equal to the signing of another treaty. The tariff has been settled, and the convention that makes it law signed by the representatives of the Tycoon of Japan and of the Treaty Powers, and the new system comes into operation on the 1st July. Both the tariff and the convention are given in our present mail issue, and we are of opinion that the latter will be read with very great interest, and its provisions meet with approbation. The Japanese Government, it will be seen, have yielded to the necessity of the bonded warehouse system. This virtually makes the open ports entrepots, and as our suggestion of free ports was not admitted (in which case the merchants would have had the goods in their own godowns under their own care), we consider the next best thing has been done. The question of drawbacks the Japanese authorities will positively not entertain, but much has been gained in the establishment of the bonded warehouses; and as the Chamber of Commerce so pertinaciously refused to have our scheme, they will now have the satisfaction of paying as before, and storing their goods in their own godowns, or taking advantage of the bonded warehouses and consequent facility for re-export, and paying warehouse charges to the Japanese Government, whilst their own warehouses are empty. The change, however, is a great advance, and the 8th, 9th, 10th and 11th articles are such as are calculated to assist the expansion of trade to an unlimited extent. The representatives of the four Powers had, we learn, the greatest difficulty in obtaining all that the convention yields, but their steady combination and unity of action, aided by their clear and convincing arguments, availed at last, and we see the result. The ground of complaint against the Tycoon that the Daimios may have before had is taken away, and not only they, but any of their people may trade freely at the

Digitized by Google

open ports, or in any port in the world, in anything but war vessels, without the interference of Government officials. The 7th clause, too, is a most important one, and if such regulations can be made as lead to the prevention of the constant irritation arising from the conduct of business by the petty Japanese officials, we shall indeed be thankful. Since reading and weighing the various articles of the treaty, we are more than ever convinced that every scheme that has been proposed for settling this tariff question had difficulties. We still like our own scheme best, and are pretty certain that before six months pass over us every member of the Chamber of Commerce that has a godown will think with us. But the easiest scheme is decidedly that which has been actually arranged; and if it had been possible to attach the drawback system to it, as at home, merchants would find it all that they could desire. Practically, however, we do not think that under the Japanese Government this could be worked, except with attendant annoyances that would keep Japanese and foreign officials always in hot water. As a whole, the Convention will be admitted to be a very admirable one; and although its more political provisions may be slow in taking effect, their ultimate advantages to Japan and its tradal and sociable developments are certain."

The depression caused by the intelligence conveyed in some of the later telegrams, of the disasters in the money market and the suspension of Overend, Gurney and Co., and other banks, discount houses, finance associations, large contracting and mercantile firms, is very great, and much anxiety is felt as to the details that will come by the next mail.

The position of affairs in the south is without improvement. H.M.S. *Cormorant* (says the *Japan Times*) arrived on the 27th June, from Nagasaki, and by her we have news from Shimonoseki. Our informant, who has lately been at that port for some time, reports that Chiosiu, considering the demands of the Shogoon absurd (the cession of a large part of his territory and his own disgrace), has definitely and positively refused them, and is perfectly ready to maintain his position by force of arms. He is, it is now well known, supported by Satsuma. The following document, purporting to be addressed by that Prince to the Shogoon, has been placed in our hands, and though we cannot vouch for its authenticity the source from which we obtained it renders it difficult for us entirely to discredit it. It runs thus:—

"Some years ago, on the occasion of a bad harvest in my dominions, I borrowed 3,000,000 bags of supplementary rice (or rice to supplement my wants) from Matsudaira Daigen no Daibu (Chiosiu). The said person has now fallen under Imperial (your) displeasure, and must suffer much inconvenience. I wish, therefore, to purchase 'in all the ports and harbours and convenient places,' 3,000,000 bags of rice to return his kindness with. This report is therefore made."

We do not in the least degree believe that Satsuma ever borrowed the above-mentioned rice, but the document is interesting as a specimen of Japanese diplomacy. The Shogoon has already paid a million and a-half of dollars as a penalty for the fault of Chiosiu in firing on foreign ships in the Straits of Simonoseki; it would be heaping Pelion on Ossa if he were now to allow himself to be taken in by this shallow artifice and permit Satsuma to provision the Prince of Nagato with rice purchased at his enemy's ports.

Intelligence has been received from Hiogo to the effect that an enormously rich merchant named Takadaya Kiubei has been arrested, and the whole of his property confiscated for the offence—it is alleged—of selling rice for exportation to France. We had heard of this previously, and from so many different sources as to compel our belief that, at all events, there is some truth in the report.

A collision has recently taken place between the Russians and Japanese on the island of Saghalien, north of Yesso. From good Japanese authority we (*Japan Times*) learn that the facts of the case were as follow:—Eight Japanese were driving out in sledges drawn by dogs, when they came unexpectedly upon a Russian outpost, into whose encampment they rushed, not being able to restrain their dogs. The Russian soldiers were offended at this rudeness, and began to beat the Japanese for it. The latter attempted to explain and apologise; but as neither party could understand the other's language, the Russians continued their blows until the Japanese could bear it no longer, and drew their swords, and having killed five of the Russians, withdrew. A complaint was made to the Japanese authorities at Hakodate, and the result was that all the eight Japanese who had been engaged in the affray were arrested and thrown into prison. Our informants cannot say in what part of the island this took place, but it is not unlikely that it occurred in the neighbourhood of the new Russian settlement at the southern extremity of Saghalien. We had previously been told by the Japanese that the Russians landed 500 troops there last spring. Thirteen years ago they had a settlement and small fort there, but did not keep it long, and now they have again taken possession of the same place.

CHINA.

PEKING.

From Peking we learn that matters in the North are in a very disturbed state. Kansuh is apparently hopelessly lost to China, and a Mahomedan rule is established there. Brigandage continues rife in Manchuria, and Wen Seang with his disciplined troops has gained no great success. The rebels are well mounted, and flit about amongst the hills, keeping out of his way, and creating the greatest confusion in that part of the empire. The Mongolian frontier, especially towards Ku-pei K'ou, is also infested by banditti, which renders travelling in that part of the country extremely unsafe.

We regret to learn that small pox is prevalent in Peking. One European, viz., Mr. Henning, Student Interpreter at the Russian Legation, had died of it. No other deaths amongst the foreign residents are recorded.

The weather in Peking has been extremely warm, the thermometer ranging about 100 Fahrenheit.

(FROM A CORRESPONDENT.)

The *Peking Gazette* often throws a glimpse of light upon the little known affairs of Tartary. The Lama hierarchy has during four centuries attained great power among the Tibetians and Mongols. It is the policy of the Chinese Imperial Government to patronise the great Lamas and to keep them in check. The way to keep Tartary quiet is to keep the princes and great Lamas in pay, to show them a studied external respect, and to keep a tight rein on their necks should they evince any tendency to independent action.

Each Mongol tribe has its living Buddha, a great Lama, who when he dies is succeeded by a boy Lama, into whose body the soul of the deceased is believed to have transmigrated. The great Lamas are called Gegen, "enlightened ones," or Hutuktu, "those who have attained rank." There are perhaps 200 Gegens in Tartary. A few among these receive the higher title, Hutuktu.

The *Gazette* states that one of these spiritual dignitaries now in Peking has requested permission to go to So'ning, in the province of Kansu, for the purpose of fighting the Mahomedan rebels. The temples of the Lama religion there need to be defended, and what the Hutuktu offers to do is to head a large body of Mongolian and Sifan Lamas, and lead them out against the Mohomedans now in insurrection; or he is willing to go in the train of a Chinese general. The Emperor refuses him permission, and directs the board for managing the affairs of Tartary to examine the title of this Lama to wear a yellow gown embroidered with dragons, said to have been presented to his fifth predecessor by the Emperor Kanghi. The Mahomedan rebels have retired lately from Shensi, and prospects have improved in that part of China.

NANKING.

The Nienfei have assembled in considerable force in the upper portion of this province, and are even said to have penetrated within sixty miles of the northern bank of the Yangtsze, opposite Chinkeang. This, if it be correct, is a rather serious announcement, as it implies their presence in the heart of the salt districts. It had been considered that Lihungchang, with his disciplined troops, possessed sufficient force to crush any rebel army that could assemble against him, and that, though much damage might have been done before the arrival of his troops at the scene of action, their success was certain. The event, however, has not justified these anticipations. Whether well or ill disciplined, his troops are commanded by men who are utterly ignorant of the simplest word of command, and the defeat which they have incurred was, under these circumstances, inevitable. They have lost several guns and a large number of Enfield rifles; the prestige of the rebels has advanced correspondingly, and the confidence of the population in their protectors has been shaken.

SHANGHAI.

Dates hence are to the 6th July. The outward French mails of May 17, conveying also telegrams from London to the 5th June, arrived on the 3rd July.

Digitized by Google

There is no news of any importance. Regarding the effect of the recently received intelligence of the crisis in London, the *Japan Herald* says:—

"The arrival of the English mail of the 10th May, with a telegraphic summary of each day's events to the 30th idem, removed a portion of the anxiety regarding the progress of the commercial crisis in England, caused by the uncertainty of the previous fortnight. The French mail, with papers to the 17th May, and telegrams to the 5th June, indicating improving prospects, arrived on the 3rd; but rumours of unfavourable advices to a latter date, received at Chefoo *via* Kiachta, continue to create uneasiness, though they are not credited. The establishment of the Indo-European and Kiachta lines of telegraph enables the receipt of so late advices, that the intelligence brought by the papers is always far in arrear. In effect, details of the numerous minor failures which the suspension of the banks and large houses named must have caused, have yet to arrive; the names of the principal only are given in the *London and China Express* of the 17th May. The suspension of the Commercial Bank, and the announced determination to wind it up, must of course cause some distress. The instructions, however, are, we learn, not to press realisation; and this wise order will no doubt prove advantageous to the bank's estate, and modify the inconvenience which the sudden suspension here, as well as elsewhere, cannot fail to create.

The collection of the taxes on the French concession, to which, as we mentioned in our last issue, the Chinese so strongly object, has been suspended until further data regarding them can be arrived at. The blame for the recent deadlock is thrown on Mr. Ortmans, the late Secretary, on whose assurance that the Chinese were delighted at the anticipation of the coming imposts the Council seem to have relied; whereas no steps, apparently, had been taken to ascertain their feeling on the subject, or to forewarn them of the intended measure. The consequence was that an exaggerated impression of the tax got abroad, and all the shopkeepers in the settlement, conceiving themselves menaced, combined to resist payment. They of course gained their object; the taxes have been temporarily abandoned, and the excitement has been partially allayed. The Council have, however, determined to make a new assessment, with a view to their re-imposition on a more equitable basis. We cannot but think it would be better to leave the recusants alone for a while. A visit by the municipal officers so immediately after the late *fracas* will renew an excitement which should be allowed to completely subside before any further steps are taken.

The adjourned meeting in the bankruptcy of Jarvie, Thorburn and Co. took place on the 4th July, when it was explained that the accounts were not yet prepared, and the meeting was in consequence further adjourned to Friday, 10th August, with, however, liberty to apply for hearing at an earlier date if the accounts should be ready.

Two of the men concerned in the robbery of the dollars from Messrs. Waller and Co.'s boat are sentenced to stand their trial before the Supreme Court.

The French barque *Guaiara* has been put up to auction at Mr. Nils. Moller's, and realised tls. 1,700.

A Naval Court was held at H. B. M. Consulate on the 2nd inst., to investigate into the state of discipline on board the *Highflyer*, and the Court gave their opinion that there were no ground for the rumours of laxity of discipline, and that Mr. Owen, the present master, is fit to continue in command of the vessel.

There is a rumour among Chinese of pirates having captured the Chinese war steamer *Maun-le-yun* (formerly the *Nora Creina*), somewhere near Wanchew—and that they murdered the three foreigners on board, namely, the captain (Parker), gunner, and an engineer. The report is said to have come overland to Ningpo.

A claim has been brought by Mr. Fraser, official assignee in the estate of J. Clifton, against the London Assurance Corporation for $8,344.03. The defendants, Messrs. Dent and Co., agents for the company, admitted the debt, but claimed to pay it by a draft on the secretary in London. The Court, however, ordered immediate payment, with interest from the date when the claim became payable. Judgment has been given in the case of the Comptoir d'Escompte *versus* Frazer and Co., in favour of the defendants. The plaintiffs claimed a lien against a shipment of sugar from Messrs. Williams and Co., Hong Kong, to Messrs. Frazer and Co. here. A bill had been drawn upon the latter firm but had been refused acceptance, and the plaintiffs alleged that it was secured by the shipment. The evidence however failed to prove that the bill had been covered by the shipment in question. A discharge has been given in the matter of Hugh Rose Innes, bankrupt.

HONG KONG.

Our advices from this port reach to 12th July. On the 4th July the London mail of May 26th arrived out with telegraphic news to June 12th, announcing suspension of the Agra and Masterman's Bank. The *Overland Trade Report* has the following account of the panic that ensued:—

The suspension of the Agra and Masterman's Bank on the 30th of June, following that of the Commercial Bank on the 22nd, which was noticed in the last *Trade Report*, has caused intense excitement in Hong Kong during the past fortnight, and created for a time amongst the Chinese such complete want of confidence that there was more or less of a run on all the banks. The Chartered Bank was literally besieged on Saturday, the 30th ultimo., and kept open its doors till ten o'clock, a measure which restored the confidence of Chinese note holders to some extent. The local efforts which ensued from the suspension of the two banks have been considerably mitigated by the fact that previous rumours of an unfavourable kind were brought on by successive steamers before the actual intelligence of the failures in London induced the managers here to close their doors. In this way note holders and depositors were enabled to realise, and they availed themselves of the opportunity to a very large extent. The average amount of notes of the Agra and Masterman's Bank in circulation during April was $213,400, during May it was $274,443, but when the bank actually stopped, on the 30th of June, the amount had been reduced to less than $50,000. The larger portion of the deposits, moreover, had been withdrawn, and it has been stated that the deposits which remained in hand at the moment of suspension did not exceed a sum of $20,000. The Commercial Bank had $180,000 of notes in circulation during April, and $120,000 in May. The local liabilities at the time of suspension had not been reduced to so low an ebb as in the case of the Agra and Masterman's Bank, but were much more than covered by the local assets. These assets were, in accordance with a motion passed at the meeting of creditors, paid into the Hong Kong and Shanghai Bank, and it was also agreed at the time by a resolution moved by Mr. A. Booth, that no individual creditor should commence an action against the bank on his own account to the prejudice of other creditors. As was pointed out in an article contained in the last *Trade Report* this arrangement seemed a very strange one, since if the creditors were all entitled to bring actions against the Bank and obtain judgment for their separate debts nothing could have harmonised with their interests better than such a line of action, since the abundance of the assets would have enabled the manager to meet every claim in full, provided a judgment of the court here empowered him to liquidate any of the obligations at all. Some doubt, however, appears to exist here as to the real state of the law on this point, for in spite of the resolution passed at the meeting, a considerable number of actions have been commenced by independent creditors. These cases came on before the Supreme Court, and the judge decided that no concerted action on the part of a body of creditors can bar the right of any individual creditor to put the law in motion on his own behalf.

During the panic the Chinese holders of notes offered them at enormous discounts, an opportunity eagerly availed of by some speculators. Some of these persons, chiefly Portuguese, who went about amongst the Chinese must have made a good harvest, for the natives altogether lost their presence of mind, and parted with their bank paper on almost any terms. In one case it was stated that a 100-dollar note on one of the suspended banks was sold for 20 dols., and during the run on the Chartered Bank which took place on Saturday, 30th of June, one Chinawoman brought a note on the Agra Bank begging that it might be cashed at half its nominal value, a request which for her own sake was of course refused. Even notes of the Chartered Bank were sold during the run at heavy discount by Chinese who could not reach the counter, owing to the crowd at the doors, although it was publicly announced that the bank would remain open as long as there were any applicants requiring notes cashed.

The Mint appears to be making satisfactory progress, the dollars latterly turned out, even from the old dies, showing a great improvement on the earlier specimens. The *Daily P...* says:—

Digitized by Google

"The peculiarities of the coin are very numerous, and as we have before explained the difficulty of producing it, owing to the fact that it was designed by artists having no practical familiarity with the art of minting, were embarrassing in the extreme. While the metal of which the dollar is composed is a far harder alloy than that from which shillings and half crowns are struck at home, the device is one which, if the metal were the same, would require an immensely greater pressure. When the Mint here first began to work, the dollars were coined with a pressure of seventy tons. This pressure, however, was found not to be sufficient, and it was augmented. The dollars are now struck with a pressure of ninety tons. This enormous pressure naturally condenses and hardens the metal, so that there is an advantage derived from it beyond the neat and finished appearance which it gives to the coin. The milling, by the way, is admirable now, and the relief of the design is slightly greater than it was, so that the new dollar is mechanically perfect at last."

(FROM OUR OWN CORRESPONDENT.)

HONG KONG, JULY 11, 1866.

The mail of May 26th, so anxiously expected here, arrived, surprisingly early, a week ago, and on the whole calmed the excitement which had prevailed pending the arrival of its advices, although the utterly unexpected news of the suspension of the Agra Bank created a monetary panic, chiefly among the Chinese holders of bank-notes. A run which will be long remembered in the colony took place on all the banks, but principally on one or two which were falsely reported as shaky, and it was only by keeping open doors until ten at night, and paying away as fast as some score of hands could shovel out dollars that the excitement among the natives was allayed. Notwithstanding this proof of solvency, the credit of European banks in general has received a severe blow, the Chinese not unnaturally feeling their own inability to discriminate or to obtain early and accurate intelligence, and there is difficulty in passing notes of even small value, whilst at Canton, I hear, the large circulation of Hong Kong bank-notes is entirely suspended.

In other respects the colony stands better than was imagined it would by this date; but we have still to "weather the storm" that will be occasioned in two or three mails' time hence, when the unaccepted bills begin to come back from abroad. At this moment of writing we are still ignorant whether war has actually broken out in Europe or not.

Locally, there is not much of interest to record. Sir Richard MacDonnell continues to carry on the necessary labour of "stirring up" his subordinates, but the Augean stable has so many stalls and so few outlets that even the colonial Hercules appears puzzled to know where to begin sweeping. It is unfortunate that, although respected for his energy and official determination, the new Governor should by a very decided brusqueness of manner and assumption of superiority tend to become privately unpopular. Such, however, seems to be the case. His Excellency does not apparently understand the *suaviter in modo* so well as the *fortiter in re;* and, as local writers have complained, he appears a little too fond of reminding his "subjects" that he is the "representative of the Queen." The feeling of loyalty is too faint in this cosmopolitan emporium to allow this consideration to become overpoweringly impressive.

A violent gale, probably the outrider of a cyclone, passed over Hong Kong on the 7th and 8th, but with the exception of knocking down some twenty-five yards of the sea wall, which was apparently built as a gauge for the force of the wind and waves, no damage of consequence was done. This is the third time the "Bowring Praya," or a portion of it, has been demolished by gales, and what its fate will be in a violent typhoon is confidently predicted. So utterly defective is this costly embankment that some time ago the local Government proposed doing the whole work over again (after a lapse of barely three years since its completion), but the landowners abutting on the roadway, who had already paid one assessment and had built, for the most part, handsome houses along the frontage, declined to bear the expense as they were requested. It cannot be long, however, before the sea-wall must be replaced, no matter who pays for it; and this will only be one of the many financial difficulties of which Sir R. MacDonnell has promised to lay a statement before the Legislative Council.

The political news from the coast of China contains the usual modicum of victories over the Nienfei rebels, who, however, are as difficult to extirpate as the Fenians (who are only Nienfei reversed, as somebody ingeniously observed the other day), and for the same reason, that they have no tangible organisation. Mere hosts of pillagers mounted on hardy ponies and unencumbered with baggage of any kind, these banditti march twenty miles to the Imperialists' one. Unlike the Taipings, they profess no political aim (which is an undoubted blunder on their part), nor do they seek to retain possession of any of the towns or villages they occupy and plunder. Hence, in the absence of superior strategy, flying artillery, and, above all, of mounted troops, the task of "pursuing" these pests of the northern provinces is well-nigh performed on paper only.

Some attention has already been excited here, and not without reason, through the publication of what appears to be a convention recently entered into between the Chinese Government and the French Minister, by which the control over Chinese converts to Roman Catholicism is virtually handed over to the missionary priests by whom the entire country is overrun. The political tendencies of such an arrangement are not to be mistaken. It is impossible, however, to conceive the working of the scheme for a single month without cause for quarrel. It is notoriously only the lowest class of Chinese, who have something to gain and nothing to lose, who listen, as a speculation, to missionary propagandists; and if, as appears from the regulations already published here (translated from Chinese proclamations on the mainland), every official charge against Chinese subjects who choose to call themselves Roman Catholics is to be investigated in the first instance by the missionary priests, it is easy to conceive that the authority of the native officials will be completely set aside. A case was only recently reported here, in which a Chinaman, who had been imprisoned on a charge of kidnapping in the interior was successfully claimed by a resident priest as a Roman Catholic convert, and allowed to walk scatheless. Unless I am mistaken, the stability of China has more to apprehend from this source than from the Nienfei.

Such of your readers as are interested in commercial statistics will be glad to hear that the annual reports of the Custom's employés at all the open ports have been published at Shanghai, giving a complete summary of the movement of trade during the past year. With the exception of one or two of the reports, which fall into the prevailing sin of the day, even on the subject of camlets and grey shirting — fine writing—the bulk are extremely sensible, terse statements of the local conditions of each port. From a summary appended to the pamphlet it appears that the total amount of duties collected on behalf of the Chinese Government in the five years ending June 30th, 1865, amounted to 32,559,482 taels, or say nearly £11,000,000. The total amount of imports for the same period is estimated at £30,000,000, and the exports at £120,000,000 sterling.

SIAM.

BANGKOK.

His Excellency the late P'raya Montree Suriwongs is succeeded by a half brother, P'raya Palat, who was formerly Governor of Pichabury—a clever and intelligent man. Political affairs are quiet for the present, and people are getting accustomed to the idea of the return of the "irascible Frenchman," especially since it has been carefully spread about that he is coming full of good intentions and determined to be a good boy. It is sincerely to be hoped that this may prove true. A French company, composed of great names, has asked to be allowed to make a ship canal across the Peninsula at a point not named, but modestly stipulating for a strip of country twenty kilometres on either side—only a small belt of twenty-five miles breadth, through the centre of the Siamese possessions. It is said that the British Consul has done his duty and pointed out the disadvantages to Siam which such a concession would entail.

The question about Chiangmai is decided in favour of Siam. The King's seal has been asked for in confirmation of the Northern chief minister's edicts, and it has been affixed, thereby settling the *vexata questio* as to the point whether Chiangmai was tributary to Siam or Burmah.

The Siamese Government has received definite news, says the *Bangkok Recorder*, regarding M. Aubaret's return to Bangkok. There appears to be no doubt about that gentleman assuming his official post in July or August. He is to be the bearer of an autograph letter from H. I. Master to H. S. M.

The French corvette *C. Mange* had arrived on an official

Digitized by Google

visit, and to acquire passes for the French exploring party who propose travelling up the Mei-cong river, from Saigon through Siamese, British and Chinese territories, as far as Yang-tse-Kiang to Hankow. The corvette left again on the 14th June, having obtained the passes requested.

JAVA.

The Governor-General has once more left Batavia on a tour of inspection, when he will visit the following places—Japara, Koedoes, Pattie, Rambang, Sourabaya, Modjokerto, Kedirie, Madioen, Ngawie, Soeracarta, Karang-Padan, Djocjocarta, Brossot, Ambal, Poerworedjo, and Tjilatjap.

The latest news from Pontianak (west coast of Borneo) is more favourable, and it is confidently expected that the native chiefs will soon come under submission.

The latest news from the expedition to the Pasoemah countries is to the effect that the troops are still before the fortified place Moetar-Alam, trying to force the natives to surrender the place by continual firing of grenades, and the cutting off of all supply of food. Reinforcements have arrived from Java.

The ship *Peter Johannes*, from Koetie, with a cargo of coals to Amboina, has been totally destroyed by fire, in sight of the last-named place. This is the second ship (the *Gustav Adolph*, mentioned in our last, being the first) belonging to the same owner, lost through the same cause. The coals from Koetie seem to contain much gas, which explodes and ignites easily, making the transport very dangerous.

The directors of the Java Bank have raised the rate of discount to 9 per cent. till further notice.

At the auction of tin, on the 9th June, 273 piculs Banca, quoted at 22 cents, were sold at average price of fl. 48.61.

STRAITS OF MALACCA.

SINGAPORE.

Dates are to the 20th July. The London mail of the 11th June arrived out on the morning of the 14th July. Telegraphic advices had been received down to the 29th June.

The news of the outbreak of war on the Continent combined with the continued depression in commercial circles, exercise a very destructive influence upon the trade of the place (observes the *Straits Times*). In face of the mutual stipulations of the belligerents against the capture of merchant ships, insurance offices here begin to look narrowly to the nationalities of the vessels upon which they take risks, and most Prussian traders have already changed their flags. The monetary crisis which has extended from Europe to the East, and which we alluded to in our last, has not produced here any very disastrous effects; a few bankruptcies in the native Bazaar—consequent upon the almost entire interruption to credit sales—being the most that can be reported as yet. Nor, as far as can be seen at present, is it likely that any more serious result will ensue.

The fortnight has been barren of events of local interest. The quarterly Criminal, Session which commenced on 9th July, was brought to a conclusion the same week, and Sir Benson Maxwell, the Penang Recorder, had disposed of a vast amount of accumulated civil business which had been standing over owing to the delay in the appointment of a successor to Sir Richard M'Causland. The Governor continues at Penang. Two houses in town fell down, burying ten or twelve Chinese, all of whom were recovered alive, though one has since died from injuries received. The weather has continued broken throughout the fortnight, and we have had copious rains—somewhat unusual at this period of the year.

The following, from the *Friend of India*, had excited considerable interest. It is suggested by the local journals that a list of the unclaimed states alluded to as belonging to the Straits ought to be published simultaneously with the yearly Government report:—"The draught of a Bill appears in the *Gazette of India* to empower the Government of India to transfer to the public Treasury sums amounting to nearly Rs. 6,70,000 in Government securities and cash, now in the High Courts of the three Presidency towns, deposited in the course of suits instituted in the late Supreme Courts, and funds under similar circumstances in the Supreme Court of the Straits Settlement. These sums have been unclaimed for more than twenty years. The proceeds of certain estates administered by order of the Supreme Court of Straits Settlement, have also been unclaimed for fifteen years. The transfer will, of course, be subject to any claims which may hereafter be established to the satisfaction of the Court from which it is made."

We are glad to learn that the Messrs. d'Almeida have succeeded in withdrawing their estate from the Insolvent Court, and have arranged to pay a composition of twenty-five per cent. We believe that from first to last they have encountered no opposition, but on the contrary have received the support and sympathy of their creditors.

During the course of the Criminal Session, in the case of conspiracy brought by ex-Duffadar Nulla Permal against Pakerce and two others, the petit jurors brought in a verdict of "not guilty," there being insufficient evidence.

A new line of telegraphic wire is being laid between town and Tanjong Paggar.

The French barque *Barnave* has been sold privately for $4,000.

It was rumoured last year that the Cama Free School had been abandoned owing to the failure of the house of B. H. Cama and Co., at Bombay, but we are happy to state that such is not the case, and that the school at Tanjong Paggar is still being carried on under the same tutor as formerly, and that, the number of scholars is at present one hundred and twenty.

The Marine Court of Inquiry into the circumstances attending the stranding of the British barque *Marina*, Mr. James Maclaren, master, found as follows:—

That the *Marina* left Sydney on the 19th April, 1866, with a cargo of coals, bound to Point de Galle. That, from the evidence brought before us, the *Marina* was stranded at 3 p.m. on the 25th May, 1866, on a small coral patch, about 16 feet square, in the E. end of Prince of Wales' channel, Torres Straits, off which she floated, subsequently sunk in deep water, about a cable's length to the N.W. of the reefs. This small coral patch does not appear on the latest chart of Torres Straits, or in the one used by the master of the *Marina*, and from the bearings taken at the time ship struck, viz.: Double Island, S. ¼ N.; Ince Point, S.W.; Traver's Island, N. ½ W.; we would fix its position in about latitude 10 28' S.; longitude 142·22' E. As the master of the *Marina* appears to have taken every precaution in navigating the vessel, and done his best to save her after she stranded, we fully acquit him of all blame for the loss of the ship. As this coral patch appears to lie in the fair way, and in the course recommended in the chart through Torres Straits, we would suggest the immediate publication of its supposed position.

The *Straits Times* conceives hopes of renewed prosperity for nutmeg cultivation. It says:—

There is a feature at present observable here among the old decaying nutmeg plantations which we think should be the subject of careful inquiry and perhaps experiment. A close observer who may lately have had occasion to pass close to any of these abandoned plantations must have been struck by the improved appearance of many of the trees. The sickly whitened branches which have been bleaching half dead in the sun for as many as two or even three years, will be found to be clustered over with young healthy shoots completely concealing in many instances, the trunk and larger branches. A complete revival of the tree is not possible, for the nature of the disease or blight has been such that the extremities of most of the branches have rotted away and fallen off, but otherwise the revival now observable is so marked as to lead to the belief that if progressive it prove to be lasting, and be judiciously encouraged, many plantations now abandoned and lying waste might be rendered remuneratively productive.

We will not have long to wait to ascertain whether this improvement be accidental, due to some exceptional variation of the year's climate, or be of a permanent nature produced by the departure of the blight, or by the unnoticed accession of certain conditions favourable to the growth of the tree. But there is a danger that what is, perhaps, really an effort of nature towards a permanent revival may, in the absence of any encouragement or attention, again subside without having accomplished an effectual remedy. It is more than likely that the indications now noted to be successful require to be seconded by artificial aid more or less active; and the end in view is surely worthy the serious attention of very many here. As far as can be gathered at present, it seems that the trees which have been revived to the greatest extent are those around which a dense but not high scrub has accumulated—effectually shading the ground at the roots from the sun, and at the same time permitting the access of air and ventilation to the tree itself. Shade and coolness to the roots, therefore, combined with perfect ventilation, are conditions enjoyed by the now reviving tree which it did not possess under our system of cultivation, and the secret of the improvement probably lies here. In support of this, an instance occurred not long ago:—A road had to be made through what had been a nutmeg plantation, and at one part a small embankment had to be raised which covered up a decaying nutmeg tree about three feet above the original level of the soil; the tree was not cut down—the lower branches being

Digitized by Google

merely cut away to give it its original shape. In the course of seven or eight months a decided improvement was observable in the condition of this tree, which had been little more than a skeleton, and at the present moment it is so surrounded by fresh twigs and foliage as to completely hide all indications of blight, and is moreover in full bearing. We can do little more in such a matter as this than to point to the facts, and leave to those whose interest dictates and whose experience warrants the proper treatment of them. The revival of the nutmeg growth of this place would be, however, a matter of such importance to us that every stimulus should be given to the regard of symptoms such as we have pointed out.

The following corerspondence has been made public by direction of the Singapore Chamber of Commerce :—

To the Secretary to Government, Straits Settlement.

Chamber of Commerce, Singapore, June 18, 1866.

Sir,—The Chamber of Commerce will feel much obliged by your bringing to notice in the proper quarter the fact that the ship *Hurry Puddemsey*, which left Liverpool on the 22nd of February last, and arrived here on the 6th of June inst., was cleared out at the Liverpool Custom-house for Bombay, and that no notice of the change of destination appears to have been afterwards given.

As far as the Chamber are aware, the *Hurry Puddemsey* was not compelled by stress of weather, or other inevitable cause, to bear up for Singapore, and the misstatement as to her destination at the Liverpool Custom-house would appear to have been wilful, and intended to mislead as to her real port of discharge.—I have the honour, &c.,

A. Logan, Secretary.

From the Master Attendant, Singapore, to the Master of the British ship *Hurry Puddemsey*.

Sir,—I have the honour to request that you bring your manifest of cargo, and any instructions you may have received from the owners of *Hurry Puddemsey* to this office and at the same time afford an explanation why you brought the ship to this port and discharged the cargo here while you cleared at the Custom-house Liverpool for Bombay.—I have, &c., H. Burn, Lieutenant, Master Attendant.

Singapore, 21st June, 1866.

To H. Burn, Lieutenant, Master Attendant.

Sir,—According to your request in your letter of yesterday, I hand you herewith manifest of the ship *Hurry Puddems y's* cargo, and beg to say, that all instructions I receive from my owners regarding the ship's business I look upon as intended for my private perusal only. I further beg to inform you that my reason for coming to this port was, that I received orders from my owners to do so when ready for sea, and to receive further orders from my consignees here as to the further disposal of the cargo, and by these gentlemen I was instructed to land the cargo at this port.—I have, &c., J. B. Poole.

Master of the ship *Hurry Puddemsey*.

Births, Marriages, and Deaths.

(Announcements for Subscribers are made free of charge.)

DEATHS.

Bate—On the 28th June, at the Government Civil Hospital, Hong Kong, Henry Bate seaman unemployed.

Berthier—On the 14th July, at High-street, Singapore, Mr. Antoine Berthier, for many years inspector of police, aged 53.

Cathcart—On the 1st Aug., very suddenly, at Gibraltar, Hugh W. M. Cathcart, Lieut. 32nd Lt Infantry, second son of Sir John and Lady Eleanor Cathcart, aged 26.

Clayton—In Jun 1st, off Chinkiang, on the ship Highflyer, Captain John Thackwell Clayton, second son of the Rev. John Clayton, M.A., vicar of Stratford-on-Avon.

Cowie—On the 14th June, from an accident, while crossing a mountain torrent in Cashmere, Henry Cowie, Esq., second son of the late John Cowie, Esq., of Calcutta, in the 31st year of his age.

Crawford—On the 1st July, at Hong Kong, Fenton Robert Archibald, infant son of D. R. Crawford, Esq., aged 8 months.

Horn—On the 8th June, on board the P. and O. steamer Madras, on a passage to Australia, for the benefit of his health, William Horn, Esq., of Ceylon, C.E., only son of the late Robert Horn, Esq., of Roker, Bishop Wearmouth, Durham.

Jameson—On the 22nd June, at Hong Kong, Henry Charles, youngest son of Mr. and Mrs. Jameson, Gough-street, aged 4 months and 8 days.

Lessler—On the 10th July, at Bangkok, Siam, Max Elliot, only son of Paul Lessler, Esq., aged 8 months and 6 days.

Moyle—On the 16th July, at Singapore, Alfred George, son of Mr. J. M. Moyle, aged 21 days.

Michell—On the 23rd Aug., at 76, Portland-place, General Sir John Michell, K.C.B., Royal Artillery, in his 85th year.

Simon—On the 4th July, at the Government Civil Hospital, Hong Kong, James Simon, a citizen of the United States of America.

Zinggeler—On the 22nd July, at Yokohama, Augustus Zingeeler, of Waedensweil, Canton, and of Zurich, Switzerland.

EXPORT OF TEA AND SILK TO GREAT BRITAIN.

1866-67.

	From Kanagawa.	From Shanghai and Hankow.	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales.
From June 1, to 30, 1866.....		10126907	18336616		2368249	31151812	2715
Corresponding period last season.....		6169021	10486720		1382060	18337741	

New Seasons Export.

	Ship.		From.		
June 1 ...	Tigre (Fr. mail str.)	sailed May 25...	Foochow	...	217,966
— ...	Fiery Cross	„ 29...	Do.	...	851,236
— ...	Ariel	„ 28...	Do.	...	1,230,900
— ...	Serica	„ 29...	Do.	...	954,700
— ...	Taiping	...	Do.	...	1,108,709
— ...	Tai sing	...	Do	...	1,093,130
— 2 ...	Ziba	...	Do	...	705,250
— 3 ...	Black Prince	...	Do.	...	1,005,457
— 5 ...	Chinaman	...	Do.	...	866,313
— 5 ...	Flying Spur	...	Do.	...	899,000
— 5 ...	Erl King (str.)	...	Do.	...	1,108,100
— 5 ...	Ada	...	Do.	...	988,000
— 8 ...	Deerfoot	...	Canton	...	558,360
— 9 ...	Belted Will	...	Do.	...	995,432
— 12 ...	John Milton	...	Do.	...	670,888
— 7 ...	Eliza Shaw	...	Hankow	...	844,809
— 7 ...	Falcon	...	Foochow	...	1,101,000
— 9 ...	Belle of Southesk	...	Do.	...	724 000
— — ...	Min	...	Hankow	...	838,881
— 10 ...	Highflyer	...	Do.	...	1,508,300
— — ...	Yangtsze	...	Foochow	...	898,700
— 13 ...	Northam (mail str.)	...	Shanghai, &c.	...	— 317
— 14 ...	Tamana	...	Foochow	...	882,700
— 19 ...	Feronia	...	Do.	...	413,400
— 20 ...	Ethiopian	...	Shanghai	...	1,076,823
— 23 ...	Donnai (Fr. mail str.)	...	Canton	...	33,260 731
July 5 ...	Alma	...	Do.	...	635,023
— — ...	Island Queen			...	563,417

The "Guinevere" left Hankow on the 3rd June with the first cargo of new teas from that port for London (887,425 lbs), and was totally wrecked next day, 1,100 packages only saved. The "Highflyer" got on shore in the Yangtsze, and discharged at Shanghai for repairs.

TO UNITED STATES.

		Pcls.
From June 1 to 30, 1866.....	...	442600 75
Corresponding period last season.....	...	1468546

New Seasons Export.

	Ship.	From.	
June 8 ...	N. B. Palmer	... Hong Kong	... 370,100
July 6 ...	Music	... Canton	... 35,355

TO THE CONTINENT.

		Bales.
From June 1 to 30, 1866.....	...	...
Corresponding period last season.....	...	...

TO SAN FRANCISCO.

		Tea pkgs	Boxes.
From June 1 to 30, 1866.....	...	1116	
Corresponding period last season.....	...	6700	288

New Seasons Export.

	Ship.	From.	
June 4 ...	Silas Greenman	... Hong Kong	... 1,022
— 9 ...	Ann Sanderson	... Yokohama	... 94

TO AUSTRALIA.

From June 1, 1865, to May 31, 1866	... 10,472,097
Corresponding period last year	... 10,253,268

TO GREAT BRITAIN.

	Tea—lbs.	Silk bales. China & Japan.
From 1843 to 1844.....	51,022,600	...
„ 1845 to 1846.....	57,334,300	18,604
„ 1850 to 1851.....	63,972,000	22,143
„ 1853 to 1854.....	77,327,800	61,280
„ 1855 to 1856.....	92,240,300	55,480
„ 1857 to 1858.....	76,990,255	68 311
„ 1858 to 1859.....	65,789,792	83,136
„ 1859 to 1860.....	85,560,452	64,163
„ 1860 to 1861.....	90.066,160	70,644
„ 1861 to 1862.....	109,854,040	79 199
„ 1862 to 1863.....	121,273,580	72,884
„ 1863 to 1864.....	117,463,586	46,605
„ 1864 to 1865.....	121,286,870	41.128
„ 1865 to 1866.....	115,333,042	62,599

EXPORT OF SUNDRIES TO GREAT BRITAIN.

	Cotton Piculs.	Wool Piculs.	Camphor Piculs.	Cassia Piculs.	Aniseed Oil Boxes.	Japan Wax Piculs.
From June 1 to 30, 1866.....						

TO THE CONTINENT.

	Cassia Piculs.	Aniseed Oil Boxes.	Camphor Boxes.	Preserves Boxes.	Galangal Piculs.	Crackers Boxes.
From June 1 to 30, 1866.....						

TO THE UNITED STATES.

	Crackers Boxes.	Matting Rolls.	Fans Boxes.	Cassia Piculs.	Silk Pongees Pieces.	Wool Piculs.
From June 1 to 30, 1866.....	12501	5224		500	1700	...

Shipments Since.

N. B. Palmer	...	12501	...	5224	...	50	...	500 ... —
Ann Lucy	...	8600	...	1076	...	204	...	500 ... 1700
Franklin	...	—	...	—	...	—	...	800 ... —

TO SAN FRANCISCO.

	Emigrants Number.	Sugar Piculs.	Rice Piculs.	Crackers Boxes.	Matting Rolls.	Opium Prepared. Taels.
From June 1 to 30, 1866.....	413		1700	20	180	3500

Shipments Since.

June 4. Silas Greenman, from Hong Kong	413	...	—	...	1700	...	20	...	180	... 3500
July 4 Spirit of the Sea, from Hong Kong	—	...	—	...	5140	...	4180	...	10	... 23000
July 11. Mary Francis, from Hong Kong	120	...	—	...	3732	...	—	...	200	... 10000

Digitized by Google

TO AUSTRALIA.

	Emigrants Number.	Sugar Piculs.	Oil Piculs.	Matting Rolls.	Prepared Taels.	Crackers Box
From June 1 to 30, 1866	170	...	205	2668		...

SHIPMENTS SINCE.

June 14 ... Ellen	... 170	...	—	... —	...	2668
July 4 ... Onward...	—	..	—	... 425	...	50

The picul is 133⅓ lbs. weight; the tael at Shanghai is equal to 1 dollar and 40 cents and is divided into decimal parts of ten.

EXCHANGES ON LONDON.

[For dates, see first page.]

		Bank.	Private.
At Yokohama . . .	6 months sight.	4s. 6·d.	4s. 7½d.
At Shanghai .	6 ditto	6s. 2½d.	6s. 4d. to 6s. 4½d.
(per Tael.)			
At Canton . .	6 ditto	4s. 6½d.	4s. 7d.
At Hong Kong . .			
At Macao . . .			
At Singapore . . .	6 ditto	4s. 4½d.	4s. 5½d. to 4s. 6d.
At Manila . . .	6 ditto	4s. 0d.	4s. 0·d.

At Shanghai, Bills on India, Rs. 297 per 100 taels. At Hong Kong, Rs. 217 to 218 per $100. Bar Silver at Shanghai, 111.2 taels; at Hong Kong, 11 per cent. prem. Mexican dollars at Shanghai, taels 71.8 per 100; and Exchange on Hong Kong, 28 discount. Hong Kong and Shanghai Bank Shares, 2 to 4 dis.; Gas Company, 15 per cent. prem.; Hong Kong and Whampoa Dock, 40 per cent. prem.; Steam Shares, 30 per cent. discount; Union Dock Company, 10 per cent. dis.

The following is from Sharp and Co.'s Bullion Circular:—

GOLD.—The receipts amount to $480,000 worth, and the exports to $350,000, including the shipments per Ottawa on the 29th ult., and excluding those to leave to-morrow.

Not much Gold has been purchased for the outgoing steamers.

SILVER.—The arrivals have been $630,000 value, and the amount sent away $260,000. Both Sycee and Bar Silver have been in good demand for this and the Calcutta steamers leaving shortly.

DOLLAR CURRENCY.—The preponderance of exports over imports still continues, notwithstanding large receipts from Shanghai, where speculators in clean Mexicans have had to give way under the pressure of 12 per cent. interest. 1,120,000 dols. have been received, and 1,970 000 dols. sent away coastwise and to India, to which latter place large remittances are in process of shipment by the present mail. The new Hong Kong dollars can hardly yet be spoken of as "in circulation." Some of the banks are "chopping" their clean Mexicans upon the principle of thinning out the grapes, that those left may grow finer.

DISCOUNT AND MORTGAGES.—Money is still difficult to be obtained except on very good securities, on which, however, there is more disposition to lend than lately.

EXCHANGE.—The business of the mail has been materially lessened by the indisposition of the banks to purchase bills except at a wide margin from their selling rate. In rupees next to nothing has been done; the orders from India being peremptory to remit no bank drafts whatever.

SHARES.—The 1st July settlement in bank shares passed off satisfactorily with one or two exceptional defaulters.

On the announcement of the failure of the the Agra and Masterman's Bank our local shares slightly receded; but on its afterwards becoming known how fully secured was the Hong Kong and Shanghai Bank from any loss on that account, the stock quickly rallied to our last quotation.

Other sales have been quite unimportant and rates remain unaltered.

COMMERCIAL REPORT.

CHINA EXPORTS.

TEA.—The startling news from home could not but have the effect of checking to some extent the extravagant purchases of tea which went forward when the season opened, at all the ports. In the face, however, of the intelligence from Europe the impulse revived in the course of a few days, and prices have again been paid for teas up the country which only enable the purchasers to lay them down at the coast ports at about London rates. This policy moreover is pursued in spite of an unprecedentedly large export to Great Britain, which up to the 1st July amounted to more than thirty million pounds.

CANTON.—There is only a very limited business to report; the few transactions effected again showing a slight decline in favour of purchasers. Country Congous: Seven further chops have arrived, and thus the stock now amounts to ten; for which, as yet, no offers have been made that are at all likely to lead to business. These Teas, with a few exceptions, consist of the medium grades of the first crop Teas, and the teamen at present are asking absurdly high rates for them. Canton-made Teas: During the fortnight attention has chiefly been given to Scented Capers, of which about 11,000 boxes have been taken at from 21 to 31 taels, prices being somewhat irregular. Some 6,500 boxes Scented Orange Pekoes have found buyers at from 22 to 36½ taels, and we consider both kinds of Scented Teas again show a slight decline in prices. The settlements quoted for Canton Packed Congous and Gunpowders are intended for the Australian market.

AMOY.—Some excitement has been caused by the price of two contract chops of fair cargo Oolong having been settled at $28½ to $32 per picul. Otherwise the market remains closed, but we fear these extreme rates will tend to raise the already absurdly high notions of the teamen. Arrivals to date are—Congou 17,048 pkgs., Oolong 12,279 pkgs., Pl. Or. Pekoe 244 packages. Same date last year—Congou 11,217 pkgs., Oolong 3,403 pkgs., Pl. Or. Pekoe 951 packages.

FOOCHOW.—Congou: Since the date of the last circular a considerable business has been done, principally for the colonies. Latterly, most Australian orders having been satisfied, and arrivals from the country having been moderate, transactions have been smaller, and the market closes quietly. A rise of one tael on the lower grades is noticed. The second crop Teas are now coming in, and, so far, but poor in quality Souchong. The market is said to have been just opened at 48 taels for two good chops of the burnt tarry kinds. Two or three other parcels have it is said been shipped, but without prices having been arranged. Pekoe: One chop settled. It is fine but very mixed in leaf. Oolongs: Nothing has been done, and prices asked are at present far too high for American buyers. Pekoe: 100 chests at taels 29.5 for mixed leaf. Scented; 660 boxes at taels 10 to 10.5 for dust, 5,027 boxes at taels 24 to 32 for fair to good, 4,100 boxes at taels 35 to 40 for fine to even wiry leaf.

NINGPO.—Five chops have gone forward to Shanghai, consisting of 6,935 packages Pingsueys, but no sales at that port have as yet transpired. Prices in the country still rule very high, though quotations thence show a decline of from taels 2 to 5 per picul from highest point. Good average chops could now be laid down at about taels 35 in Shanghai. Exports, of Leaf Tea pls. 174.

SHANGHAI.—The export from this port and Hankow to Great Britain is about 1,000,000 lbs. above, and to America 1,500,000 lbs. below last year's to same date. Black Teas: A very limited business is to be reported for the fortnight, buyers having been holding off for the French Mail advices, which did not arrive until last night. The market can scarcely yet be said to have fairly opened, the only settlements being one chop of fair Oonam at tls. 25, three chops of flavoury Hohow (Kaisow kind) at tls. 28 to 34, and a small parcel of fine Ningchow at tls. 36½—prices which lay down the Teas at about their London value. The above show a very heavy loss on Hankow cost. There has since been more disposition to operate, and several offers at the equivalent of home rates are likely to be accepted. Arrivals have been numerous, but a large quantity of Teas will probably be shipped on owner's account rather than be sacrificed here. Settlements 2,360 chests (as above). Re-shipments, 21,800 chests. Stock 40,000 chests. Total settlements with re-shipments from Hankow, from 1st June to date, 47,600 chests, against 24,100 chests last year. Green Teas.—Supplies of Pingsuey are beginning to arrive, and musters of three chops were placed on the market on the 3rd. High prices are demanded, but it remains to be seen what opening rates will be. The make and colour of the leaf are not at all good, but the liquors are pale, sweet, and delicate. One chop has been reshipped. The stock of 1,000 hf.-chests of old Tea still remains on offer, and about 3.000 hf.-chests of Pingsuey. Total settlements with re-shipments from Kiukiang, from 1st June to date, 1,200 hf.-chests, against 4,500 hf.-chests last year.

HANKOW.—Advices are to the 30th ultimo. Contrary to all expectation, the Mail news of 26th April did not have the effect of reducing prices. For a few days buyers held off, but a slight concession on the part of teamen led to an active demand, and a good business is reported at about previous quotations. Medium and fine grades had been chiefly selected, and first crop Teas with quality were nearly exhausted. The second crop Oopacks were expected in about a week. Five ships had been despatched for London, leaving only the Lauderdale on the berth. Settlements for the fortnight were 32,100 chests, at the following prices: Oonams: Common to fine, tls. 19 to 29½ per picul. Oopacks: Fair to fine, tls. 26 to 35½ per picul.

KIUKIANG.—From this port advices are to the 2nd inst. Black Teas: The market was reopened by the purchase of five chops at a fall of tls. 3, and total settlements for the fortnight reached about 4,500 chests Ningchow at tls. 25 to 31 and one small chop Hohow at tls. 24. At the latest date the market was again closed, though there were nearly 3 00 chests in stock. The teamen generally were very hard pressed for funds. Prices had been, Hohow: Fair, tls. 24 per picul. Ningchow: Fair to fine, tls. 25 to 31 per picul. The Napoleon III. took in 2,100 packages at Kiukiang, and went on to Shanghai to fill up. Green Teas: First arrivals are looked for towards the end of August.

YOKOHAMA.—There is no new feature to note in the Tea market since the departure of the French Mail on the 12th inst.; the market having been opened by a few purchases made early in the fortnight has since relapsed into a state of almost complete stagnation, and buyers, influenced by the unfavourable advices received both from England and America, are holding off in the hope of obtaining the tea at easier rates; the holders are, however, firm in their demands, only showing some little inclination to barter their produce against Cotton goods at a low price; stocks are rapidly accumulating and as there is a great scarcity of money on all sides, we may reasonably expect a concession. The settlements comprise about 970 piculs of New Tea at about previous quotations, the description is good medium, with one or two parcels of fine kinds; these have been made for the American market.

RAW SILK.—The quantity of Raw Silk taken by the present mail amounts to 1,859 bales, of which 1,567 are for Southampton and 292 for Marseilles. There are also 56 cases for Southampton.

CANTON.—There has been but little done in silk for Europe up to the present time, owing to the serious news received from home by the last two mails, and the only settlements of importance have been re-reeled Cumchucks and Lacklows for the American market. This has forced up prices for all kinds, helped by an impression on the minds of a few Chinese speculators that immediately buyers for Europe enter the market rates will gradually advance as they did last year, and they have bought up all the first and second crops, and stored it in the country. The reported settlements therefore are slightly under present quotations, but as few orders are left open and stocks increase, prices will again decline. The third crop is expected in about three weeks, and will probably be fully as plentiful as the second. Reported settlements and prices are as follows:—Tsatlee Nos. 1 and 2 104 bls. $490 to 520 per pcl. Loong-Kong, Nos. 1 and 2, 50 bls., $470 to 480 per picul.

NINGPO.—Hanins ruled as high as 460 tls. laid down in Shanghai for Nos. 1 and 2. Shouhings (long reels), 390 tls. for Nos. 1, 2, and 3. Hangchows, No. 1, 435 tls. per picul laid down in Shanghai. These are the higher points, and on which there is now a decline of 30 tls. per picul for the first two kinds. Foreigners have done but little in the article, and rates have been maintained by the inquiry for native use. The very high cost of mulberry leaf, which caused great numbers of silkworms to perish,

Digitized by Google

compel the native growers to ask much higher rates than they otherwise would. The crop will fall very much short of what was at first expected.

Shanghai.—About 300 bales Chinas have been purchased on this market since the departure of the last mail, which, with the addition of about 1,000 bales received from the country on European account, and 194 bales from Japan, make up the settlements for the fortnight to about 1,500 bales. Prices have advanced about tls. 30 per picul on all fair to fine Silks offering on this market, and about tls. 50 in the country, where the chop No. 3 Tsatlees are costing about tls. 500. It is now generally believed that the crop this season will not be larger than that of the past one, and that the proportion of good Silk will be much smaller. Settlements of Silk from 1st June to date amount to about 4,100 bales, against same time last season, 18,000 bales.

Yokohama.—The mail of the 28th April reached this port on the 16th inst. The news she brought reduced to a very few the number of buyers. Though the settlements for the fortnight hardly amount to 150 piculs, they have been enough to keep up prices, and quotations remain almost unaltered. The resistance of native holders is further encouraged by the reports from the interior, which represent the cropas progressing unfavourably under the influence of wet and cold weather, and a few parcels of common and inferior Ida, Oshio, and Etchesan have been shipped by this mail through foreign houses on Japanese account. Whilst last year at this date some new Silk had already appeared on the market and prices were opening at $700 for best Mybash, this year, what little remains of medium old Mybash is held at from 700 to 740, and merchants are still waiting for the new Silk. The unsold stock is now reduced to about 500 or 600 piculs of common and inferior sort. Total settlements since the 1st of July amount to 11,500 bales against 16,500 bales same time last year. As regards Silkworm's eggs the Japanese decline making contracts, and talk of enormous prices and that the season being decidedly late, large arrivals are not expected before the end of July.

CHINA IMPORTS.

HONG KONG.

The only arrival has been the steamer *Agamemnon* from Liverpool. Part of her cargo was discharged here. There has been a good inquiry during the past fortnight, and although many importers have freely met the demand, prices of many descriptions have gradually hardened. Cotton Yarn and Grey Shirtings are in best demand, but the general activity has in some degree extended to the other descriptions of Cotton manufactures, and to Woollens. Recent advices, both from the Northern Ports and England, are more favourable, and it is hoped that the present is but the commencement of a good business.

Raw Cotton has had a fair amount of attention during the past fortnight, and prices have been well maintained, although no advance is apparent. Quotations are—Bengal, $18 to 20½ per picul; Tientsin, $21 to 22 per picul; Shanghai, $21 to 22 per picul (nominal); Ningpo, $22 to 24 per picul. Sales about 9,000 bales.

Cotton Goods.—Cotton Yarn: Just prior to the departure of last mail some sales of No. 16 to 24 were effected at a considerable reduction on the previous quotations for this description, and these were soon followed up by others on a similar scale of prices lately; however, rates have advanced somewhat, and for very best quality $200 per bale has been paid. Ordinary to good qualities, however, may be quoted worth $185 to 195 per bale. For medium and finer descriptions there has been some demand, but quotations for them remain unaltered. Grey Shirtings: 8¼ lbs. have been in good request at gradually improving prices, and best makes may now be quoted worth 3.90 dols. to 3.95 per piece, although for a few pieces as much as 4 dols. per piece has been paid; 7lbs. are still very scarce, and have only found buyers to a very moderate exent. White Shirtings: The lower descriptions are in small request, but prices are low and unsatisfactory. Grey T-Cloths: 8lbs. 36 in. have been inquired for to a small extent, and prices have ruled very irregularly, ranging from 3.90 dols. to 4.55 per piece. The lighter weights attract but very little attention at the moment. Dyed and Fancy Cottons: Are in moderate request, and a fair amount of business has been done in them.

Woollens.—Long Ells: The accounts from Shanghai about these goods are favourable, and several purchases for that port have been made. Camlets: Must again be quoted lower, sales of SS having been effected at $19.50 to 20 per piece, but there is more inquiry. Lastings: Settlements are trifling, and prices unaltered.

Metals.—Nail Rod Iron continues in demand, and higher rates are now current. Lead is in moderate request at former prices. Tin Plates and Quicksilver: No sales.

SHIPPING INTELLIGENCE.

ARRIVALS.

At Yokohama.—From London: June 23, Broadwater; 26, Isles of the South. From Cardiff: 23, Clara R. Sutil.

At Shanghai.—From London: June 26, Helen Nicholson; 26, Westminster. From Cardiff: 26, Blencathra; 27, Persia, Minister Pahud. From Hamburg: Manila.

At Hong Kong and Canton.—From Liverpool: June 29, Eagle; 29, Acapulco; July 1, Favorite; 30, Ceylon. From Newcastle: 29, Reindeer. From Sunderland: 30, Caldew; 9, Stanley. From Hamburg: 9, Arber.

At Manila.—From Liverpool: June 28, Eulalia. From Glasgow: July 2, Union. From Cardiff: June 21, Isaure.

At Singapore.—From Newcastle: Graafstroon. From Cardiff: Onward, Emma. From Shields: Yeavering Belle. From New York: Powhattan.

At Penang.—None.

DEPARTURES.

From Yokohama.—None.

From Hankow.—For London: June 21, Hoangho; 24, Sir Lancelot; 25, Napoleon III.; 28, Fire Queen; 30, Gossamer.

From Shanghai.—For London: June 23, City of Aberdeen; 30, Burdwan.

From Foochow.—June 26, Laurel; 27, Lennox Castle; July 1, Sovereign of India; 2, Amber Witch.

From Hong Kong and Canton.—For London: July 6, Island Queen; 9, Taymouth Castle; June 28 (*via* Macao), Alma. For New York July 6, Music.

From Manila.—For Falmouth: June 22, George Avery. For Cork: 30, Zwaar; July 3, Theresa.

From Singapore.—For London: July 11, Yuh Shing. For Liverpool: 16, Activ.

From Penang.—None.

VESSELS LOADING.

At Yokohama.—For London: Conference. For United States, None.

At Hankow.—For London: Lauderdale.

At Shanghai.—For London: John R. Worcester (full), Pakwan (full), Cinderella, Coulnakyle, Fusiyama, Illimani, Coral Nymph, Star of China, Vigil, Helen Nicholson, Antipodes, Lansdown, Peterboro'; for United States, None.

At Foochow.—For London: Dewa Gungadhar, Scindia, Devana, Maitland, Ornate, Zingra, Naomi, Philomela. For Liverpool, Everest.

At Hong Kong and Canton.—For London: Valdivia, Solent, Cedars, Victoria, Don Ricardo.

At Manila.—For Cork: Prudhoe, Equinot. For New York, Rangoon, Rattler, Sailor Prince, Sooloo, White Swallow.

At Singapore.—For Liverpool: River Eden, Edinburgh Castle, Blandina Dudley. For London, Benvonlich, Dovercourt, Gananoque.

At Penang.—For London: Oribe, Benvenue, Balaklava.

FREIGHTS AND CHARTERS.

At Yokohama.—To London: Cotton and tea, £2. 10s. to £3; silk, £4 to £4. 10s. per ton.

At Hankow.—The rate to London is £6 per ton of 50 cubic feet.

At Shanghai.—There are a large number of vessels on the berth for London, but no charters are reported. The rate is £4.

At Foochow.—To London: £2 to £3 per ton.

At Hong Kong and Canton.—In home charters direct nothing has been done. For London The Cedars and Valdivia have been laid on at Whampoa, and the Don Ricardo to load here, calling at the Cape. The rate at Whampoa is still £3. 10s. per ton, but lower rates will have to be accepted shortly. The circular of George Holmes shows 98 vessels in harbour disengaged, representing 52,251 tons.

At Manila.—The Rangoon has fixed for New York at £2. 5s. for 600 tons clayed sugar, and £4. 5s. for hemp per 20 cwt. The Prudhoe loads for a port in the United Kingdom a cargo of clayed and unclayed sugar at £2. 17s. 6d. and £3. 10s. respectively. The Rattler has engaged hemp for New York at £4. 5s. per 20 cwt.

At Singapore.—Vessels on the berth for England are filling up slowly at £2 per ton dead weight, £2. 10s. light cargo.

VESSELS PASSED ANJER.

From England and Continent to China, &c.—June 23 Nagasaki, Rotterdam to Samarang; Gebroeders, Amsterdam to do. 30, Polmaise, London to Shanghai. July 1, India Packet, Amsterdam to Batavia; Aurora Australis, London to Shanghai; Gresham, London to Hong Kong; Adelia Carleton, Liverpool to Hong Kong. 5, Caduceus, Shields to Shanghai. 6, Red Deer, Cardiff to Shanghai.

From United States to China, &c.—June 22, Christopher Hall, New York to Hong Kong. 30, Samuel Russell, New York to Shanghai.

From China, &c., to England and Continent.—June 24, Kungman. 24, Patriot Queen, Singapore to Liverpool. 29, Alfred Ray, Singapore to Bristol. 29, Black Prince, Foo-chow to London. 30, Aurelia, Singapore to Bordeaux. July 3, Ziba, Foo-chow to Liverpool. 5, Falcon, Foo-chow to London.

COMMERCIAL POSTSCRIPT.

Arrivals not included in the Tables.—August 22, off the Lizard, from Rangoon, Prince Waldemar; 27, at Liverpool, from Rangoon, William Prowse; at Falmouth, from Akyab Freya, from Rangoon, Wilhelmina.

Departures.—August 25, from London, for Colombo, John Banfield; for Hong Kong and Canton, Shun Lee; for Singapore, Petchelee; 23, from off Dover, for Batavia, Lichstraal; from Cardiff, for Galle, Nonantum; from Liverpool, for Manila, Cuico Hermanos.

Spoken.—Heroes of Alma, London to Japan, July 15, 11 N., 27 W.; Nereus, Sunderland to Singapore, June 29, 20 S., 29 W.

IMPORTS.

From Foo-Chow-Foo to London, per Erl King, entered August 2nd, 2,553 chests 1,146 half-chests 250 boxes 15,373 packages tea—Order; 4 cases preserves—J. Byles; 11 cases tea 3 cases cigars—Captain.

THE JAPANESE CONVENTION AND TARIFF.

CONVENTION.

The Representatives of Great Britain, France, the United States of America, and Holland, having received from their respective Governments identical instructions for the modification of the Tariff of Import and Export duties contained in the Trade Regulations annexed to the Treaties concluded by the aforesaid Powers with the Japanese Government in 1858, which modification is provided for by the VIIth of those Regulations:—

And the Japanese Government having given the said Representatives, during their visit to O-saka in November, 1865, a written engagement to proceed immediately to the Revision of the Tariff in question, on the general basis of a duty of 5 per cent. on the value of all articles Imported or Exported:—

And the Government of Japan being desirous of affording a fresh proof of their wish to promote trade and to cement the friendly relations which exists between their country and foreign nations:—

His Excellency Midzuno Idzumi no Kami, a member of the Gorojiu and a Minister of Foreign Affairs, has been furnished by the Government

Digitized by Google

of Japan with the necessary powers to conclude with the Representatives of the above named four Powers, that is to say:—

Of Great Britain.

Sir Harry S. Parkes, Knight Commander of the Most Honourable Order of the Bath, Her Britannic Majesty's Envoy Extraordinary and Minister Plenipotentiary in Japan.

Of France.

Monsieur Leon Roches, Commander of the Imperial Order of the Legion of Honour, Minister Plenipotentiary of his Majesty the Emperor of the French in Japan.

Of the United States of America.

A. L. C. Portman, Esq., Chargé d'Affaires *ad interim*.

And of Holland.

Monsieur Dirk de Graeff van Polsbroek, Knight of the Order of the Netherlands Lion, Political Agent and Consul-General of his Majesty the King of the Netherlands.

The following Convention comprising Twelve Articles:—

Article I.

The contracting Parties declare in the names of their respective Sovereigns that they accept, and they hereby do formally accept as binding on the subjects of their respective Governments, and the citizens of their respective countries, the Tariff hereby established and annexed to the present convention.

This Tariff is substituted not only for the original tariff attached to the Treaties concluded with the above-named four Powers, but also for the special Conventions and arrangements relative to the same Tariff, which have been entered into at different dates up to this time between the Governments of Great Britain, France, and the United States on one side, and the Japanese Government on the other.

The new Tariff shall come into effect in the port of Kanagawa (Yokohama) on the first day of July next, and in the ports of Nagasaki and Hakodate on the first day of the following month.

Article II.

The Tariff attached to this convention being incorporated from the date of its signature in the Treaties concluded between Japan and the above-named four Powers, is subject to revision on the 1st day of July, 1872.

Two years, however, after the signing of the present convention any of the contracting parties, on giving six months' notice to the others, may claim a readjustment of the duties on Tea and Silk on the basis of 5 per cent. on the average value of these articles, during the three years last preceding. On the demand, also, of any of the contracting parties the duty on timber may be changed from an *ad valorem* to a specific rate six months after the signature of this convention.

Article III.

The Permit fee hitherto levied under the VIth Regulation attached to the abovenamed Treaties is hereby abolished. Permits for the landing or shipment of cargo will be required as formerly, but will hereafter be issued free of charge.

Article IV.

On the first day of July next at the Port of Kanagawa (Yokohama), and on and from the first day of October next at the Ports of Nagasaki and Hakodate, the Japanese Government will be prepared to warehouse imported goods on the application of the importer or owner, without payment of duty. The Japanese will be responsible for the safe custody of the goods, so long as they remain in their charge, and will adopt all the precautions necessary to render them insurable against fire. When the owner or importer wishes to remove the goods from the warehouse, he must pay the duties fixed by the tariff, but if he should wish to re-export them, he may do so without payment of duty. Storage charges will in either case be paid on delivery of the goods. The amount of these charges, together with the regulations necessary for the management of the said warehouses, will be established by the common consent of the contracting parties.

Article V.

All articles of Japanese production may be conveyed from any place in Japan to any of the ports open to foreign trade free of any tax or transit duty other than the usual tolls levied equally on all traffic for the maintenance of roads or navigation.

Article VI.

In conformity with those articles of the treaties concluded between Japan and Foreign Powers which stipulate for the circulation of foreign coin at its corresponding weight in native coin of the same description, dollars have hitherto been received at the Japanese Custom-house in payment of duties at their weight in Boos (commonly called Itchiboos), that is to say, at a rate of three hundred and eleven boos per hundred dollars. The Japanese Government being, however, desirous to alter this practice, and to abstain from all interference in the exchange of native for foreign coin, and being also anxious to meet the wants both of native and foreign commerce by securing an adequate issue of native coin, have already determined to enlarge the Japanese Mint so as to admit of the Japanese Government exchanging into native coin of the same intrinsic value, less only the cost of coinage, at the places named for this purpose, all foreign coin or bullion in gold or silver that may at any time be tendered to them by foreigners or Japanese. It being essential, however, to the execution of this measure, that the various Powers with whom Japan has concluded treaties should first consent to modify the stipulations in those treaties which relate to the currency, the Japanese Government will at once propose to those Powers the adoption of the necessary modification in the said stipulations, and on receiving their concurrence will be prepared from the 1st of January, 1868, to carry the above measure into effect.

The rates to be charged as the cost of coinage shall be determined hereafter by the common consent of the contracting parties.

Article VII.

In order to put a stop to certain abuses and inconveniences complained of at the open ports, relative to the transaction of business at the Custom-house, the landing and shipping of cargoes, and the hiring of boats, coolies, servants, &c., the contracting parties have agreed that the Governor at each open port shall at once enter into negotiations with the foreign Consuls with a view to the establishment, by mutual consent, of such regulations as shall effectually put an end to these abuses and inconveniences, and afford all possible facility and security both to the operations of trade and to the transactions of individuals.

It is hereby stipulated that, in order to protect merchandise from exposure to weather, these regulations shall include the covering in at each port of one or more of the landing places used by foreigners for landing or shipping cargo.

Article VIII.

Any Japanese subject shall be free to purchase either in the open ports of Japan or abroad, every description of sailing or steam-vessel intended to carry either passengers or cargo; but ships of war may only be obtained under the authorisation of the Japanese Government.

All foreign vessels purchased by Japanese subjects shall be registered as Japanese vessels on payment of a fixed duty of three boos per ton for steamers, and 1 boo per ton for sailing vessels. The tonnage of each vessel shall be proved by the Foreign Register of ships which shall be exhibited through the Consul of the party interested, on the demand of the Japanese authorities, and shall be certified by the Consul as authentic.

Article IX.

In conformity with the Treaties concluded between Japan and the aforesaid Powers, and with the special arrangements made by the Envoys of the Japanese Government in their note to the British Government, of the 6th June, 1862, and in their note to the French Government of 6th of October of the same year, all the restrictions on trade, and intercourse between foreigners and Japanese alluded to in the aforesaid notes have been entirely removed, and proclamations to this effect have already been published by the Government of Japan.

The latter, however, do not hesitate to declare that Japanese merchants and traders of all classes are at liberty to trade directly, and without the interference of Government officers, with foreign merchants, not only at the open ports of Japan, but also in all foreign countries, on being authorised to leave their country in the manner provided for in Article X. of the present Convention, without being subject to higher taxation by the Japanese Government than that levied on the native trading classes of Japan in their ordinary transactions with each other.

And they further declare that all Daimios or persons in the employ of Daimios are free to visit on the same conditions any foreign country, as well as all the open ports of Japan, and to trade there with foreigners as they please, without the interference of any Japanese officer, provided always they submit to the existing police regulations and to the payment of the established duties.

Article X.

All Japanese subjects may ship goods to or from any open port in Japan, or to and from the ports of any foreign Power, either in vessels owned by Japanese or in the vessels of any nation having a treaty with Japan. Furthermore, on being provided with passports through the proper department of the Government, in the manner specified in the proclamation of the Japanese Government dated the twenty-third day of May, 1866, all Japanese subjects may travel to any foreign country for purposes of study or trade. They may also accept employment in any capacity on board the vessels of any nation having a treaty with Japan.

Japanese in the employ of foreigners may obtain Government passports to go abroad on application to the Governor of any open port.

Article XI.

The Government of Japan will provide all the ports open to foreign trade with such lights, buoys, or beacons as may be necessary to render secure the navigation of the approaches to the said ports.

Article XII.

The undersigned being of opinion that it is unnecessary that this convention should be submitted to their respective Governments, for ratification, before it comes into operation, it will accordingly take effect on and from the first day of July, one thousand eight hundred and sixty-six.

Each of the Contracting Parties having the approval of his Government to this Convention shall make known the same to the others and the communication in writing of this approval shall take the place of a formal exchange of Ratifications.

In witness whereof the above-named Plenipotentiaries have signed the present Convention, and have affixed thereto their seals.

Done at Yedo in the English, French, Dutch, and Japanese languages this 25th day of June one thousand eight hundred and sixty-six.

(L.S.) Harry Parkes,
Her Britannic Majesty's Envoy Extraordinary and Minister Plenipotentiary in Japan.

(L.S.) Leon Roches,
Ministre Plenipotentiaire de S. M. L'Empereur des Francais, au Japon.

(L.S.) A. L. C. Portman.
Charge d'Affairs, a. i. of the United States in Japan.

(L.S.) D. De Graeff van Polsbroek,
Politick Agent en Consul General der Nederlanden, in Japan.

(L.S.) Midzuno Idzuni no Kami.

TARIFF.

The following is an abstract of the tariff, giving the principal articles:—

IMPORTS.—Class I.	Boos.	Cts.
Canvas and Cotton duck, 10 yds.	0	25
Cotton, Raw, 100 catts....	1	25
Cotton, Manufactures—		
Shirtings, grey, white, and twilled; white, spotted, or figured; drills and jeans; white brocades; T cloths, cambrics, muslins, lawns, dimities, quiltings, cottonets. All the above goods dyed, printed cottons, chintzes, and furnitures:—		
A not exceeding 34 in. wide 10 yds.	0	7½
B „ 40 „	0	8¾
C „ 46 „	0	10
D exceeding 46 „	0	11¼
Taffachelass, not exceeding 31 in.	0	17½
Exceeding 31 in. and not exceeding 43 in. ...	0	25
Fustians—as Cotton Velvets.		
Velveteens—Satins, Satinets, and Cotton damasks, not exceeding 40 in. ...	0	20
Ginghams, not exceeding 31 in.	0	6
Ginghams, not exceeding 43 in.	0	9
Handkercbiefs, per dozen	0	5

Digitized by Google

Cotton yarn, plain or dyed, per 100 catties	5	00
Flints	0	12
Glass, Window, box of 100 square feet	0	35
Rhinoceros' Horns, 100 catts.	3	50
Ivory, Elephants' teeth of all qualities	15	00
Linen, all qualities, 10 yds.	0	20
Matting, floor, roll of 40 yds.	0	75
METALS.		
Copper and brass, in slabs, sheets, &c., 100 catties	3	50
Yellow metal, Muntz; do., Sheathing nails	2	50
Iron, manufactured, rods, bars, nails	Boos. 0	Cts. 30
Iron, Pigs	0	15
„ Kentlidge	0	6
„ Wire	0	80
Lead, Pigs	0	80
„ Sheets	1	00
Spelter and Zinc	0	60
Steel	0	60
Tin „	3	00
Tin Plates, box not exceeding 90 catties	0	70
Quicksilver 100 catty	6	00
Rattans „	0	45
Rhubarb „	1	00
Sandal Wood	1	25
Sapan Wood „	0	40
Sugar, brown and black	0	40
„ White	0	75
„ Canday and loaf	1	00
Tobacco 100 catties	1	80
Vermilion „	9	00
Woollen manufactures, broad, habit, medium, narrow, not exceeding 34 inches 10 yards	0	60
55 „ „	1	00
exceeding 55 in. 10 yds.	1	25
Spanish Stripes	0	75
Cassimeres, flannels, long ells	0	45
Camlets, Dutch long ells	0	75
„ English „	0	40
Lastings, crape lastings and worsted crapes, Merinos and all other woollen goods not classed under		
A not exceeding 34 in.	0	30
B exceeding 34 „	0	45
Woollen and cotton mixtures not exceeding 34 inches	0	30
exceeding 34 inches	0	45
Blankets and horsecloths 10 cat.	0	50
Woollen Yarn, plain and dyed 100 cat.	10	00

CLASS II.—(DUTY FREE GOODS.)

All animals used for food or draught. Anchors, chain cables, coal, foreign clothing not being articles named in this tariff, gold and silver, coined and uncoined, grain, flour, saltpetre, printed books, salt meat, tar pitch, tea-lead and travelling baggage.

CLASS III.—(PROHIBITED.)

Opium.

CLASS IV.—(SUBJECT TO AD VALOREM.)

Numerous articles, as: Arms, watches and clocks, cutlery, gold and silver lace, jewellery, wines and spirituous liquors, and other unenumerated goods.

NOTE.

According to the VIII. Article of the Convention of Yedo, a duty will be charged on the sale of foreign vessels to Japanese of three boos per ton for steamers, and one boo per ton for sailing vessels.

EXPORT TARIFF.

			Boos.	Cts.
Coal, per 100 catties			0	04
Cotton (raw) per 100 catties			2	25
Coir	„	„	0	45
Hemp	„	„	2	00
Iron (Japanese)	„	„	0	60
Isinglass	„	„	2	25
Oil (Fish)	„	„	0	30
„ (Seed)	„	„	1	05
Rugs	„	„	0	12
Seaweed (uncut)	„	„	0	30
„ (cut)	„	„	0	60
Seed (Rape)	„	„	0	45
„ Sesamum	„	„	0	90
SILK.				
Raw and thrown	„	„	75	00
Tsuma or Dupioni	„	„	20	00
Noshi or Skein	„	„	7	50
Floss	„	„	20	00
Cocoons, pierced	„	„	7	00
„ unpierced	„	„	12	00
Waste Silk and Waste Cocoon	„	„	2	25
Silk Worms' Eggs, sheet				7½
TEA.				
100 catties			3	50
Quality known as Baricha when exported from Nagasaki only	„	„	0	75
Tobacco Leaf			0	75
„ Cut or prepared			1	50
Wax, Vegetable			1	50
„ Bees'			2	50

CLASS II.—(DUTY FREE GOODS.)

Gold and Silver coined, Gold, Silver, and Copper uncoined of Japanese production, to be sold only by the Japanese Government at public auction.

CLASS III.—(PROHIBITED GOODS.)

Rice, Paddy, Wheat, and Barley Flour made from the above. Saltpetre.

CLASS IV.—(GOODS SUBJECT TO AN AD VALOREM DUTY OF 5 PER CENT. TO BE CALCULATED ON THEIR MARKET VALUE.

Bamboo ware, Copper utensils of all kinds, Charcoal, Ginseng, and unenumerated drugs, horns (deer) young or soft, Mats and Matting, Silk dresses, Manufactures or Embroideries, Timber, and other unenumerated articles.

RULES.

RULE I.—Unenumerated Imports, if mentioned in the Export List, shall not pay duty under that list, but shall be passed *ad valorem*, and the same rule shall apply to any unenumerated exports that may be named in the Import List.

RULE 2.—Foreigners resident in Japan, and the crews or passengers of foreign ships, shall be allowed to purchase such supplies of the Grain or Flour named in the list of Exports as they may require for their own consumption; but the usual shipping permit must be obtained from the Custom-house before any of the aforesaid Grain or Flour can be shipped to a foreign vessel.

RULE 3.—The Catty mentioned in this tariff is equal to one pound and a third English avoirdupois weight. The yard is the English measure of three feet, the English foot being the eighth of an inch larger than the Japanese Kani shaku. The Boo is a silver coin weighing not less than 131 grains Troy weight, and containing not less than nine parts pure silver, and not more than one part of alloy.

We understand that Lieutenant-General Sir Sydney Cotton, K.C.B. is about to publish a work entitled "Fifty-three Years in Harness in the East: Structures on Our Military Occupation of the Indian Empire, its Past, Present, and Future," which, coming from the pen of an officer of so much experience in Indian affairs, will doubtless prove highly interesting.

Literature.

International Policy: Essays on the Foreign Relations of England. Vol. I.—London: Chapman and Hall.

This work consists of a series of cleverly written essays by different writers on the policy of our Government with regard to various foreign countries. The first essay treats of "The West," that is, Western Europe; the second is devoted to "England and France;" the third to "England and the Sea;" the fourth to "England and India;" the fifth to "England and China;" the sixth to "England and Japan;" and the seventh to the "Uncivilised Communities," especially as regards the Cape of Good Hope and New Zealand. In the present review it is with the fifth and sixth of these only that we have to deal; but first it is necessary to allude to a short preface to the work, wherein we find this exposition of the views on which all the writers base their opinions:—

"There are three positions upon which the writers are agreed:—First, that the international relations of mankind are a fit subject for a systematic policy. Secondly. That such systematic policy is to be based on the acceptance of duties, not on the assertion of rights; that it ought to have a moral, not a political or purely national foundation. All questions, therefore, concerning the interest, power, or prestige of any particular nation are secondary and subordinate. All appeals to motives drawn from such considerations are consistently discarded; all arguments which ultimately involve the doctrine of the rights of such nations are put aside as irrelevant and futile. Thirdly. The arguments advanced are in all cases drawn from considerations of a purely human character, as alone susceptible of legitimate and profitable discussion."

It must be admitted that these views are somewhat peculiar, and it is perhaps hardly fair to judge a work avowedly based upon them by any ordinary standard of criticism. That the international relations of mankind are a fit subject for a systematic policy must be readily admitted, and no one will deny that the more generous in its character such policy can be made the better. But we do deny the possibility of adopting any national system of policy which has not a political foundation. For how can we separate the very terms—policy and politics? Is not the policy pursued by the Government of any country necessarily a manifestation or exposition of its politics? And are not the internal politics of a nation and its foreign policy so bound up together as to be inseparable in practice if not in theory? Again, we maintain that an argument which puts aside all consideration of the rights of any particular nation as irrelevant and futile must be faulty in the extreme, for if we entirely suppress the question of international rights, what benefit can possibly accrue from discussing international policy? In a work starting with such a very singular and strongly marked profession of faith as this the reader would reasonably be led to expect above all things entire consistency throughout; an expectation which, in the present case, would certainly not be fulfilled. Commencing with the essay on "England and China," and taking a general view of its tenor, we find the action of our Government with regard to that country most unsparingly condemned, while the policy of exclusiveness and obstruction persistently adhered to by the Chinese Government is in all cases upheld, and their perpetual efforts to break off the intercourse so ardently desired by a great mass of the Chinese population as well as by our own mercantile classes, defended on the ground of their rights; in fact, all through the essay the *right* of the Chinese Government to impose whatever restrictions they pleased upon our relations with them is perseveringly insisted upon. So, after all, the only rights put aside by the writer as irrelevant and futile, are our own. The only conclusion to be derived from this very one-sided argument is that in the writer's opinion all the dignity and power of a great nation should be sacrificed in order to practise a Quixotic degree of self-denial; that, in point of fact, the strong should bow down before the weak, and civilised nations become subservient to semi-barbarians. For it is very certain that the line of policy here advocated would amount to this, and nothing less.

The essay on China commences with an outline narrative of the events which led to the war of 1840-42, generally known as the opium war, a narrative which is historically correct in every particular. The share taken by Lord Napier in these events is, we need hardly say, a subject of special animadversion. We are by no means prepared to assert that the line of action adopted by Lord Napier was in all respects irreproachable, but it must be remembered that very onerous duties and responsibilities devolved upon him, and the field in which he operated was nearly, if not quite, a new one to English diplomacy. Under these circumstances it seems rather hard to say that—

Digitized by Google

"He was the first that gave the sanction of Government to the spirit of brutal greed and violence, the expression of which had hitherto been confined to our merchant princes. He, as far as in him lay, vitiated the moral sense of the nation as to our duties with China, and paved the way for the iniquitous war which ultimately followed."

It would occupy far too much space to discuss here all the incidents of the long chain of events that led up to this war, which in its turn became the first of a series of collisions between the two nations; but we cannot pass over this part of the story without taking exception to the words "brutal greed and violence," here applied to our merchants, as exhibiting an animus which unfortunately pervades the entire essay. A little further on we read (with reference to a cool request for the withdrawal of the British Minister)—

"While these were the *modest and reasonable* demands of the Chinese Government, the leading merchants of Canton, including names like Jardine, Matheson, Turner, and others of the highest commercial standing, were petitioning the King in Council for a repetition on a far larger and more aggressive scale, of Lord Napier's mission. . . . It is desirable to remark that on this, as on almost every other occasion, it is the mercantile class which has taken the initiative in recommending measures of violence. Our Chinese and Japanese wars are not due solely, or even primarily, to our aristocracy. What our Governments have done is blindly to follow a lead given elsewhere; to submit with culpable weakness to the unscrupulous greed of our great mercantile firms; submission to which the difficulty of preserving order at home and of finding employment for our crowded manufacturing population has no doubt (as Lord Palmerston frankly confessed) largely contributed."

Wherever British merchants are alluded to, such terms as these—"brutal greed," "violence," "unscrupulous avarice," are scattered broadcast; and poor Lord Napier, for supporting the cause of these miscreant traders, is denounced as a buccaneer and a pirate. The immediate causes of the commencement of the "Opium War" are thus described:—

"In March, 1839, Lin, Imperial High Commissioner of the Peking Court, arrived at Canton with special orders to put the law into execution. He at once issued an order, addressed to 'foreigners of all nations,' to the effect that the foreign merchants were at once to deliver up to Government every particle of the opium on board their storeships. This order was issued on the 17th of March; three days were given for its fulfilment. It was treated with silent contempt by those to whom it was addressed; and the only effect it produced on Captain Elliott was that he communicated with a British vessel of war that was stationed at Macao, with the view of taking 'prompt measures to meet the unjust and menacing dispositions of the Chinese authorities.' The three days having elapsed, Commissioner Lin placed a cordon of armed boats round the foreign factories of Canton, informing their inhabitants that they would not be allowed to leave them until the opium stored up in the ships at Lintin had been delivered up. No personal violence was offered. Coolies under strict surveillance were allowed to pass through the barrier of boats, and bring them food and necessaries. On the 27th of March Elliott took upon himself the responsibility of ordering the merchants to give up the opium to him for delivery to the Chinese Government, 'holding himself responsible in the most full and unreserved manner, for and on behalf of Her Majesty's Government, to all and each of Her Majesty's subjects surrendering the same British-owned opium into his hands, to be delivered over to the Chinese Government.' These orders were obeyed. The opium, in all 20 283 chests, valued at from two to three millions, was surrendered and destroyed in the course of the next two months; and with the completion of the delivery the blockade of the factories was discontinued. Such was the cause which the war of 1840 was undertaken to avenge. As a stain upon European civilisation that war is perhaps unparalleled. Of unjust wars history is full to overflowing, but not of wars undertaken by civilised nations in defence of rapacious and lawless buccaneers."

As these extracts sufficiently show, the writer has no mercy for those in any way concerned in the opium trade. The Home Government, its naval and diplomatic representatives, and the English merchants are represented as being one and all banded together to force opium down the throats of the unfortunate Chinese, under penalty of wholesale slaughter on the least resistance. Whether this statement of the case is quite a fair and reasonable one we may leave to our readers to decide, without opening up the much-vexed question of the morality of the trade itself. One thing is certain; that wherever a great want exists, means will be found to supply that want. And the demand for this drug by the population of China is as confirmed and constant as the demand for alcoholic beverages among Western nations; England is not the only country whose traders minister to it, and even were all external sources of supply closed, the production of native-grown opium, already large, would be rapidly developed to whatever extent might be requisite to supply the deficiency.

Having carried his narrative up to the point of the Treaty of 1842, by which Hong Kong was ceded to Great Britain, the writer proceeds to comment, with justifiable severity, upon that disgraceful mismanagement of the colony which caused it to become a perfect nest of thieves, pirates and malefactors of all descriptions.

"The refuse of Oriental populations had always haunted the Chinese waters. The refuse of European population now joined them. It is probably no exaggeration to say that i no place and at no period in the history of the world has smuggling, piracy, and every intermediate shade of nautical crime obtained such dimensions and flourished with such impunity as in the Chinese waters for the last twenty years. Let us see what English policy has done to modify or to favour this result. The Island of Hong Kong, at the time of its acquisition by Great Britain in 1842, contained two or three hundred inhabitants; it now contains 70,000 or 80,000, the great bulk being Chinese. Its growth is thus comparable to that of Singapore, and it is due, doubtless, in part to the same cause, namely, its being a free port. Commercially speaking, the colony has more than answered the expectations of its founders. Sir John Bowring, the hero of free-trade, and the professed enemy of offensive war, was appointed its governor. Morally, the results have been less promising. The Chinese who flocked to the new colony were naturally men of a class to whom the removal of every restriction imposed by their own social and political system operated as a strong attraction. Speaking broadly, and with due allowance for exceptions, the population of Hong Kong contained and contains the basest and most lawless of the Chinese race. Free from the surveillance of their own police, and subject to a lax Government, whose total law and gospel was the advancement of British commerce, they found at Hong Kong singular facilities for prosecuting every species of unlawful trade. Registers were given to any Chinese shipowner who happened to be resident within the colony, authorising him to carry the British flag, and to avail himself of all the impunity which it offered. The evils of such a system forced themselves upon the most unwilling eyes. 'A vessel,' says Sir J. Bowring in 1855, 'no sooner obtains a register than she escapes colonial jurisdiction, carries on her trade within the waters of China, engages probably in every sort of fraudulent dealings, and may never again appear to render any account of her proceedings, or to be made responsible for her illegal acts.' Yet the very man who said this was himself instrumental in the very same year in which he said it in passing a special ordinance for the registration of colonial vessels at Hong Kong."

The following extracts from a despatch written by Sir Hercules Robinson, the late Governor, afford evidence of the highest possible character that these statements are not in the least exaggerated:—

"Machow Wong, a native of the city of Namtao, in Sunon, became leagued with the pirates of the coast, was denounced to the Mandarins, and fled here shortly after the formation of the colony. Soon after his arrival he became known to Mr. Caldwell, and for years was Mr. Caldwell's principal and most relied upon informant. His influence and intimacy with Mr. Caldwell invested him with immense power; he was a terror to the bulk of the community, and tyrannised over the lower orders of Chinese without their daring to complain. Public repute pronounced him to be an extortioner, a recipient of bribes from gambling-houses, a confederate of pirates, and a receiver of stolen goods. That Machow Wong had been for many years before his conviction intimately connected with pirates and piracy, was notorious throughout the colony. He was the known protector of pirates and other ruffians resorting to the island. At last justice overtook this notorious offender; he was arraigned at the August criminal sessions of 1857, upon two charges of confederation with pirates, and was sentenced to fifteen years' transportation. Such was the man with whom Mr. Caldwell admits he had a long and intimate connection."

This Mr. Caldwell is described as

"An Anglo-Chinese half-caste, who settled in Hong Kong, and for twenty years enjoyed the confidence of Sir John Bowring, Sir Michael Seymour, and other high officials of the colony, to an extraordinary degree. He held the positions of 'Protector-General of Chinese' and Registrar-General, and was a Justice of the Peace. Sir Hercules Robinson goes on to state in this despatch that Caldwell not merely assisted Machow Wong in his difficulties, but that he was joint owner with him of a well-known piratical lorcha, registered at Hong Kong, and therefore carrying, like so many others, the British flag, and that he had in his employ a certain Beauer, one of the most notorious pirates in the Chinese waters. The power that he wielded over the British navy appears to have been limitless. 'Mr. Caldwell was intrusted with the power of obtaining, on his own authority alone, the services of men-of-war to proceed in search of alleged pirates; for nothing further was required of him than to say that he had received information of an act of piracy, and that with no greater formality than this he should apply personally to the senior naval officer for the assistance of one or more ships of war, embark himself in one of them, describe the place to which they should proceed, and point out the vessel or place to be attacked.'"

What became of Mr. Caldwell? is the question that will naturally be asked.

"The same punishment was inflicted upon him that was inflicted upon Mr. Anstey for having annoyed the colony by exposing him. He was dismissed from the public service. In one respect his punishment was lighter than Mr. Anstey's. Mr. Anstey's disgrace, after such ample proof that it was unmerited, has not been cancelled. He has never been restored to office. Mr. Caldwell has been more fortunate. He practises at this moment, or at least was practising a few months ago, as official arbitrator in the small causes court at Hong Kong."

Such a tale of iniquity as this may well excite indignation. In truth, it was a very Augean stable that Sir Hercules Robinson—aptly so named—entered when he went to Hong Kong. He did much towards purifying it, but there is more work still to be done, and his successor already finds the office no sinecure. The last inward mail brought the gratifying news that Sir Richard MacDonnell has drafted an ordinance specially adapted to bring all native craft entering Hong Kong waters under proper supervision; and we entertain strong hopes that this will prove one of a long series of reforms that will enable us at no distant date to regard the colony as a credit, instead of a standing disgrace to the Crown.

(To be continued.)

Digitized by Google

NOTICES TO CORRESPONDENTS.

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be authenticated by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

A Register is kept of the addresses of all persons connected with the Far East and reference can be made to the same by personal application at the office or by letter.

Any information required by Subscribers, in reference to Commercial or General matters in China, Japan, Singapore, *and other parts of the* Far East, *will be supplied on application at the Office, where files may be seen of the Journals published in those countries.*

THE LONDON AND CHINA EXPRESS.

PUBLISHED on the departure of the Mails *via* Marseilles on the 10th, 17th, and 26th, contains a Summary of European, American, and General News; Commercial and Shipping Reports, and Special notices of Trade with the Far East.

Subscription 54s. per annum, including Postage. Export Supplement 12s. extra.

The London & China Telegraph.

LONDON, MONDAY, AUG. 27, 1866.

TEA SHIPS AT HANKOW.

When, some three or four seasons ago, it was proposed to ship teas at Hankow direct for foreign ports and thus avoid the risk attendant on transshipment at Shanghai, the suggestion was eagerly hailed and immediately adopted. But the system thus inaugurated soon shared the fate which has befallen so many of the schemes set afloat in China. English owners were really ignorant of the Yangtsze navigation, or wilfully ignored the statements regarding it made in the Shanghai and Hong Kong journals. The number of vessels consigned to agents in Shanghai under orders to proceed up the Yangtsze and ship teas at Hankow increased year by year, until at length the supply of shipping now exceeds the demand which, in view of the state of the home markets, should legitimately exist. But after braving the risk of loss on the ever-shifting shoals of the Yangtsze, and incurring the expense of tonnage, the Hankow agents of Shanghai firms are compelled to find cargo, and thus the presence of the tea fleet directly influences the market. The agents find themselves in a pitiable position, for they are compelled to supply such a portion of the required cargo as will furnish forth a flooring, and having provided this they have to contend with no small amount of competition. It is almost needless to say that foreign merchants in China have not yet learned that grand secret of combination to which the Chinese owe their success in all mercantile dealings with Europeans. To the jealousy and distrust of one another existing among foreigners may be attributed the failure of many proposed protective measures, such for example as the "short credit system." But besides the elements of difficulty that we have enumerated, there is one which may be said to include the rest, namely, the absolute necessity of filling up with cargo and despatching the vessels within a specified time. The waters of the Great River remain but for a short period at their maximum elevation, and then begin to fall with far more celerity than that wherewith they before rose. Hence as the ships must wait for a certain condition of the river before they can ascend, and must in like manner descend before a certain condition sets in, the duration of their stay at Hankow is necessarily limited. Each day's delay after the water has commenced to fall is fraught with additional risk to ship and cargo, and it will thus readily appear that the Hankow consignees or agents of a clipper ship are literally bound hand and foot; compelled on the one hand to find or supply cargo, and on the other, to get rid of their responsibilities before the advance of the season converts them into actual risks. We do not desire to undervalue the results of shipping tea at Hankow, but it is matter for serious consideration whether those results are not out-balanced by the occasional loss of such ships as the *Guinevere*. Our Shanghai advices per French mail of 18th June report, besides several minor casualties, the total loss of this fine vessel, together with more than seven thousand chests of tea. By her wreck the insurance offices both in England and China suffer deeply, the navigation of the Yangtsze is impeded, and the owners of ship and cargo are put to indescribable inconvenience. Whether, therefore, we take the general question of trade or the merely local and personal one of the loss of particular ships, we have good reason to doubt the advisability of the plan thus indiscriminately adopted.

There is another light in which the "river system" may be viewed. The manner in which contracts are made with the native teamen is well-known, and we need not therefore enlarge on the prudence of keeping down the opening rate of the market. But so soon as a clipper intended for the tea trade arrives at Shanghai she is discharged in all haste, and sent up the river as quickly as circumstances and the height of the water will permit, whether the season be or be not actually upon the point of opening. The dealers hail the arrival of each vessel as an additional pledge of the inability of foreigners to oppose their demands, and accordingly exorbitant prices are asked and obtained for the first chops brought down. An "opening rate" having been thus established, the foreign purchasers are delivered into the hands of their enemies, and the Chinese reap the benefit of enhanced rates and immediate sales. To divert some of this undue profit into the coffers of the merchants should be the aim of all Europeans, whether shipowners or not, who are interested in the tea trade. If the present system be continued, each year must swell the catalogue of casualties in the Yangtsze, and each year also must add to the list of losses in consequence of rash speculation in tea; considerations which are amply sufficient to reconcile us to the all but prohibitive rates of premium now imposed by the local underwriters on vessels loading at Hankow.

NEWCHWANG.

Mr. Thomas Taylor Meadows, the able and energetic English Consul at the port of Yangtsze (Newchwang) has lately issued a notification which reveals strange facts regarding the apathy of the foreign residents under his jurisdiction. It will be remembered that in December last much excitement was caused by the excesses of certain outlaws known as "sword-racks," and at the instance of the Consul the settlement was fortified and a military organisation set on foot among the residents. Subsequently an American gentleman, Acting-Consul for the United States, was attacked in the streets, and an *emeute* was the result in which several natives were killed and wounded, one foreigner killed, and two or three slightly injured. There was therefore good ground for alarm, more especially as in addition to the "sword-racks" whose outrages were confined to the city and neighbourhood, rebels began to pour into the province, and there seemed to be every probability that the existing Government would, for a time at least, be overthrown. Newchwang was eventually seized by the rebels, but was recaptured within a week by the Imperialists. Meanwhile, the security of the settlement was imperilled by the presence of resolute and unscrupulous outlaws on the one hand, and Nienfei troops or the equally barbarous Tartar cavalry on the other. Mr. Meadows is prone to take "an earnest view" of passing events, and it is therefore possible that his fears were somewhat unfounded, and that the danger which impended over the foreign residents was not quite so imminent as he represented it to be. However, if he erred he erred on the right side, for to his timely precautions and formidable preparations may be ascribed the total immunity of the foreigners from attack or annoyance within their proper limits. As soon as the immediate danger passed by people began to laugh at their previous fears, and the Consul came in for a large share of unfriendly criticism. "Such precautions as were taken were "perfectly needless," was the common cry, but it was forgotten that to those very precautions was due the apparent needlessness of preparation. The rebels were afraid to attack a position which had been carefully fortified, therefore the fortifications were unnecessary. Such, in other words, was the argument triumphantly used by Mr. Meadows' opponents, and it is not strange that, while still keeping a careful watch over the progress of events, the dignity of his office, whereof Mr. Meadows possesses a strong sense, compelled him (to use his own words) "to maintain a passive and silent attitude." But the temporary withdrawal of his active superintendence was not without its effect, for we learn that after the capture of Newchwang, when an attack on the settlement was anticipated, the community was thrown into a state of bustle, clamour, and confusion which did not cease for a couple of hours. On this occasion, says Mr. Meadows, in the notification to which we have already referred—

> Notwithstanding the advantages afforded by a calm and bright moonlight night, the want of unity and preparedness disclosed convinced me that an attack made by superior numbers of men no more resolute and no better armed than are the rebels and associated ruffians of this town, could hardly have failed to be disastrous to the whole foreign community.

The interests at stake in such a settlement as Newchwang are not of overwhelming importance, but wherever the British

Digitized by Google

flag is hoisted it is the duty of the British Consul to maintain its honour. Much more than the personal safety of each individual is in question. Were the foreign residents compelled to fly ingloriously, a portion at least of our prestige would be lost, and it may be of the most vital importance to our interests in China to possess ever so small and comparatively insignificant a stand-point on the borders of Manchuria as our foreign settlement at Yangtsze.

THE EUPHRATES VALLEY ROUTE TO INDIA.

THE importance of this route has again been brought to the notice of the public through the report of Capt. TYLER, who appears to be quite in favour of its adoption. Starting from Brindisi the steamer would proceed to a port on the coast of Syria, say Seleucia, which would be connected by railway with Aleppo. From Aleppo the rail would run to Tabor Castle, Bagdad, and Bussorah at the head of the Persian Gulf. A line of steamers has been for some time running between Bussorah and Kurrachee, and also between Bagdad and Bussorah, on the river Tigris; and the distance from Seleucia by Aleppo and Tabor Castle to Bagdad is about 550 miles. If therefore the railway could only be completed so far as Bagdad, in the first instance, the line could be opened, and the line of steamers on the Tigris be given up, when the rail should be completed the entire distance. While the subject of our communication with India is under special consideration and revision we trust the present Government will not be indifferent to the great importance of the Euphrates Valley route, which after all is not entirely out of compass to guarantee in some shape or other. This route has received of late increased attention in consequence of the notice by Capt. TYLER, whose report on the Brindisi route we noticed in a late issue. We believe the entire land distance from Seleucia on the coast of Syria to Bussorah is under 1,000 miles, and that a rail could be laid with comparative ease. With regard to the cost there is of course a difference of opinion, but from all the information that has been obtained it would appear that the cost would not exceed £8,000 per mile. There is no denying that passengers would hail a change of route even at an increased cost. The distances would stand thus :—

From London to Brindisi	1,504	miles
From Brindisi to Seleucia, by steamer	900	„
Seleucia to Aleppo, by rail	90	„
Aleppo to Tabor Castle	60	„
Tabor Castle to Bagdad	400	„
Bagdad to Bussorah	350	„
Bussorah to Bombay, by steamer	1,690	„

which might easily be accomplished in 15 days against 25 days by the present route *via* Red Sea and Marseilles. The following is the extract from Capt. TYLER's report above noticed :—

"As I have intimated at the commencement of this report, the question to be now solved is solely that of communication through Europe to the east of the Mediterranean. But in saying so much concerning the postal routes to the East, I would ask your Grace's permission to touch also upon the still more important saving of time and distance that may be obtained hereafter by avoiding the passage of the Red Sea, when a railway shall be constructed from the coast of the Mediterranean along the Euphrates Valley to the Persian Gulf. By this route many hundred miles of distance and many days of time might be saved between London and Bombay, which will become within the next two years (when the railways to Madras and Calcutta are completed) the principal port of India. The navigation by the Persian Gulf to Bombay will be far preferable to that *via* Suez and the Red Sea to Bombay, and even that amount of navigation may ultimately be avoided by the connection together of Bagdad and Bombay by railway. But in the meantime the Euphrates Valley scheme has been for many years almost in abeyance. The mere guarantee of the Turkish Government has not been found sufficient even to render the construction of the first portion from the coast to Aleppo practicable, and the financial state of that empire renders progress now all but impossible. But I have so strong a conviction of the important bearing that the construction of such a railway would have, commercially and strategically, upon the British Empire, that I could not but take this opportunity of recommending the subject to the serious consideration of Her Majesty's Government."

Mr. W. P. ANDREW, who is largely connected with Indian railways, and is the recognised leader of the Euphrates Valley route, writes to *The Times* :—

Sir,—May I beg the favour of your giving insertion to the concluding paragraph in the report of Captain Tyler, R.E., to his Grace the Duke of Montrose, Postmaster-General, with reference to the conveyance of the Eastern mails, lately ordered by the House of Commons to be printed, as the paragraph in question not only gives official sanction and approval to the views which I advocated more than nine years ago in your columns regarding the Euphrates route, and which then received, as I trust they will continue to receive, your powerful support? But, irrespective of this, I am anxious that the opinion of so trusted and responsible an officer of Government as Captain Tyler on one of the greatest questions of the day, should be known as widely as possible.

On which *The Times* says :—

Subjoined is a communication on the Euphrates route, which, like the Nicaragua transit, is one of those projects that may be delayed but can never be extinguished. There is a great difference, however, between the two, because the Nicaragua transit scheme may now be left to its inevitable fulfilment from the demands of commerce, whereas the Euphrates railway, no matter how great may be its commercial prospects, must be chiefly important from its national bearings, and no body of shareholders would be so blind to their own rights as to offer to construct a line that would reduce our time and distance from India to one-half, and not only save hundreds of thousands annually to the British and Indian Treasuries, but also be of vital political importance, without obtaining some guarantee from the Government upon whom these advantages would be conferred. Commerce would be greatly benefited by the line, but commerce can wait for it. Meanwhile it is for the Indian and home Governments to consider whether they can wait for it also. Should they decide in the negative, they must be prepared to make fair arrangements. If the line would pay commercially, there could be no loss from a guarantee. If it would not pay commercially, but would yield great pecuniary gain to the State, the State should not encourage individual capitalists to contemplate its construction without aid, and to ruin themselves for the gain of the public.

A writer, signing "C. E.," says :—

It is now twenty years since that I was directed by Her Majesty's (then) Government to examine for the purposes of a railway route the valleys of the Euphrates and Tigris from the Persian Gulf to the Black Sea, in other words, from Bussorah to Trebizonde, and from the Bay of Iscanderoon, on the Mediterranean *via* Aleppo, into the Euphrates Valley; and having obtained at Constantinople the necessary firman from the Porte (through the British Ambassador), I proceeded with an assistant and the other necessary protectors to discharge the duties confided to me by the Government. This occupied a period of ten months, during which I examined and laid down the best available route with great precision, and drew up in fullest detail a report thereon. This survey and report may yet be of service to the country. At any rate, if still preserved, it must have become "fully mature." I believe, Sir, that the first to draw attention to this as a route to India was the late Lieutenant Waghorn. Since then others have drawn attention to it, such as Mr. Andrew and General Chesney; and I believe that partial surveys of various parts of that route have from time to time been made, but I believe that my own is the only survey made of the route throughout by order of Her Majesty's Government. I may only remark, *en passant*, that the Euphrates Valley is well suited for a line of railway of easy and cheap construction, and that apart from its suitability as a line to India, it would collect a vast amount of traffic which would be led towards it from Persia, Kordistan, and other Asiatic countries.

THE ANGLICAN BISHOPRIC IN CHINA.

The following correspondence has recently taken place between Bishop Smith and the Colonial-office authorities respecting the vacant bishopric of Victoria at Hong Kong; from which it will be seen that the supposed legal difficulties are terminated, and that the immediate appointment and consecration of a new Bishop of Victoria has been apparently decided upon :—

TO THE RIGHT HON. THE EARL OF CARNARVON.

3, Haddo-villas, Blackheath, S.E.

MY LORD,—Your predecessor at the head of the Colonial-office is understood, in his communications with the Archbishop of Canterbury and others, to have grounded the reason of his long delay in the appointment of my successor in the Bishopric of Victoria on the unsettled state of the law in regard to the Colonial Episcopate, and the expected early legislation of the Imperial Parliament on the colonial church.

As this latter expectation is now terminated, for the present year at least, I beg leave earnestly to press upon your lordship the following considerations in favour of your immediate nomination of a bishop of Victoria, and a termination of the present serious injury to Church of England interests in China, caused by the long vacancy of that see since my formal resignation thereof was completed a year and a half ago, viz., on January 14th, 1865 :—

1. After the first China treaty, an Act was passed by the British Legislature in 1843 empowering the Crown to pass Orders in Council for the better government of British subjects in China.

2. An Order in Council was passed in 1849, constituting the Bishopric of Victoria at Hong Kong, and subjecting to the jurisdiction of the bishop thereof all persons in Holy Orders within the five Consular cities and elsewhere in the dominions of the Emperor of China, and on board of any vessel within 100 miles of the coast of China.

3. The above-mentioned Act of Parliament, and the Order in Council grounded thereupon, are quoted in the preamble of the bishop's letters patent issued in 1849.

The above three facts seem to give a quasi-parliamentary title to the Bishopric of Victoria. Beyond this,—

4. Hong Kong is a Crown colony; its Legislative Council is not an independent local Parliament, and its bishopric is consequently in a great measure unaffected by the recent Privy Council judgments.

5. There is an average number of twenty Anglican clergy (missionaries and chaplains) in China, needing supervision and control.

6. Six of the English clergy now in China are only in deacon's orders and have been for some time amid inconvenience awaiting the arrival of a bishop to admit them to full orders. Three missionaries, of the Church Missionary Society, are also about to embark for China in the next month, now only in deacon's orders.

7. The Bishop of Victoria is *ex-officio* resident warden and sole trustee (under the visitorship of the Archbishop of Canterbury) of St. Paul's College at Hong Kong, and the only authorised receiver of a local rental of £500 a year, constituting its endowment. The appointment of tutors is in the bishop's sole hands; and the college, founded for the Christian edu-

Digitized by Google

cation of native Chinese youths, is suffering great detriment from the absence of its official head.

I might add to the foregoing facts many other considerations which will doubtless suggest themselves to your lordship's own mind as to the urgency of the case, and the pressing claims of the Church in China on your immediate attention. Remonstrances and complaints have constantly reached me from China respecting the long delay in the arrival of my successor. Some of the lamentable effects are thus described in a letter written to me by a Government chaplain from China, on his arrival in England some months ago. . . . . .

I desire in conclusion to submit to your lordship that there are no obstacles in the way of your consenting to the early consecration of a bishop by Royal Mandate, without Letters Patent, which in my opinion are not essential or of any great value to the China bishopric. The endowment, £1,000 a year, is secured in the Colonial Bishoprics Fund, and was principally contributed by private donors (whose names are known to me), viz., a "Brother and Sister," who are prepared to claim the repayment of the money given by them, if the Victoria bishopric is suffered to lapse and remain unfilled by a new appointment. The stipend has been accumulating for a year and a half in the hands of the Colonial Bishoprics Trustees.—I remain, my Lord, your Lordship's obedient humble servant, George Smith,

19th July, 1866. (Late Bishop of Victoria).

TO THE RIGHT REV. BISHOP SMITH.

Downing-street, 17th August, 1866.

My Lord,—I am directed by Lord Carnarvon to acknowledge your letter of the 19th July, suggesting that the consecration of a Bishop of Victoria should be authorised by Royal Mandate, without Letters Patent. Lord Carnarvon directs me to state that he is now in communication with his Grace the Archbishop of Canterbury in reference to a clergyman qualified and ready to undertake the office of Bishop of Victoria, and that his lordship does not anticipate any difficulty in supplying fitting authority for the consecration.—I have the honour to be, my Lord, your Lordship's most obedient humble servant, J. Fredk. Elliot.

We are authorised to state that there is no foundation for the report announced in some of the London papers, to the effect that Bishop Smith has accepted the incumbency of Camden Church, Camberwell, lately vacated by the Rev. Daniel Moore.

Downing-street, August 17.—The Queen has been pleased to appoint John Dent, Esq., to be a Member of the Legislative Council of the Colony of Hong Kong.

TPADE WITH THE FAR EAST.

(*Continued.*)

TAIWAN.

The following is Mr. Swinhoe's Report on the trade of Formosa for the year 1865 :—

I have been called away with so little notice to relieve Mr. Pedder at Amoy that I have not been able to devote so much time and attention to the trade returns as I could have wished. I must therefore ask your Excellency's indulgence for any shortcomings that may be apparent.

The employment of British bottoms is on the increase, but not to such an extent as one could hope. The total foreign tonnage shows a fair increase, as also does the foreign trade, notwithstanding that the prohibition on the export of rice has continued in force throughout the year, exception having been only made in favour of vessels provided with passes from the high authorities at Foo-chow.

The high tone I assumed towards the mandarins against their determined embargo on rice was not approved of at Peking, so I had to slide out of the false position I had been gradually carried into; and I fear that, on this question, the mandarins have been since taking an unjust advantage of our leniency. The present chief civil authority of Formosa, Ting Taoutae, bears an implacable hatred towards foreigners, and is immovable by courteous diplomacy. He trembles, however, as I have already apprised your Excellency, at the sight of a large man-of-war. I have in all matters found him a hard man to deal with. I trust my successor will manage more successfully. I have contested long for British interests in Formosa, and not entirely without fruits; but the want of a harbour at Taiwan, and the distance of Taiwan city from Takow have presented serious difficulties, to battle with which requires a person endowed with a stronger constitution than I can boast of; to make the frequent passage between Takow and Taiwan, the Consul should be a sailor, and to make the journey overland by chair or on horseback he must be able to leave without fear of bad effects of a tropical sun. The climate of South Formosa is hot for nearly the entire year.

At Taiwan, large and storied hongs are procurable by Europeans at a low rental, but at Takow the residents are wretchedly housed. This is, however, being gradually remedied.

The currency of South Formosa, I neglected to state in my last year's report, is at 6·8 or 680 taels for every 1,000 dollars, the dollars, moreover, being weighed in what the Chinese call "small scales," or at about 1 per cent. short of the 6·8 full weight according to the Canton Government scales. Merchants tell me that a loss is always quoted from Amoy on dollars exported thither.

Hemp.—Under this head are classed both grass-cloth fibre and jute, the former being a much more valuable article than the latter, and yet the same rate of duty is charged according to the tariff for both. This unjust levy leads the Chinese shippers of jute to engage for its freight Chinese junks, thereby escaping duty altogether, greatly to the detriment of the interests of foreign vessels. The Customs Commissioner at Takow is, I believe, applying to his chief to try and obtain a reduction in the duty on jute.

Cassia Lignea.—I have seen specimens of a species of cinnamomum from the mountains interior of this neighbourhood. The natives use the branches of the tree for fuel, not having yet learnt apparently the market value of the bark.

Before closing this somewhat hurried report on last year's British trade in South Formosa, I must point to the wealth stored in the little known mountainous interior. I have not long returned from a ten days' visit into the heart of this country. Passing through Petaon (the city of Fung-shan-hien), I struck the bank of the Tiung-kung River, and then followed up the river in a north-north-west direction towards the centre of the island. The mountains attained by this river are covered with timber, and abound with huge masses of out-cropping blue slate. On a hill side not far from the river's bank I visited a hole which emitted inflammable gas, thus probably indicating the presence of petroleum at a depth beneath the soil. Coal, I am told, also occurs in the same neighbourhood. The hills round about appear to me eminently fitted for the cultivation of coffee, and on this score I have some right to an opinion, as I took particular pains to observe the requirements of coffee planting when visiting the plantations at Candy (Ceylon) on my way out from England in 1863. The river supplies, by means of rafts and boats of light draught, an exit to the sea about thirteen miles below Takow. It would too greatly expand this despatch, and indeed I have not now the required time, to give a detailed sketch of this visit of inspection and observation into the charming interior of this green clad island. I will, however, at some future date endeavour to lay before your Excellency the information I have gained. A French gentleman, about the close of the year, travelled from Taiwan to Tamsuy overland and returned. When asked what he thought of Formosa, he shrugged his shoulders, and replied that "it might be covered with a handkerchief." He spoke of the cultivated plains and the lower hills; he had not seen the mountains.

YOKOHAMA.

Mr. Myburgh's return from this port is accompanied by the following observations from Sir Harry Parkes :—

I have the honour to forward a very interesting report by Mr. Consul Myburgh on the trade of the port of Kanagawa for the year 1865, which, when compared with the returns for the previous year, shows the highly satisfactory result of an increase in the import trade of nearly 100 per cent., and in the export trade of 60 per cent.

Considerable difficulty has been experienced in the preparation of these returns, owing to the imperfect character of the data supplied from the Custom House. Though drawn up and forwarded to me at the end of March, the discovery of material errors rendered entire reconstruction of the returns necessary; and it thus happens that, though Mr. Myburgh's report is dated the 28th March, it reached me in its present form only yesterday.

To enable your lordsihp to compare at a glance the trade of all the ports of Japan for the last three years, as conducted both in British and in foreign vessels, I have caused the four additional returns, which I have now the honour to enclose, to be prepared in this office.

The great expansion of the import trade is attributable to a steadily increasing demand for foreign manufactures in this country, which, having no redundant population, as is the case with China, can obtain clothing more cheaply from foreigners than from its own cottage looms. Under this aspect, therefore, Japan promises to furnish a very satisfactory market for British manufactures.

The increase in the exports is owing chiefly to the great rise in the value of Japanese silk, the shipments of 1865 being not greater but rather less in quantity than those of 1863, although costing nearly a treble price. All inquiry has hitherto failed to furnish a satisfactory solution of the problem at present observed here of exceedingly high prices failing to secure increased supplies. The largest export occurred in the year 1862-63, and there is reason to believe that this is attributable to the sudden demand caused by the foreign trade having led to the sale of horded stocks, and that the supplies forwarded to market since that date represent the portion of the ordinary annual production that can be spared for foreign exportation.

The tea trade, owing to imperfect preparation of the leaf, increases less rapidly, and the quality is more suited to the American than the English market.

A remarkable feature in the export trade of this year is the shipment from all the ports of upwards of 1,500,000 sheets of silk ova, which, if successfully reared, will go far to make good the terrible ravages occasioned by the disease in the European silkworm. Should these anticipations be realised, a signal instance will be thus afforded of the benefit derivable from the extension of commercial relations with this remote country, as, although only recently participating in the trade of the world, Japan is already clothed to a considerable extent by foreign looms, and seems destined to turn to be the means of reviving a most important branch of European industry.

The returns of foreign trade are interesting, as showing how large a proportion is conducted in British vessels, although the cargoes thus carried cannot in every case be regarded as British-owned.

The following is Mr. Myburgh's report :—

Shipping.—During 1865 the entries numbered 168 vessels, of 74,083 tons; the departures 168 vessels, of 75,486 tons. Compared with 1864, this shows in entries a decrease of four vessels and 1,372 tons, and in clearances the same decrease of four in the number of ships, but an increase in the tonnage of 2,890 tons. There was a considerable decrease under the British flag as compared with the previous year, of entries, 28 ships, and 15,296 tons; clearances, 27 ships, and 11,147 tons.

American entries show an increase of five ships, of 4,430 tons, for 1865; the clearances an increase of four ships, of 3,335 tons. French shipping shows a very marked increase. The entries exceed those of the previous year by ten ships, of 9,158 tons. This is chiefly owing to the establishment of a branch line of steamers by the Messageries Impériales Company, running once a month between this port and Shanghai, in connection with the main line thence to Marseilles. Though the Dutch show a decrease of three and four ships in arrivals and departures respectively, there is a slight increase in the tonnage over that of the preceding year.

The decrease in British shipping may be ascribed in part to the cessation in the shipment of cotton from this port, not only to England but to Hong Kong. While in the previous year thirty-three vessels, of 14,723

Digitized by Google

tons, left direct for Great Britain and twenty-nine vessels for Hong Kong, principally with cotton, the number for the year 1865 reached only six ships, of 3,048 tons, which sailed for Great Britain, and sixteen vessels for Hong Kong.

But this fact loses somewhat in significance when we compare the return of the direct trade from Great Britain during the present year with that of the preceding, for in 1864 the arrivals numbered only eight vessels of 2,638 tons, whilst in 1865 they increased to twenty-six vessels of 11,300 tons; of these there were only three of 1,630 tons which brought coals, the remaining twenty-three carried bale goods and general cargo.

IMPORTS.—The total value of imports computed from the returns amounted to 12,913,024 dollars. Compared with the previous year it shows an increase of 7,469,430 dollars. The value of the imports brought in British vessels alone amounted to 10,687,015 dollars. The past year was marked in particular by a sudden and extraordinary increase in the demand for cotton manufactures. It has been calculated that in October and November alone somewhere about 3,000,000 dollars worth had been disposed of. This included partly the cargoes of several vessels which were on their way out sold to arrive at a very fair profit. It would, I conceive, however, be too sanguine to expect a similar demand to repeat itself during the current year. Two causes it would appear give to the past year an exceptional character in this respect, and conduced to occasion the immense demand. The first and most obvious was the high price which raw cotton fetched in the market, as much as 34 dollars per picul in 1864, which naturally drained the country of every available pound of this commodity, and which had to be replaced during the past year by foreign manufactured goods, The other is the failure to a great extent of the cotton crop in Japan for 1865.

ARMS.—There seems to have been a considerable increase in the import of arms, the quantity being more than double that of the preceding year; but they have ceased, however, to realise the enormous prices which they used to command in former years. Much of what has been disposed of was at a loss, and large quantities still remain unsaleable in the hands of the foreign merchants.

METALS.—There was a considerable falling off in the quantity of lead imported. It fell from 18.785 piculs in the preceding year to 13,678 piculs in the past year. Indeed, towards the latter part of the year a large portion was re-exported to China where higher prices were obtainable. The same may be said with regard to spelter, none having been imported, while in the previous year there were 8 676 piculs. Tin-plates fell from 15.282 boxes in 1864 to 11,541 in 1865. In fact all metals were in little request during the past year, doubtless owing to the market having been over-stocked by the large quantities that were imported and sold in the previous year to meet the then existing demand.

EXPORTS.—The total value of these amounted to 17,467,728 dollars, which gives 8,470,244 dollars more than the preceding year.

SILK.—The returns show that 16,235 bales were exported, of which 14,636 left in British ships. It was a prevailing opinion that over speculation in tea and silk during the latter part of 1864 and the beginning of 1865 would be attended with great losses, and a consequent re-action. The result, however, has not verified the prediction, for the enormous rise in the value of Japan silk in the European market has left those who ventured on buying at what was considered in the beginning of the year an enormous price, a very handsome profit. It gradually continued to rise in value till the beginning of the new silk season (1st July), and it is calculated that from that date until the end of the year upwards of 7,000 bales have been exported, which at an average of 800 dollars per bale would give nearly 6,000,000 dollars in six months. Thus, though a smaller number of bales as compared with the corresponding period of the preceding year has been exported, the enhanced price of 800 dollars gives a larger total value. In 1864 nearly all the silk came into the market in the fall of the year, and subsequent to the visit of the fleet to Yedo in the beginning of October; whereas in 1865 it came in continuously throughout the whole year according as the demand arose, and it is satisfactory to observe that the restrictions which formed so many grounds of complaint in the preceding year ceased to embarrass the operations of the merchants, and seemed to have wholly disappeared. It may be remarked also that in 1864 during the same period the value of the dollar might be taken at about 5s., whereas in the past year it may be taken at about 4s. 4d., and has touched as low even as 4s. 1d. The merchant thus getting his money cheaper was enabled to make his purchases at a larger figure. It is worthy of notice that this enhanced value has not brought about such a corresponding extension and growth of the silk trade in the country as might reasonably have been expected. Probably the capabilities for producing silk are limited. A considerable quantity also is reserved for clothing a large mass of the population. I conceive there can be little doubt too that a great deal of the silk exported during the earlier years was a surplus quantity which had been accumulating in the country for a long time prior to the opening of the port. The quantity of silkworm eggs exported rose from 200,000 cards to 1,320,321.

TEA.—A considerable stimulus was given to the export of tea by the termination of the American war, several British ships having been loaded direct for New York and Boston. It is estimated that the quantity actually exported amounted to 7,899,733 pounds, which gives an increase of nearly 5,000,0 0 pounds over the preceding year. No export of cotton worth noting took place.

The duties collected by the Custom House amounted to 452,305 dollars 80 cents, of which 242.254 dollars 32 cents were on imports, and 310.051 dollars 48 cents on exports.

I should observe, in conclusion, that I consider there is every reason to be satisfied with the commercial importance to which this port has already attained. And it is not too much to say that with its steadily advancing prosperity it bids fair to become one of the foremost among the great trading emporiums of the East.

The comparative tables accompanying the report show the following as the course of trade during the past three years:—

Year.	Imports—Value in Dollars.	Exports—Value in Dollars.	Total.
1863 ...	2.717.590	.. 6,226 590	.. 8,944,180
1864....	6.851 287	.. 10.572.222	.. 17.423,509
1865....	14,194,771	.. 18,490,230	.. 32,685,001

The total of 1865 is very nearly four-fold that of 1863; and of this large trade about six-sevenths has been carried in British ships.

NEWCHWANG.

The following is a brief abstract of Mr. T. T. Meadows' report on the trade of 1865:—

SHIPPING AND NAVIGATION.—In my last report (that of the 21st April, 1865) I showed that the North German tonnage had, during the three previous years, not only been greater than the British, but that the disproportion had been annually increasing in our disfavour. In 1865 there has been a marked change in our favour. The comparative table shows that while British shipping has continued rapidly to increase, the amount of our tonnage in 1865 being nearly double that of 1864, the North German tonnage has decreased. I should, however, have had to report a still greater increase of British tonnage, and probably little decrease of North German tonnage, but for certain prohibitive measures taken at Shanghai about the middle of the season by the old mandarins of that port and of the province in which it lies. They not only prohibited Chinese merchants from themselves shipping in foreign vessels, but they also prohibited them from purchasing from foreign merchants produce brought by these latter in foreign vessels from this port. Whether this last proceeding was open or covert, I have, at this distance, not been able to ascertain, but it has been most effectual.

As to the duration of the season of open navigation and that of the ice-bound period, the experience of five years shows us that a cold of sufficient severity to cover the river with heavy masses of floating ice may occur at any time between the 15th of November and the 27th of March. Thus, as regards the closing of the navigation in 1865, the thermometer stood, at daybreak on the 15th November, at 17 degrees of Fahrenheit; on the 16th, at 15 degrees; on the 17th, at 7 degrees. Several vessels which were still in the river on the 15th November got seriously damaged by floating ice, and one nearly became a total wreck within the port. With respect to the future, however, I may observe that the increased use of steamers at the beginning and towards the close of the open season, together with the construction of permanent jetties, rendering the foreign craft as independent of cargo-boats as now are the junks, might prolong the total period of open navigation from two to three weeks for foreign merchants.

TRADE AND COMMERCE.—The following table of the principal imports produced or producible by the British Isles and India shows the amount of importation in each of the two years last past:—

Names of Articles.		1864.		1865.
Cotton fabrics	pieces	30.137	..	55.154
Iron	lbs.	465.413	..	1,969.229
Lead	„	77.908	..	219 609
Tin	„	37.357	..	168 504
Glass	„	93 600	..	291.763
Opium	„	73,442	..	203,618

The following table shows the amount of the great exports of the district in foreign ships for the two years last past. They are all sent to the middle and southern provinces of China:—

Names of Articles.	1864.		1865.
Peas and Beans	108,832 632	..	119.875.811
Bean Cake	112,288 768	..	114.450 144
Bean Oil	974 890	..	1,468 353

The results shown by these two summaries are satisfactory, inasmuch as they prove an increase in all the principal articles of trade as conveyed by foreign vessels. So far as the imports are concerned, the increase shown denotes, moreover, an increase of the whole trade of the port, and not a mere substitution of foreign tonnage for junks. But as regards the exports, the increase denotes merely such a substitution, for we know that a less quantity of peas and beans have come from the interior to this port during 1865 than came in 1864.

MOUNTAIN SILK.

With respect to the production of the mountain silk, which has of late attracted some little attention in the silk trade, I subjoin some particulars. They were gathered by myself in a visit made by me to some silk valleys in August and September last, and are partly corrective of statements on the subject made in my last report, and which were chiefly based on second-hand Chinese information. There are two crops of the mountain cocoon, a "chun" or spring crop, and a "tsew" or autumn crop. The latter is collected in the last half of September and in October, and the cocoons are brought to market during this latter month. At this period the silk growers pick out the best of the cocoons for the production in spring of the butterfly and worm for the spring crop. They are preserved in baskets, which are hung up in the Chinese dwelling rooms. These almost always face the south, thus opposing a blank back wall to the cold northerly winds prevalent in winter, and getting from their southerly windows the full advantage of the sun in that season, when, during nine days out of ten, there is a clear blue sky. Besides this, the dwelling rooms are partially heated by the warmth emanating from the surface of the keng, a brick bench which occupies about one third of the room, which serves as a sleeping place at night, as seat, &c., during the day, and inside which is a winding flue, with an aperture at one end, in which a fire of millet stalks is occasionally lighted. In spite of all this, however, the temperature of a Chinese dwelling in the mountain silk district is during the greater part of the winter considerably below the freezing point. The worm, being indigenous, could doubtless stand the cold of the winter's nights in its cocoon on the bushes on which it forms these latter; but, apart from theft, destruction by wild animals, insects, &c., it is probable that in nights of unusual severity only the strongest and best inclosed might escape perishing from cold.

The natural heat of spring suffices to bring the chrysalis out of the cocoon in the butterfly shape. The butterflies then couple and in about four or five days after impregnation the female lays eggs. They are laid on native paper spread on mats, tables, &c. In about five or six days from each of these eggs is produced, a small worm of about the size of a black ant, and which is black in colour. This is about the time when the buds on the oak bushes have begun to make their appearance. This must be in the last half of April. The young leaves are forced by twigs being

Digitized by Google

cut off from the bushes and placed in water, in pools of the mountain streams, or in tubs in houses. From these the young tender leaves are taken, and scattered over the paper, as the worms appear from the eggs. The worms are thus nourished for some days, when they are transferred to the youngest, most tender-leaved, oak bushes on the hill slopes. They are then about an inch in length, but are still black in colour. The transfer of the whole does not take place in one or two days. There is during the whole existence of the animal in its worm stage a difference of eight or ten days in the backwardness or forwardness of individuals. After some days the worm has its first sleep or torpor, at the close of which it changes its skin, and re-appears green in colour and larger in size. It has in all four of these sleeps or torpors, each of which lasts about two days. It changes its skin and becomes larger after each torpor, but retains after the first the same bright green colour. For its next, or fifth sleep, it prepares by spinning itself into a cocoon, in which it assumes the chrysalis shape, then bursts out as a butterfly and lays eggs, from which the small black worms are produced, when the processes just described are gone through again. These processes are, in the spring season, more rapidly performed than the similar processes in the autumn. The silk growers told me that those of spring required about sixty days, those of autumn about a hundred. In each season, as fast as the worms consume the leaves on one bush, they are removed by the attendant silk cultivators to another, the youngest bushes being used first. I was in some of the silk valleys from the 29th August to the 12th September, and had an opportunity of observing the autumnal worms in their last stages. The most advanced began weaving their cocoons around them on the 2nd September, but at this time a large proportion of the worms were still in the stage between the third and fourth sleeps, while others, which had cast their skins for the last time, were feeding hard, in preparation of the work of cocoon spinning. On the 12th Sebtember fully one-half were enclosed in, or busy, with their cocoons, while the most backward had all changed their skins for the fourth time.

Just before spinning its cocoon, it is a bright green-bodied grub or caterpillar of 3½ to 4 inches in length, with a light brown head. On its pale brown face there are six or eight small black specks. Its body has twelve joints. On eight of these, it has on each a pair of claws, five pairs of what I shall call back claws on the hinder part of the body, and three pairs of front claws on the forward part. The hindermost, or tail joint, has a pair of the back claws; then there are two joints without claws; then come four joints, each with a pair of the back claws (one on each side); then come two joints without claws, and then the three foremost joints, each with a pair of the front claws. The five pairs of back claws are less developed as claws than the front ones, being, to outward appearance, of the same soft green matter that the body is composed of, and merely tipped with a small piece of hard substance of the same light brown colour as the head. The three pairs of front claws are, on the other hand, curved, and are entirely composed of the hard light brown substance. The five pairs of back claws serve as feet, by means of which the animal holds on to the twig or stem part of the leaf, while the front claws serve as hands, by means of which it twists round the edge of the leaf to its mouth. When the grub is in one of its torpid periods, it holds on to the twig solely by means of the five pairs of back claws, the foremost five joints (three with claws and two without) being altogether detached from the twig in the air. A little above the claws on each side there is, on each joint or segment, a bright blue speck, out of which two or three hairs grow. A little above those blue specks there is on each side, down the last or tailmost nine joints, a brownish streak, which two streaks widen and join together as a brown band on the tail joint. On the eighth and ninth of the joints, counting from the tail end, there are on this brown streak two silvery or white-metallic coloured spots on each side. The brown band does not extend to the foremost three joints; on the other hand, each of these joints has two blue specks on each side, one above or higher up than the other. The animal is thickest about the second and third joints, counting from the head, and tapers off somewhat towards the tail.

When the worm begins to make its cocoon, it selects two or more oak leaves more or less facing each other, and lower than the twig from which they proceed. These leaves it joins together by a network of its silk thread, which thread keeps issuing from its mouth as it moves its head from the one leaf to the other. It holds on, in the meantime, by its back claws to the twig. When the leaves are sufficiently joined to form a sort of cup or basket under the twig to which it is holding, it loosens its hold and drops into the receptacle it has thus formed. The hindermost seven joints of the body are then, with the tail joints slightly curled in, drawn together, and, remaining in a state of torpid inaction, serve, I presume, merely as a store from which the silk thread matter is drawn. The work of further self-inclosure the animal does with its head and the foremost five joints of the body. It first quite surrounds itself with the loose flossy-like silk which forms the outer portion of the cocoons as they come to market, and through which its green body remains for a time visible. It then gradually forms the dense, hardish, skin-like substance which constitutes the inner portion of the cocoon. On opening a cocoon which had been recently formed, and was to outward appearance quite finished, I found inside a complete green worm curled up in the way I have described as to its hind part, and with the fore part in the condition in which it is when the animal is in one of its sleeps on the bush. After a while the fore part began to move and the animal to spin silk, which it attatched at each turn of its head to the surface of a table on which I had placed it. It seemed to be labouring to increase the thickness of its cocoon, being doubtless roused to the necessity of so doing by the feel of the open air to which it was again exposed. I judged that if the cocoon had not been opened the animal would, after a sleep in it, have proceeded to thicken the inner surface by further thread spinning, and have gone on so doing till its bulk was sufficiently decreased for its turning into the chrysalis shape. The yield of the spring crop is said to be much less than that of the autumn crop, 1,000 cocoons of the former giving no more than 500 of the latter. But the quality is said to be greatly superior, finer, whiter in itself, and more capable of taking dyes; but black, with various shades of reddish-brown or purple, seem to be the only dyes that either kind will take. The chrysalids which are not kept for breeding are used by the Chinese as an article of food. The mountain silk remains as yet the one article which this district is likely to furnish to England. My explorations of last summer convinced me that I did not, in my last Report, over estimate the extent of country in which it is produced when I said 150 miles by 100. On the other hand, instead of saying that "not one-fourth part of the hill sides" suitable for the oak bushes is planted with them, I should now say that not one-tenth part is so planted. Viewing the nature of the article and the quantities that are now, and that could be furnished, the trade could be developed into one of appreciable importance even for our great manufacturing interests, unless exactions and jealousies of the local mandarins interposed to repress it.

RAILWAYS IN MANCHURIA.

There are now probably few places left in the world where a railway of 130 miles in length would pay so certainly, and prove so beneficial to the country through which it ran, as would a railway between this port town and Moukden. A closely-cultivated and populous plain extends throughout the whole distance, yet there is not, and never would be, any canal or river-boat competition. Moukden serves now, to a large extent, as the entrepôt between this port and the country which forms the northern portion of this Consular district, both as regards imports and exports. With a railway it would become still more so. Three cities—the city of Newchwang, with the more considerable ones Hae-ching and Leaou-yang—could be touched on the way; and a branch from a point between Leaou-yang and Moukden to the Pun-se-hoo coal mines would probably not be more than 20 miles long, nor require any tunnelling. These mines, rudely worked and accessible only by the hill-roads and with the carts which I have described, now send their coals 100 miles to this town on the south, and to cities at similar distances in the north. Worked by the aid of steam machinery, and accessible by railway, the carriage of these coals would of itself soon become an appreciable item in the success of the latter undertaking. The goods traffic, whether of manufactured or raw produce, takes place chiefly in the cold season, when smaller steamers are frozen to the ground, and marshy places become as hard as stone, and when, agricultural field labour being stopped by the frost for several months, a number of draft animals and their drivers are freed for carrying work. At that season the carters drive as much on the fields by the sides of the above-described roads as on the latter; and as the first few that pass crush down all lesser inequalities, the plains soon become almost as easy of traverse as is England with its macadamised roads. The traffic is facilitated during that period by the construction of bridges over the larger mountain streams whose deeper and rapid current prevents their freezing so as to offer a safe passage over the ice. These bridges are made of wooden piles, which bear a single roadway, consisting of a framework of timbers, on the surface of which are laid transversely bundles of millet stalks. During about 100 days of each cold season 60,000 large carts, drawn, probably, by about 300,000 draught cattle, and accompanied by 130,000 men, discharge their loads at this port town.

As the frost gives, and the ground begins to soften in the month of March, the large cart traffic gradually decreases, and from April to November it may be almost said to cease in a commercial sense. A team which in the frozen period will draw upwards of a ton with ease, has difficulty in the warm period in drawing five cwt.; and after rains, large portions of the plains become altogether impassable for days and weeks. The cultivation of the fields then compels the carters to keep constantly in the low-level roads above described, and there the horses and mules are almost always up to their knees, often up to their bellies, in mud or water. Toward the close of last autumn, I, as accompanied by small carts carrying my baggage and servants, took four days to perform a distance of 26 miles.

BANK NOTES IN MANCHURIA.

One of the chapters of the report is devoted to the currency of the province, and may be read with additional interest at the present time, when our monetary system is so much canvassed. The notes (says Mr. Meadows) are in their size and main features much like English bank notes. They have an ornamental border, purposely made very elaborate in order to prevent forgery. The name of the issuing house, together with the unvarying portions of the date (with blank spaces left for the exact month and day of each) are printed in large characters. Instead, however, of receiving their final validation from a manuscript signature it is given them, in accordance with Chinese official and trading custom, by means of elaborately carved seals, with which red ink is used. These notes are not issued solely, or even in large part, by the money-changing houses, which to a certain extent take the place here of our banks. Each commercial establishment and largish retail shop can issue notes. Formerly this was done only to the extent of one-tenth of the capital which the issuing house satisfied the great Guild of the port-town that it had invested in its business, and after it had entered into an engagement for mutual guaranteeing. But for two years past the Guild appears to have given up the attempt to regulate the paper currency, and at present there are 123 houses at this town which seem to issue notes at pleasure. The notes each promise to pay on presentation a certain number of teaous. The smallest at this port-town are for two teaous, the largest for fifty teaous; at other towns and cities I have seen them for 100 teaous. A teaou, which in the south of China means 1,000 of the above-mentioned copper alloy coins called "tseen" by the Chinese and "cash" by foreigners, means here 1,000 Kwang-tung seaou tseen—*i.e.*, 1,000 of the small cash of Kwan-tung. Kwan-tung signifying "east of the passes"—i.e., east of the great wall and its gates, corresponds to what I have called the Newchang Consular district, as composed of the three provinces of Manchooria and the settled portion of eastern Mongolia. Each city and large town of this region has its own circulation of these seao tseen peaou, or small cash notes; the notes of one city passing with difficulty at the next adjoining city, though on an average only thirty miles distant, and not passing at all beyond distances of forty to fifty miles. There is no coin corresponding to the name of Kwantung small cash; and a teaou or 1,000 of them are only equal to 160 of the general copper-alloy "cash" of China. The latter are, in consequence, throughout this district strung on twine by means of the centre hole in sums of 160 cash, each of which sums is then called a teaou. Although the notes profess to be payable on presentation, in fact, each issuer is by custom bound to give in exchange only one-fifth in copper alloy "cash," the balance in notes of other issuing houses; to which the holder must then repair to repeat the process, so

Digitized by Google

that when a man changes a note say for 50 teaous, the value of which is little more than £2 sterling, he has usually to visit about six or eight issuing houses in succession, some of which may be a mile distant from each other. The rate of exchange between the notes and silver bullion alters daily in each city, and is fixed by the body of money changers who meet every morning at daybreak to settle it. The rate during the past five years at this port town has averaged about 9 teaous for 1 tael, and has ranged from 7 80-100 teaous to 10 teaous.

MANUFACTURE OF BEAN CAKE.

Preparations are now being made by Messrs. Thos. Platt and Co., British merchants at this port, for the establishment of a bean cake and oil steam factory in connection with an experienced practical engineer, who has inspected the existing manufactories, and who is now in England engaged with the new steam machinery. At present, the beans are first crushed by means of a huge granite wheel running on a circle or ring of granite stones, and drawn by animals, nearly all mules, but with a few horses. The crushed beans, resembling irregularly shaped wafers, are then steamed for about five minutes ; after which they are made up into round packages of equal weight by being enveloped each in two grass bundles laid in a peculiar manner, and held together by two iron hoops. Five of these packages are then put into a press, from which they are taken as five cakes, and the oil expressed from which has flowed down into a receiver below each press. The rim of each cake is then pared by hand, when it is ready for exportation. The pressing is effected by two wooden wedges in each press, driven in by two men with heavy stone hammers. When the factories are kept working night and day, which is quite usual, thirteen men and about twenty-two mules or horses are required for each pair of crushing stones. There are now here 102 pairs of crushing stones and 204 presses kept in operation by about 1,330 men, and 2,250 mules and horses. They are making from 20,000 to 24,000 cakes in twenty-four hours. The factories are usually kept in full operation during the warm season. During the cold season there is generally a pause, owing to the fact that the frost prevents an equal quantity of oil being expressed from the beans, and renders the steaming more expensive. It requires but a slight consideration to see that European machinery driven by steam might be brought with advantage to bear on this branch of industry. By a little ingenuity the same fuel that supersedes the mule and man-power in the crushing and pressing operations might without additional cost be made to supersede the steaming fuel, and by a suitable arrangement of the fires, boiler, and machinery in one and the same double windowed building, the temperature might, again without additional cost, be maintained at a height suitable for expressing throughout the winter.

FOOCHOW.

The following is the report of Acting-Consul Carrollon the trade of Foochow for 1865 :—

BRITISH SHIPPING.—The figures in this return compare very favourably with those of the same return last year (1864), both in regard to the number of vessels, the tonnage, and the value of import and export cargoes. The total of duties and tonnage dues also shows a slight increase, the falling off in the import duty being more than compensated for in the higher amounts of export duty and tonnage dues.

The following table will illustrate the above statement :—

	1864.	1865.
Number of vessels arrived ...	325 ...	365
Tonnage of ditto	131,123 ...	170,794
Number of vessels departed	325 ...	370
Tonnage of ditto	131,541 ..	172,441
Value of Imports	£2 207.674 15 0 ...	£2.454.228 3 0
Value of Exports	3,890.889 5 0 ...	4,811,750 5 0
	Taels M.c.c. ...	Taels M. c.c.
Import duties	224,928 9 0 8 ...	217,283 2 4 8
Export duties	1,152.576 8 4 3 ...	1,225.136 7 0 9
Tonnage dues	16.028 1 7 5 ...	17,071 1 0 1

IMPORTS.—The principal and most important items in this return are cotton piece goods, and opium. I will, therefore, treat these specially. As regards piece goods, there has certainly been a revival of demand consequent on the reduction of cost. A further cause of the improvement of trade in cotton piece goods is found in the comparative failure of the native cotton crop in the North of China, and the consequent falling off in the quantity of cotton goods produced in the country, and imported to the southern provinces. In the sale of opium, a slight falling off will be observed as compared with the returns of 1864. This, I am of opinion, is not to be attributed to a decrease of consumption, which I should say has rather increased than otherwise ; but to the fact of a large quantity being smuggled into the province by the Chinese, probably in a prepared state, and which, in consequence, does not appear in any returns. On this subject, however, it is of course very difficult to obtain any reliable information or conclusive evidence, and my opinion is therefore open to correction.

This portion of the trade of Foochow (the import trade) is, I am sorry to state, still hampered to a very prejudicial extent with the inland and local taxes levied on the goods imported. Offices for the collection of these taxes are established at a few yards from the doors of the warehouses of foreign merchants, and in some cases in such a manner as to damage the interests of some in favour of other houses.

EXPORTS.—The only important export from Foochow is tea, and I shall therefore confine my remarks to this article, the trade in which has been unusually large during the past year, and at prices which promise to show a result exceedingly favourable to the foreign merchant. The market for congou, which is the staple for the London market, opened at apparently full rates, but, owing to lower rates of exchange and freight, the actual cost was in general considerably less than it was in 1864, and in many cases a profit of 40 or 50 per cent. may be hoped for. This result is mainly due to the increase in the consumption of tea throughout the United Kingdom since the last reduction of the duty and to the cessation of hostilities in America, though at the same time it is partly attributable to the disturbed state of the southern portion of the province, which has caused a part of the tea, which usually found shipping at Amoy, to be brought to this port for export. In this branch, as in the import trade, great pressure is felt from the local exactions, and, could these be removed, there can be no doubt that we should have a far larger supply, and a consequent reduction of price.

AMOY.

Mr. Consul Swinhoe's returns from this port are unaccompanied by any detailed report, his short term of office there not having allowed time for one. The returns are entirely in a tabular form, and show that during the year 1865 802 vessels entered, and 780 vessels cleared from the port. The total value of the imports was estimated at 12,974.724 dollars, and of exports at 2,699,286 dollars (exclusive of treasure). Of the tonnage entered inwards and outwards nearly two-thirds was British.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, AUGUST 24.

A general confusion has prevailed in Parliament. It was supposed, as I wrote you in a former letter, that the Second Chamber would be prorogued as soon as it was decided that the India Budget for 1867 ought to be again examined in the sections, and the influential journals asserted, on apparently good authority, that this important Bill would not be discussed during this sitting. The fact that only about fifty members were present at the Hague made this statement credible. In the meanwhile the Second Chamber continued to have its business regulated by the order of the day. Several Bills of local interest, and amongst them that to alter the Excise duty upon sugar, and that authorising Government to take vigorous measures where rinderpest prevails or breaks out again, were approved of. An extraordinary calmness—a *laisser aller*—was however predominant till Mr. Fokker interpellated the Cabinet as to the fact of our Minister of Foreign Affairs having made useless concessions to Belgium. In consequence of the Minister's reply, he proposed that the House should declare that it regretted that the Minister had yielded to the claims of Belgium.

The fact is that Belgium protested, some time ago, against the damming up of the Easter Scheldt, which is necessary for the construction of the Zealand-Limburg Railway. Without any question the water belongs to our territory alone ; no treaty binds us towards Belgium ; and as charity begins at home, the former Cabinet did not care for the protests of the Belgium Ministry, and ordered that the public works should be constructed. In the meantime Count van Zuylen became Minister of Foreign Affairs, and the Belgian Cabinet, profiting by the fresh delay, succeeded in obtaining that an international commission should be appointed to examine their claims. It needs no explanation that this opportunity was a promising one for the Opposition. The Ministerialists however succeeded in inducing the Chamber to consent that this motion should not be discussed until after the papers had been laid before the members. Of course the danger was frustrated for the moment. The Belgian engineers have arrived already and will begin their examination to-day ; and the States-General will have to vote against a *fait accompli*.

COMMERCIAL.

COFFEE.—The market is very firm ; but the holders declining to operate without an advance, the transactions are of little importance. They only include 1,158 b. Native Ceylon, sold in auction at 40 to 40½ c. ; 4,850 b. Santos ex Coques; 316 b. Java ex St. Helena, and 596 b. ex St. van Heel.

SUGARS.—The tone of the market is improved but is still inactive, because holders decline to operate at the actual prices. The fall of the discount at the Bank of England had a very favourable effect upon the market of refined, and for several trade-marks an advance of ¾f. to 1f., was paid.

TEA.—Firm. On the 27th will be offered in private auction 4,444 ¼-ch. 245 ½-ch., 1,015 1-12th ch. Java tea ; viz., 230 ¼-ch. Boey, 704 ¼-ch. Congou, 109 ¼-ch. 240 ½-ch. Kempoey, 2.744 ¼-ch. Souchong, 125 ¼-ch. Pouchon, 11 ¼-ch. 33 1-12th ch. Pecco Kempoey, 183 ¼-ch. Pecco Souchong, 137 ¼-ch. 938 1-12th ch. Pecco, 29 ¼-ch. Tonkay, 17 ¼-ch. 21-12th kn. Schin, 146 ¼-ch. Hysant, 9 ¼-ch. 5 ½-ch. 10 1-12th ch. Uxim, 32 1-12th ch. Joosjes.

RICE.—The only lot sold was 2,500 b. Necransie (dam.) ex Nova Zembla, at 6¼f. There is much demand for qualities of 8¼f. to 8½f., but there is no stock.

SPICES.—In waiting for the auction, which will be held to morrow by the Trading Company, the market was inactive. Cloves, by want of stock, with much inquiry ; nothing can be bought under 29c. for No. 2.

TOBACCO—Java Leaves : The market is very dull. On the 13th of September most of the first-hand's lots, amounting to about 18,000 b., will be offered in public sale.

HIDES.—Several parcels ex-Marinus, Three Bells, Adriana Johanna were sold, but prices not made public.

JAVA INDIGO, with a lively demand, closes the market firm. The 300 chests arrived per Eva Johanna are to be brought soon into the market.

BANCA TIN.—The market is much improved ; 100 slabs were sold at. 46¼f. ; 260 ditto at 46½f. ; 1,200 slabs at 47f., and 500 at 48f. Nothing is offered now under 48½f.

DRUGS.—Camphor unaltered. Cassia Vera : The 212 piculs offered are not yet sold ; too high prices are required. Gum Elastic : Some parcels

Digitized by Google

were sold foreing. Japan Soya: 130 chests were offered in auction and partly sold at 36c.; the rest was bought in at 50c.

Rattans.—500 bundles ex Duc de Richelieu at unaltered prices.

Cochineal.—Dull by want of inquiry.

Arrack.—61 casks and 40 ¼-casks, imported per Baltimore, were sold at prices which did not transpire.

Shipping—Arrivals.—August 17, at Brouwershaven, from Batavia, Cornelis Wernard Eduard; at Texel, from Banjoewangie, Nederland and Oranje; 18, at Texel, from Batavia, Zeenimph.

Departures.—August 19, from Hellevoet, for Batavia, Karel August; Diana (via Newcastle), from Texel, for Batavia, Landbouw; for Singapore, Maria Catharina (via Newcastle); for Batavia, Generaal Michiels (via Sunderland); 20, from Texel, for Singapore, Cornelis Smit (via Swansea); 21, from Brouwershaven, for Batavia, Licht Straal; for Singapore Johannes Martinus.

The Trading Company chartered the Anna, the Souburg, the Diana, he L. J. Enthover, to convey coals from English to Indian harbours.

PASSENGERS INWARD.

From Java.—Per Cornelis Wernard Eduard: Mrs. Lammersvan Torrenberg and family; Jaspers and family; Kruseman and family, Smulders and family, Benier, Stockens, Miss Sanger, C. Perler, Scholl and the youth W. Ruys. Per Zeenimph: Messrs. C. H. Bogaerd; J. C. Joekes; E. L. Elmle, G. Herwaarden, D. Nuysinck, Zyll de Yong and family, Rudolf, Mr. Welmers and three children.

PASSENGERS OUTWARD.

For Java.—Per Landbourn: Mr. G. H. K. Zadelhoff and family, C. J. Kraus and family, H. Kuneman and family, and A. J. Elliot. Per Lichtstraal: Mr. P. B. Buyn van Rozenburg and family, F. J. van Oppen and family, A. O. Rehm, J. B. G. van Baer, J. van Ek, W. G. van der Hell, Mr. F. G. Wieriky and daughter, A. C. Harms and P. J. Linden.

CONTINENTAL TRADE WITH THE FAR EAST.

(FROM OUR OWN CORRESPONDENT.)

Hamburg, August 23.

Letters have been received here annnouncing the total loss of the Bremen barque *Libelle*, on her voyage from San Francisco to Hong Kong, on an uninhabited island in the Chinese seas called Wake Island. After remaining there for three weeks exposed to great privations, the crew embarked in their boats to endeavour to reach the nearest inhabited island. After knocking about for a whole fortnight one of the boats with twenty-two of the crew, under the command of the chief mate, succeeded in reaching the Marianne or Ladrone Islands, where they were most kindly received by the Governor, and amply supplied with food and clothing. Of the fate of the other boat with eight men, commanded by the captain, nothing has yet been ascertained; but the Governor had sent out a schooner to look for them, and bring away the money buried on Wake Island by the passengers, among whom were the members of an English dramatic company bound for China, where they intended to perform.

The *Siberian Gazette* gives the following statistics of the present value of landed property in East Siberia:—1. The Government of Irkutzk: the city of Irkutzk, 5,134,448 Roubles; Nijne-Udinsk, 36,425 Rs.; Kiralak, 25,372 Rs.; Venshansk, 24,422 Rs. 2. Government of Yenissei: Krasnoyarsk, 717,165 Rs.; Yenisseisk, 357,665 Rs.; Atchinsk, 112,136 Rs.; Kansk, 60,000 Rs.; Minoussinsk, 150,000 Rs.; Touroukhansk, 300 Rs. 3. Government of Yak: Yak, 118,034 Rs.; Olekminsk, 13,470 Rs.; Kolinsk, 2,432 Rs.; Vilioisk, 1,200 Rs. 4. Government of the Transbaikal: Tchita, 191,960 Rs.; Nertchinsk, 70,000 Rs.; Verchne-Udinsk, 245,955 Rs.; Selenginsk, 60,000 Rs.; Troitzkozafsk, 83,000 Rs.; Kiachta, 135,000 Rs.; and Bargouzine, 40,000 Rs. The rapid development of Tchita is especially remarkable, it being the youngest town in Siberia (having been founded only in 1854), and now taking the fifth place among the other towns as regards the value of its landed property.

The *East Coast* contains the following:—"As far back as 1863 thirty families emigrated from Corea, and settled in the new Russian territory, bringing with them their cattle and other movable property, and the Commandant gave them land to cultivate in the Bay of Possiet. In the two years just elapsed they succeeded so well that others were induced to follow, and the Commandant has now received intelligence that more than a hundred additional families from the same quarter are on the road and may be expected to arrive in the course of the present summer. If the Government continues to encourage this movement and afford these emigrant the usual facilities, it cannot but be highly advantageous for the development of the newly acquired territory, as the Coreans are an active, intelligent, and vigorous race. The Chinese Government has no power to interfere and prohibit this emigration, as Corea is only nominally subject to Chinese rule, but virtually totally independent."

COMMERCIAL.

Coffee.—A good opinion continues to be entertained for this article, and prices are steady at the late advance. Sales of the week, 21,000 bags.

Sugar.—The market for raw is not so active as it was, but prices are not lower. The sales of refined were limited to 10,000 loaves, there being no more ready goods in the market.

Rice.—A lull has taken place in the demand, but there is no alteration in values.

Spices.—Cassia Lignea continues in favour; Flores has been sold a shade cheaper. There is again more inquiry for Pepper at previous rates.

Spelter.—There is no improvement to report either in the demand or the prices, the market being in a complete state of stagnation. Silesian in slabs can be bought at 13 mks. 4 sch. banco, both for delivery and loco, but there are no purchasers, nor are any transactions reported.

Discount.—Money continues plentiful, and discount is between 3½ and 4 per cent. The vast quantity of money released by the late reduction in the rate of discount in London, Berlin, and other financial circles and requiring investment has given an impetus to the stock and share market, and there is an improvement in the value of most of the German railway shares, it being also instinctively felt that with the return of peace an increase in the traffic both for goods and passengers must inevitably ensue.

Shipping.—Arrived.—August 20, Titania, from Bassein.

Sailed.—August 22, Martha, to Hong Kong.

In addition to providing the finest fleet of transports hitherto built for the conveyance of troops, it is intended to erect a commodious hospital at Suez for the reception of any invalid soldiers who might require rest and medical treatment after the passage from India and before undertaking the run across the desert; and if, on arriving at Alexandria, any man should be found too ill to embark immediately, arrangements have already been concluded with the authorities of a foreign hospital by which the doors of their establishment will be thrown open for the reception of our sick people.

THE EAST INDIAN EXPORT TRADE.

The following letter, published in *The Times*, relates to the manner in which the financial arrangements in connection with our East Indian export business are carried on, and the way in which in difficult times they are certain to lead to difficulties:—

"Sir,—At a time when 10 per cent. is accused of having wrought all the injury lately inflicted upon trade, it may be opportune to refer publicly to some of the details of business which, unsound in themselves, have combined to hasten the last powerful corrective, now cutting so deeply while making its cure.

"The subject is a very wide one, but in the present letter I will confine my remarks to an ordinary operation in East Indian export business, and I shall be glad if discussion may suggest such improvement as shall modify the elements of fiction and self-deception more or less inherent in the finance attending such transactions.

"Let us suppose that A, B, C, and Co. are about to ship 100 bales of yarn to Madras. The first step is to order the yarn in Manchester from a buying firm who have confidence in the solvency and honesty of the London and Madras houses. The yarn is duly bought and shipped. The next step is to arrange that Manchester shall be paid without London really parting with coin until Madras has sold the yarn and remitted the proceeds. This realisation cannot be relied on under nine months from date of the ship's sailing. The payment, then, has to be arranged upon the joint credit of Manchester and London, with a letter of guarantee from the latter to the former that the specific funds to come from Madras shall, when received, be applied to the ultimate payment for the yarn.

"None can deny that with two solvent English houses and an honest Indian firm to sell and remit, the capitalist should run no undue risk in advancing his money to assist this operation until its conclusion, nor would the other two parties concerned accept more than ordinary business risk in the transaction.

"But now begins the mutual customary misrepresentation.

"Manchester draws on London at six months' sight for value received at say, '5 per cent. discount, with money easy.' The first fiction consists in Manchester and London directly promising that the bill shall be paid in six months, and the capitalist, who discounted the bill, pretending to believe that it will be paid at the end of six months.

"All the parties to the operation knew well that the representative coin cannot possibly be in hand at the date stipulated, and that the bill must be renewed, or that serious consequences may happen to all concerned.

"Time, always correctly measured by the due date of bills, brings the nevitable maturity of the Manchester draught, and possibly finds discounts at '10 per cent. with money tight.' Capitalist pretends to expect payment, while Manchester and London cannot do that which they never intended to do, and for which they did not expect to be called upon to provide.

"With possibly much trouble, and with certainly great loss of discount, Manchester and London renew their bill for three months at 10 per cent. The capitalist now; as eager to get back his money as he was before to part with it, augments the risk by the naturally increased danger of the Manchester and London names in a panic money market, and the fiction is thus extended to nine months.

"I need not trouble your readers by sketching the results of failure on the part of either London or Madras to fulfil its obligations in the yarn transaction, but I will assume that within the nine months funds in some legitimate form reach London, and that the Manchester draught is duly paid, and the transaction closed. 'All is well that ends well!'

"In ordinary times, and for generations past, this financing has been found to fulfil its general purpose; it is, however, unsuited to the present day of monetary and commercial activity. The important item of export business to India should be so conducted as to give it a legitimate credit character, for to the full extent of the *bona fide* credit so employed would be diminished the dangers, anxieties, and uncertainties to which that trade is, among others, exposed when the Bank rate is raised to 10 per cent.

"Let 'value received' when coupled with an undertaking to pay a given sum upon a given day be no longer looked upon as a formal fiction, but let every firm that signs its name under that assurance be called upon by the capitalist discounter to give some reliable assurance that representative value exists for the due fulfilment of the obligation undertaken. Nothing

Digitized by Google

would be easier than for every export bill of exchange to specify and to give lien upon the goods it represents.

"Were this change insisted upon by capitalists, six months' bills, immature and showing nothing but the signatures of their makers, would give place to nine and twelve months' bills against declared securities. Capitalists would thus escape much risk, sound and good trading would be rather helped than otherwise, and one element of derangement would be modified in our financial and commercial world.

"While able men are studying capital, currency, &c., it may be worth inquiry if there be not important elements of danger (justified by custom) more or less directly interfering with the true action of the laws by which our money world is governed, and which, in their bearing upon our necessarily complicated system of world finance, may have greatly helped to bring upon us our late severe pressure.

"If you think, Sir, that what I have above written is sufficiently important for a place in your columns I may refer in a future letter to the unsuitability of existing finance practices as applied to the carrying on of he import trade from India.—Your very obedient servant,

'Aug. 20." "SEMYD.

CHINESE MOHAMMEDANS.

(PALL MALL GAZETTE.)

The last mail from China announces that the Mohammedans of that country are again giving trouble, having made an irruption into Kan-suh and then burned the capital. They must have come out of Shen-si, where they abound; and the immense province of Kan-suh, or "Voluntary Reverence," into which they have gone is for the most part a howling wilderness of sand and snow, extending over about 400,000 square miles, beyond the Great Wall and the Yelland River, over the deserts of Gabi to the confines of Songaria and Thibet. A portion of it, however, which lies on the south side of the Yelland River, is tolerably fertile, and in that is the capital Lan-chan, which is said to have been taken by the disciples of Islam. The population of Kan-suh is almost entirely Buddhist.

This movement has most probably arisen, not from any particular success on the part of the Mohammedans in China, but from their having been hard pressed by the Imperialists in their own peculiar province, where for some years they have been in a state of more or less insubordination. In the recent disordered state of the Flowery Land and weakened condition of the Imperial Government, it was to be expected that the adherents of a creed so fierce, proselytising, and uncompromising as that of El-Islam would try to assert themselves and to throw off the rule of a Government which, while it tolerates all forms of religion, will allow no interference with the Celestial Emperor's sacred will in matters of the State. Indeed, it is remarkable that so fanatical a sect should for centuries in China have held in complete abeyance the command of their Prophet that those who will not accept the faith should be put to the sword; but in India we have also seen how the most bigoted Mallahs will accommodate themselves to the material necessities of their position. In 1862 the Mohammedans of Shen-si rose in a somewhat formidable insurrection, and captured the most important cities in the province, amongst others the capital Si-gnan, which is dear to the Chinese as having been the seat of the Tang dynasty, under which passed a glorious period of the national history, and of the great Emperor Tai-tsung, who established the system of literary examinations, drew up the Celestial Code pacified the whole country, and extended his sway so that, westward, it was, only limited by a line stretching from Behar in India to the Caspian Sea. This revolt was put down partly by force, partly by arrangement, as a similar one was managed in the the last century by the Emperor Kien-lung; but there has ever since 1862 been some difficulties in that portion of China, as indeed, there had been frequently before.

The relationship between China and Mohammedanism began at a very early period, for so early as the reign of the Kalif Walid, about 708, an embassy was sent to China by way of Kashgar, and on a tablet in the Mohammedan Hiang Fang or "Echoing Tomb," at Canton, it is stated that there were disciples of the Prophet settled in Shen-si in the reign of the Emperor Wu tsung, 842. In one Chinese native work, the statistics of Kwangchau, it is even stated that Mohammed himself sent a maternal uncle to trade with China in the sixth year of the Hejira. Be that as it may, we know that in the ninth century Wahab and Abuzaid, the Arabian travellers, wrote an account of the Flowery Land; and about 1330, Ibn Batuto found wealthy Mohammedan merchants in all the great Chinese cities. The Arabs do not seem to have any difficulty in getting on with the easy-going Celestials, and it was not till Mohammedanism got some hold over the rough tribes of the north-west frontier that it began to cause trouble. As that frontier of the empire now expanded, now contracted, according to the vigour and good fortune of the Government, the Mohammedans in that reign were naturally left in some dubiety as to how far it was necessary or expedient to acknowledge the Emperor. Hence they have every new and then shown a disposition to rise, and in 1827 Le Hangis caused the Government some anxiety by his insurrectionary movement. The Chinese say that it is useless to be particular in observing politeness and ceremony towards the Mahommedans, because they imagine that they are feared and become arrogant, whereas, when they are treated with severity and rudeness they are impressed with respectful fear and become manageable. But it is not only in Shen-si that Mohammedans are to be found. There are small communities of them at Canton, at Tientsin, at Peking, and scattered elsewhere over China. Except in the north-west they are not in the least formidable, and do not scruple to pass the Government examinations and worship the memory of Confucius, and take office when they can get it. They have become Celestialised, but not to the same extent as the Jews who established themselves in China many centuries ago, and who, while retaining a few rules of the Pentateuch, have lost all the peculiarities of their race and faith, thereby vindicating a remarkably penetrative judgment of the philosopher Kant, who said in his "Religion innerhalb der Grenzen der blossen Vernunft," that it was the opposition of Christianity and of Mohammedanism which had kept Judaism alive and preserved the Jews as a peculiar people, and who predicted, as it seems rightly, that in a state of society where they would not be exposed to such opposition, it would be found that both Judaism and Jews would rapidly disappear.

Monetary and Commercial.

Bank shares have been in demand, with a rise in prices. Chartered of India, London, and China, Chartered Mercantile, and Oriental have been in special request.

The *Surat*, with the mails for Calcutta and China, took on the 20th inst. only £526 in specie. There is still no demand whatever for silver for the East, while the inquiry for the Continent is very limited. The quotation for bars is 5s. 0¼d. per ounce, and for Mexican dollars 4s. 10¾d.

At a meeting of Overend, Gurney, and Co. (Limited) the liquidators, Messrs. Turquand and Harding, made a call of £10 per share. Many objections were offered by the proprietors present, including one to the effect that the shares had been taken on the faith of the prospectus, which guaranteed shareholders against all loss from the old firm. An application in Chancery was made on behalf of a shareholder for leave to examine all books and documents connected with the formation of the company, and the decision was that this privilege could not be accorded to a single shareholder, but that an applicatioy from a number of shareholders on behalf of the general bodn would probably be granted. The application will therefore be renewed in a modified form on the 28th inst.

The report of the Comptoir d'Escompte de Paris is published. The net profits of the year amounted to 5,096,939f., and the sum distributed for the year will be 63f. 50c. per share, equivalent to about 12 7-10ths per cent. The prudence with which the directors have managed the affairs of the company during the late crisis is highly commended.

Messrs. Sillar and Bateman have received telegrams from Hong Kong to the 29th July, giving exchange at 4s. 5½d., and export of tea for the fortnight 12,000,000 lbs.

The accounts received by the Agra and Masterman's Bank from the Calcutta branch are considered favourable to the prospects of the liquidation. The High Court in full bench have decided that the Court has no jurisdiction to order the winding up of the Calcutta branch, and the liquidation of this portion of the business may now, therefore, be conducted in harmony with the proceedings in London. The Calcutta agent has meanwhile made advances to the indigo cultivators to enable the crops to be saved on which the bank has a lien, and the report of the probable outturn is satisfactory.

The screw steamer *Erl King* reached Gravesend on the 22nd from Foochow, after a passage of seventy-seven days, with the first cargo of the new season's tea. The ships *Fiery Cross*, *Serica*, *Ariel*, *Taeping*, and *Taitsing* may be expected to arrive from the same port very shortly.

BANK AND MISCELLANEOUS SHARES.

Shares.	Joint-Stock Banks.	Paid.	Closing Prices.	Prices Aug. 20.
£50	Agra and Masterman's	£25	—	—
20	Asiatic Bank Corporation, newshares	10	5 to 7	4 to 6
25	Bank of Egypt	All	28 to 30	28 to 30
20	Chartered Bank Ind., Aust., & China	All	17 to 19	1⅛ to 16
25	Chartered Merc. of India and China	All	36 to 37	3⅛ to 35
20	City Bank	10	15 to 17	15 to 16
20	Eastern Exchange	5	4 to 2 dis	4 to 2 dis.
100	Hindustan, China, and Japan	25	3 to 5	3 to 5
20	Land Mortgage Bank of India	4	1 to ½ dis.	1½ to ½ dis.
50	London and County	20	64 to 66 x.d.	62 to 64 x.d.
50	London Joint Stock	15	42 to 44	41 to 43
100	London and Westminster	20	92 to 94	90 to 92
25	Oriental Bank Corporation	All	45 to 46	44 to 46
50	Union of London	15	46 to 48	44 to 46
	MISCELLANEOUS.			
5	Bombay Gas	All	3¾ to 4¼	3¾ to 4¼
—	Ceylon Deb., Nov. 1868, 6 per cent.	100	101 to 103	101 to 103
—	Do. Do. 1878	100	104 to 106	104 to 106
20	Ceylon Company	10	1 dis. to par	1 dis. to par.
20	Do. A shares	2	1 dis. to par	1 dis. to par.
10	Ceylon Coffee Estates Co.	10	—	—
20	China Steamship & Labuan Coal Co	11	10 to 9 dis.	10 to 9 dis.
20	Credit Foncier & Mobilier of England	8	3½ to 3¼ dis.	½ to 3¼ dis.
20	Egyptian Com. & Trading Company	9	5½ to 5 dis.	5¼ to 5¼ dis.
20	General Credit & Finance Company	6	2¼ to 1¾ dis	2¼ to 1¾ dis.
10	Hong Kong Gas	All	2 dis to par	2 dis. to par
20	International Finance Society	5	1½ to 1¾ dis	1¾ to 1¾ dis.
5	Oriental Gas	All	4¾ to 5¼	4¾ to 5¼
10	O. Inland Steam	All	1 to 2	1 to 2
50	P. and O. Steam Company	All	65 to 68	66 to 68
50	Do. New	40	9 to 11 pm.	9 to 11 pm.
5	Singapore Gas	5	par	—
20	Société Financière d'Egypte	10	8 to 6 dis.	8 to 6 dis.
10	Upper Assam Tea	7½	6 to 4 dis.	6 to 4 dis.
10	Do.	All	3 to 5	3 to 5
100	West India Steam Company	60	108 to 111	107 to 110

MANCHESTER MARKETS.

The market has remained quiet both as regards shipping and home trade. Sellers have been disposed to ask higher rates, but buyers show little disposition to enter the market. Quotations are:—Grey Shirtings, 7 lb., 11s.

Digitized by Google

3d. to 11s. 9d.; 8 lbs. 4 oz., 13s. 9d. Yarns, Nos. 16-24, 1s. 6d. to 1s. 7d.; 28-32, 1s. 8d. to 1s. 9d.

PRODUCE MARKETS.

Tea.—The steamer Erl King arrived in dock on the 23rd with a cargo of Foo-chow teas, a portion of which have been placed on the market, but at present the sales made have not been large. A few Congous and Oolongs have found buyers, the Congous from 2s. to 2s. 3d., and the Oolongs from 2s. 2d. to 2s. 5d. Broken-leaf and dusty kinds of Congou have sold rather low at public auction. Hankow siftings at 6½d. to 6¾d., and Kaisow siftings at 7¾d. to 8d. per pound. Those with leaf continue in request at full prices. Fair to good common remain at 1s. to 1s. 0½d. per lb. Fair to good flavoury kinds, at public sale, have sold at rather better prices. Good Kaisows have sold 1d. per lb. lower, also fine to finest of old seasons. Common to fair black-leaf kinds have sold ½d. per lb. lower at public sale; privately, they are difficult to move. Good to fine have sold at rather lower prices. In new-make Canton kinds business has been limited, and prices are rather in the buyer's favour. Amoy kinds have sold at about 1s. per lb. for fair quality. Common to fair Oolongs show no alteration; good to fine are scarce, and the sales of new season have been at fair prices. Souchongs show no alteration. Flowery Pekoes are only saleable at very low prices. Common to fair Scented Capers fully maintain former value. In good to fine transactions are small. Foo-chow Scented Orange Pekoes have sold rather lower. In Canton-make there has been but little done, and prices are unchanged. Uncoloured Japans are rather lower. There has been an export demand for Green Teas, especially for Moyune Young Hysons and Imperials, and prices for these show an advance of fully 2d. per lb., whilst prices for nearly all descripts have ruled rather higher. Hysons are still in over-supply, and prices still depressed. Canton Gunpowders remain difficult of sale, and prices about ½d. to 1d. per lb. lower. The public sales, which began on the 21st inst., comprised 27,848 packages, of which 26,711 packages were sold, the whole being without reserve.

Silk.—During the last fortnight much business has been done in all kinds of silk, and prices have gradually advanced till the quotation is 31s. for new No. 3 Tsatlee, and at this price much of the new silk expected in London early in the week has been placed "to arrive." Japan (Mybash) is very scarce, there are no good parcels to be had, and mixed and inferior are worth 33s. The high price at which the market for the new silk has opened here will make business very difficult, and we can hardly expect much active business will continue at these rates; fortunately the new silk is not coming forward rapidly as it did last year, or we should soon find our stocks accumulate to a heavy extent.

Cotton.—The market opened dull last week, and prices had a downward tendency until the 23rd, when the reduction of the Bank rate to 7 per cent. excited a slightly improved feeling, and the quotations, which are about ¼d. per lb. below those of the 17th, are more readily obtainable. During the week 1,290 bales Tinnivelly were sold at 10d. to 11d., fully fair to fully good fair. Quotations at Liverpool—Middling upland 13¾d.; fair Egyptian 21d.; fair Dhollerah 9¾d.; fair China 9¼d. Afloat to Europe on the 24th, 8,797 bales China, and 50 bales Japan. Stock of cotton in Liverpool on the 24th 865,650 bales, against 430,070 same time last year.

Sugar.—The market closed firmly on the 24th, useful descriptions being at an advance of 6d. per cwt. on the currency of the previous week. Privately, on that day, 16,000 bags low clayed Manila were sold at 27s. 6d. to 28s. During the week, also privately, 22,000 bags clayed Manila were placed at 27s. 6d. to 28s. 6d., and 5,300 bags unclayed at 24s. 3d. to 24s. 6d.

Coffee.—The market had a steady appearance at the close of business on the 24th; the Plantation Ceylon brought to public sale, amounting to 840 casks, 406 barrels and bags, went off without variation from rates varying from 75s. to 89s.; as also 479 bags Native, good ordinary at 66s. 2,259 bags Singapore were about one-third taken, ordinary mixed 44s. 6d. to 50s. 6d., pale 66s. to 68s.

Rice.—663 bags Rangoon (mostly damaged), at auction on the 24th, sold steadily; and 276 bags Paddy realised 8s. 6d. Two small floating cargoes Rangoon, together 950 tons, have been sold for the Continent at 10s. 6d., which is again dearer for this description.

Cardamoms.—In good demand, at a slight reduction in terms; of 28 cases Malabar at auction, one-fourth sold at 4s. 3d. to 5s. 6d. per lb. for ordinary to good; 36 cases Alleppy sold at 4s. 6d. to 4s. 11d. for fair to good; of 26 bags Madras, a few sold at 2s. 8d. for ordinary; and 20 bags Ceylon sold at 3s. 8d. to 3s. 9d. for good, and 1s. 7d. to 1s. 9d. low and lean.

Camphor.—Quiet, and without buyers upon former terms; small sales effected in Japan at £6 7s. 6d. per cwt.

Cassia Lignea.—Firm, with moderate trade privately; no auctions. Buds: Continue to sell slowly within our quotations of £9 to £9 10s.

Cinnamon (Ceylon).—We quote 1st sort, 1s. 9d. to 2s. 8d.; 2nd, 1s. 8d. to 2s. 5d.; 3rd, 1s. 3d. to 2s. 1d.; and 4th, 5th, and Jungle, 11d. to 1s. 6d. per lb.; moderate business at the currency of the late Quarterly Sales.

Cocoa-nut Oil.—Demand shows further improvement, and the upward tendency in prices is sustained. Good business done, especially in Ceylon. 128 casks Cochin, 116 casks Ceylon, and 651 casks Sydney at auction.

Drugs—Cubebs.—Very flat: 119 bags at auction, all retired. Dragon's Blood: Remains firm, but quiet; 9 cases at auction, retired. Galangal Root: Flat: 70 bags at auction, retired. Rhubarb: Cheaper, and very dull; of 669 chests at auction only one-fifth sold at 2s. 3d. to 5s. 4d. per lb. for ordinary to good flat and round, and 10d. to 1s. 9d. low trash to inferior.

Gums.—Benjamin: Steady; of 105 cases Sumatra at auction one-third sold at £13 per cwt. for good seconds, and £6 15s. to £6 17s. 6d. good thirds. Damar: Quiet; 162 cases at auction, retired. Gamboge: Continues very scarce; 3 cases at auction, retired.

Gutta Percha.—Very dull, and most difficult of sale; 16 tons and 181 baskets offered at auction, and a few of the latter only placed at 5¼d. to 6d. per lb. for ordinary reboiled; fine genuine scarce.

Hemp (Manila).—Quiet; 340 bales at auction, all retired. Privately about 250 bales are reported sold at £40 for very ordinary, and £46 good.

Horns.—Buffalo: firm; 15 tons Madras, 10 tons Calcutta, and 1 ton Siam at auction, sold at 38s. to 41s. per cwt. for 2lb. average, and 27s. for 1½ lb. Deer: Very firm; and 24 tons Madras and Ceylon sold at auction at 56s. per cwt. for 1½ lb. average, and 41s. to 43s. 6d. for 3 to 2½lb.

India Rubber.—Business unimportant, owing to paucity of supply; 33 baskets Penang at auction retired.

Japan Wax.—Recent importations, 1,215 packages, brought to auction, and about half sold at 49s. 6d. to 64s. per cwt. for ordinary, watery saucers; good and fine very scarce, and much inquired for.

Oils.—Anniseed: In improved demand; fair business on the spot and for arrival up to our higher quotation of 9s. Cassia: Of 60 cases at auction half sold at 7s. 6d. per lb., at which moderate price it is still offering. Cinnamon: Quiet; of 16 cases at auction one-third sold at 1s. 2d. to 2s. 6d. per oz. for inferior to middling, being rather cheaper. Citronelle: Quiet; of 34 cases at auction half sold at 3½d. to 3¾d. per oz. Lemon-Grass: Abundant, and quiet; 5 cases at auction retired.

Pepper.—Black: Is again rather better; of 1,169 bags Singapore, and 3,055 bags Penang at auction, two-thirds of the former sold at 3¼d. to 3½d. per lb., and three-fourths of the latter at 3¼d. to 3⅝d.; moderate business done privately upon similar terms. White: Had been very flat, but a reduction in terms has led to improved demand, especially for arrival, in which a fair extent of business has been done at 6¼d. to 6½d. per lb.; 188 bags Singapore, and 70 bags Penang sold at auction at 6¼d. to 7d.; 30 cases Tellicherry sold well at 9¼d. to 1s. 5½d.

Spices.—Cloves: Penang flat; of 84 cases at auction, one-fourth sold at 1s. 0½d. and 1s. 1d. per lb. for good: Zanzibar steady, and of 357 bags at auction a few sold at 3½d. for fair. Mace: Very flat; 5 cases Penang sold at auction at 3s. per lb. for good palish, and 2s. to 2s. 1d. middling reddish; 5 cases Singapore sold at 1s. 3d. to 1s. 4d. for low lean. Nutmegs: In better demand, and dearer; of 111 cases Penang and 17 casks Batavia at auction one-fourth sold at 1s. and 4s. 2d. per lb. for low small shrivelled to fine bold; sales also effected privately at higher prices.

Sago.—Steady; 979 boxes and bags at auction sold at 17s. to 18s. per cwt. for middling to good small, and 17s. middling large. Flour: Quiet; nothing of any interest doing.

Terra Japonica.—Cutch, Pegu: Fine quality commands £2 per ton in retail; 2,560 bags at auction all retired. Gambier: Again dearer; good business done on the spot and for arrival up to our higher quotation; of 1,748 bales at auction, three-fourths sold at 30s. to 32s. per cwt. for cubes.

Tin.—This market has at length undergone a great change for the better; prices have rapidly risen £7 per ton, large business has been done, and the metal remains very firm, the latest prices being (cash) £84 to £85 per ton Banca, and £83 10s. to £84 Straits.

Miscellaneous.—Blacklead: Rather cheaper; and of 827 barrels at auction, one-third only sold at 15s. to 18s. per cwt. for fair to very good lump; and 7s. 3d. to 10s. 3d. dust. Ebony Wood: In increased demand; 92 tons Ceylon at auction mostly sold at £7 10s. to £14 10s. per ton. Galls: Turkey in rather more request, upon fully former terms; China rather dearer, and Japan very scarce: of 359 boxes China at auction one-third sold at 64s. to 65s. per cwt. 55 boxes Japan retired. Musk: Rather cheaper; of 72 caddies Tonquin at auction, rather more than half sold at 19s. 6d. to 26s. per oz. for middling rough to good, and 17s. pickings; 7 tins Cabardine sold at 11s.; and 2 tins Grain retired. Rattans: Remain very flat; transactions at auction and privately too unimportant for reference. Sapanwood: Continues dull; of 76 tons Ceylon at auction one-third sold at £8 10s. to £10 15s. per ton for middling to good; 24 tons Manila, 5 tons Siam, and 6 tons Batavia, all retired. Mother-o'-Pearl Shells: Remain very scarce, and firm, with inquiry. Soy: Quiet; nothing doing. Star Anniseeds: Flat, again cheaper; 112 boxes at auction sold at 75s. to 76s. per cwt. for good; moderate business accomplished privately upon similar terms. Sticklac (Siam): Very flat, no auctions. Tortoiseshell: Without change; of 4 cases Manila at auction, two sold at 14s. 6d. per cwt.; of 3 cases Penang, two sold at 13s. 6d. and 11s. per cwt., and 3 cases Sydney retired. Vermilion: Quiet; 20 boxes at auction retired.

ARTICLES OF EXPORT.

Iron.—The quotations in London are for Welsh bars £6 5s. to £6 10s.; nail rod, £8 10s. to £8 15s.; hoops, £9 10s. to £10; sheets, single £10 10s. to £10 15s.; Staffordshire bars, £8 10s. to £8 15s.; rails, £6 5s to £6 10s.

Steel.—Swedish keg, £15 15s.

Copper.—Sheet and Sheathing, £86 per ton; yellow metal, 7d. to 7¼d. per lb.

Tin.—£85 for block; £86 for common bars. Tin plates, best charcoal, I.C., 32s. to 33s.

Lead, &c.—English pig, W.B., £22 15s.; shot, patent, £23 10s. to £24; sheet, £21 10s.; spelter, £19 to £19 10s.; zinc, English sheet, £27; quicksilver, £7.

The following is from the Circular of Messrs. French and Smith:—There is some little improvement in this market, and as at length the Bank rate has gone back to 8 per cent., we may confidently expect still further improvement. Iron remains quiet. Copper is more in demand. Tin: English is not so much pressed, although there are still sellers much under official quotations. Foreign, Banca is firmer. Straits is scarce in the market, and we expect higher prices. Tin Plates very firm. Lead also very firm, and a fair business is reported. Spelter quiet.

EXPORT OF BULLION TO CHINA &c.

The following return shows the shipments of bullion from Southampton from the 1st January by the P. and O. Company's mail steamers.

	Gold.	Silver.
Shanghai	—	£54,584
Foo-chow-Foo	—	4,418
Amoy	—	—
Hong Kong	—	135,951
Singapore	£5,650	46,910
Penang	—	—
Yokohama	—	900

Digitized by Google

FROM MARSEILLES.
(By the P. and O. Company's Steamers.)

	Gold.	Silver.
Singapore	£144	—
Penang	—	—
Hong Kong	—	—
Foo-chow-Foo	—	—
Shanghai	—	£55,462
Yokohama	—	10,522

PER FRENCH MAIL STEAMERS.

	Gold.	Silver.
To Singapore	£11,098	£93,800
To Saigon	—	113,996
To Batavia	5,186	2,201
To Hong Kong	—	277,835
To Shanghai	—	74,408
To Yokhama	—	9,052

GOLD AND SILVER.

Bar Gold (per ounce)	£3 17 9
Spanish Doubloon	3 16 0 to 3
United States Gold Coin	3 16 4
Silver in Bars	0 5 0¼
Mexican Dollars	0 4 10¼

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Aug 15	Culis. Wernard Eduard	Swart	Batavia	Off Torbay.
— 16	Star of the North	—	Colombo	Plymouth.
— 16	Francis A. Palmer	—	Akyab	Liverpool.
— 17	East Lothian	Drysdale	Colombo	Deal.
— 16	Levant	Ross	Akyab	Queenstown.
— 17	Maritana	—	Do.	Do.
— 17	Betty Ricker	—	Batavia	Do.
—	Astrea	Morris	Akyab	Off Queenstown.
— 18	Cuban	Brown	Colombo	London.
— 15	Ploermel	Saget	Do.	St. Nazaire.
— 17	Pioneer	Kidd	Rangoon	Falmouth.
— 17	Catherine Cecilia	Meyn	Ba-sein	Do.
— 18	John Ritson	Gibson	Do.	Do.
— 18	Annie Helen	Morris	Akyab	Do.
— 18	Corinne	Ochiltree	Do.	Do.
— 19	Alert	Humble	Rangoon	Do.
— 19	Bayard	Douglas	Do.	Liverpool.
—	Canute	Quinn	Akyab	Off Queenstown.
— 19	Ocean Home	Brown	Rangoon	Liverpool.
— 20	Frederick	Flett	Akyab	Queenstown.
— 6	Thos. Dryden	Brown	Nagasaki	New York.
— 7	Sepia	Whitehill	Padang	Do.
— 17	Jan v. Galen	Braat	Rangoon	Brouwershaven.
— 16	Nederland & Orange	—	Batavia	Texel.
— 11	Zecnimph	v. Roggen	Do.	Do.
— 18	Paton	Dupuy	Singapore	Bordeaux.
— 22	Erl King (s.s.)	Pinel	China	Deal.
— 19	Hermann	Brummer	Rangoon	Bremen.
— 2	David	Moutelot	Macao	Havana.
— 22	Josiah L. Hale	Nowell	Moulmain	Falmouth.
— 22	James E. Brett	Jewett	Rangoon	Do.
— 22	Clara Morse	Lawrence	Do.	Do.
— 22	Caroline	Runge	Do.	Do.
— 22	Peveril of the Peak	Loftus	Akyab	Do.
— 22	Cosmos	Findley	Do.	Do.
— 23	Ary Schaeffer	Kuns	Batavia	Do.
— 23	Coimbatore	Houston	Akyab	Do.
— 23	Ardbeg	Hobson	Do.	Off Falmouth.
— 23	Oliver Cromwell	—	Rangoon	Off Queenstown.
— 23	Johanna Matilda	Toosbuy	Bassein	Falmouth.
— 23	Hartfell	Courtner	Rangoon	Do.
— 23	Prospero	Schultz	Do.	Do.
— 24	Eleuthezia	—	Akyab	Queenstown.
— 24	North	—	Bassein	Off Queenstown.
— 24	Fairy Belle	Parry	Akyab	Falmouth.
—	Schna	—	Moulmain	Do.
—	Esnok	—	Rangoon	Do.
— 25	Levant	—	Akyab	Downs.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Aug. 17	Fort Regent	Hubert	Swansea & China	London.
— 15	Sea King	Howell	Yokohama	Cardiff.
— 16	Boanerges	Percival	Hong Kong	Gravesend.
— 18	Silver Eagle	Case	Shanghai	London.
— 16	Constance	Kimmerer	Singapore	Newport.
— 14	County of Lanark	Robertson	Batavia	Clyde.
— 20	Mikado	—	Galle	Liverpool.
— 20	Sophie	—	Singapore	Do.
— 22	Glenclune	Overman	Yokohama	London.
— 17	Lucerne	McNeil	Hong Kong.	Do.
— 22	Jacoba Helena	Swart	Singapore	Cardiff.
— 23	Abel Tasman	—	Batavia	Shields.

(See Commercial Postscript.)

LOADING.

At London.—For Nagasaki and Yokohama: Chrysolite. For Manila: Angela. For Shanghai: Jubilee. For Hong Kong and Canton: Shun Lee, Her Majesty. For Singapore: Petchelee, Rushing Water. For Colombo: Channel Queen, John Banfield, Avon, Granville, Thames, Frances-Frances. For Galle, Colombo, Cochin, Beypore, Calicut, Cannanore, and Mangalore, Star of Ceylon. For Penang: Champion.

At Liverpool.—For Shanghai: Magellan, Maiden Queen. For Singapore: Chloris, Indiaman. For Manila: Maria y Vicente. For Batavia and Sourabaya: Engel, Helena Henriette, Jane Kilgour. For Colombo: Empress. For Galle: Marseilles.

At Glasgow.—For Manila: Oduiia. For Batavia and Sourabaya: County of Ayr. For Singapore and Penang: James Paton.

At Greenock.—For Galle: Ceylon.

SPOKEN.

Cameo (ship), Liverpool to Batavia, July 1, 22 S., 30 W.
Falcon (barque), Colombo to London, May 12. 1 N, 80 E.
Eastward Ho! (barque), Hong Kong to New York, off Agulhas.
White Squall (bq.), L'pool. to Sing., 24 days out, June 8, 11 N., 21 W.
Shedrecht (Dutch bq.), A'dam. to Samarang, 32 days out, 6 N., 19 W.
Sirius (Bremen ship), Liverpool to Singapore, June 27, 21 S., 22 W.
Ida, Colombo to London, 74 days out, 34 S., 27 E.
Desdemona, Singapore to London, July 6, 35 S., 23 E.
Lobelia, London to Hong Kong, July 22, 10 N., 26 W.
A. R. Falck (Dutch barque), Java to Amsterdam, Aug. 6, 42 N., 32 W
Cœur de Lion (barque), Shields to Galle, June 13, 28 S., 17 W.
Britannia, Colombo to London, June 12, 35 S., 24 E.
James Wishart, Shanghai to London, June 24, 35 S., 23 E.
Majestic, Clyde to Batavia, June 29, 22 S., 29 E.
Fortuna, Singapore to London. Off Cape Good Hope.
Albuera, London to Shanghai, July 18, 10 N., 26 W.
Almelo, Amsterdam to Padang, July 20, 13 N., 25 W.
Constantia (Dut. ship), Amsterdam to Batavia, July 14, 7 N., 25 W
Tavistock. London to Hong Kong, July 19, lat. 12, long. 26, W.
Lockett, Shanghai to Liverpool, July 16, 22 S., 2 E.
Goede Vertrouwen, Amsterdam to Batavia, April 27, 35 S., 25 W.
Ellina, Rotterdam to Singapore, July 21, 16 N., 22 W.
Constance, Amsterdam to Macassar, July 2, 8 N., 23 W.
Aldeboran, Batavia to Amsterdam, July 3, off Cape Good Hope.
Castilian, Shields to Shanghai, June 10, 10 S., 106 E.
John Brown, Cardiff to Shanghai, June 15, 7 N., 107 E.
Silistria (ship), Cardiff to Batavia, March 15, 2 S., 35 W.
Worcester, Clyde to Shanghai, March 12, 3 N., 24 W.
Caldbeck, London to Singapore, July 3, 3 N., 24 W.
Pieter Adolf, Sngpre. to London, June 29, 20 m. S.W. C. Recife.
Andrea, Cardiff to Shanghai, May 22, 27 S., 27 W.
Onduna, Newcastle to Batavia, May 15, 9 N., 28 W.
Hooghly, Cardiff to Galle, May 20 on the line, 31 W.
Sooloo, Sunderland to Shanghai, June 24, 39 S., 5 E.
Olive Branch, Burnt Island to Singapore, May 24, 25 S., 103 E.
Pleiades (ship), from Hong Kong, 12 N., 112 E.
Chalgrove, Liverpool to Yokohama.
Cordieu (barq.), Sunderland to Hong Kong, March 27, 26 S., 29 W.
Shelbrooke (barq.), Queenstown to Shanghai, March 9.
Roysre (?) (Fr. barq.), London to Batavia, 24 S., 24 W.
Fadrenes Minde (Dan. barq.), Newcastle to Shanghai.
Granville (Fr. barq.), Canton to Havana, 5 S., 106 E.
Dionysia Catharina, Amsterdam to Batavia, June 22, 1 S., 30 W.
John Scott, Colombo to London, July 11, lat. 33, lon. 29.
Gladiator, London to Ceylon, July 17, 10 N., 23 W.

FREIGHTS AND CHARTERS.

The various loading berths for the East are well supplied, but there is little inquiry for coal ships from the outports. In homeward charters we have no transactions to report.

Current Rates of Freight for Vessels on the Berth:—To Yokohama: 40s. weight, 50s. meast. To Nagasaki: 50s. weight or mea. To Shanghai: 45s. weight, 45s. to 47s. 6d. meast. To Hong Kong: 40s. weight or meast. To Singapore: 30s. weight or measurement. To Penang: 40s. weight or measurement. To Ceylon: 25s. to 30s. weight, 35s. meas.

The current quotations for coal, &c., are as follow:—From Wear or Tyne per keel. For Hong Kong: £43. For Singapore: £30. For Shanghai: £50. For Saigon: £50. For Yokohama: £50. From Newport, Cardiff or Swansea, per ton. For Hong Kong: £2. For Singapore, £1 6s. For Shanghai: £2 10s. For Saigon: £2 8s. For Batavia: £1 6s. For the Philippine Islands: £2 2s. 6d. For Manila: £2.

The Admiralty have invited tenders for the conveyance from the River Thames to Colombo of about six tons light measurement stores; to Hong Kong of about eight tons light measurement stores and 33 tons loose shell; and to Trincomalee of 22 tons naval masts and spars and 54 tons stores.

The Granville has been ordered to be surveyed for the conveyance of troops (about 4 officers, 1 sergeant, 79 rank and file, and 6 women and 9 children) from the River Thames to Colombo, and freight has been engaged for the conveyance of stores to Hong Kong by Her Majesty.

CASUALTIES.

The Schelde, Hoffman, from Newport to Singapore, put into Simon's Bay, 15th June, leaky, and would probably have to discharge before repairing.

Bottled Ales and Wines, &c.

"NO BUYERS for the BEST BRANDS, unless RE-PACKED," in consequence of repeated BREAKAGE.—Melbourne Journal of Commerce, Nov. 16. Heating and Breakage entirely prevented, and 15 per cent. saved in Freight of Cases by using SEYMER'S BOTTLE PACKINGS AND COOLERS.

Price 7½d. per doz. Bottlers contracting for large quantities effect so great a saving in labour, &c., that they can supply them at one-fourth less in price to Shippers, who will find it most profitable to order their goods to be so packed in future. In use by all the leading London houses.—T. WHITEHEAD, 37, Eastcheap, E.C. Sole Manufacturer.

TO IMPORTERS.

The undersigned beg to remind Importers of Wearing Apparel, and Boots and Shoes, of the many advantages which their long experience as Manufacturers and Shippers, their vast resources, and their intimate knowledge of the requirements of Foreign and Colonial Markets enable them to offer.

Assorted Sample Cases forwarded on receipt of remittance or order on London Agent.

E. MOSES AND SON,

CORNER OF MINORIES AND ALDGATE, LONDON

COWASJEE DINSHAW,

Close to the Landing Place. Depot of

EUROPEAN, CHINA, AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality. Bombay-made Soda Water and Lemonade. Perfumery, Confectionery, Oil Man's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.

STEAMER POINT, ADEN.

Drawing and Reading-room free to Passengers.

THE "LO AND CHINA EXPRESS" ON SALE

Digitized by Google

THE BANK OF HINDUSTAN, CHINA. AND JAPAN (Limited).

1, BANK-BUILDINGS, LOTHBURY, LONDON.

CAPITAL	... ...	... £4,000,000
Subscribed	... ...	... 3,696,100
Paid-up	... ...	... 893,682

DIRECTORS.

William Fernecley Allen, Esq., Alderman.
William Frederick Baring, Esq.
James Nugent Daniell, Esq.
William Harrison, Esq.
James Levick, Esq.
Sassoon David Sassoon, Esq.
J. Mackrill Smith, Esq.
Richard Spooner, Esq.
Philip Vanderbyl, Esq., M.P.
Henry Young, Esq.

BANKERS.

The Bank of England. | The National Bank. The Alliance Bank.

EDINBURGH BRANCH.

DIRECTORS.

William Forbes, Esq., of Medwyn.
Patrick Arkley, Esq., of Duninald.
James Mackintosh, Esq., jun., of La Mancha, and late of Calcutta.
John A. Macrae, Esq., W.S., 39, Frederick street, Agent

BRANCHES.

Bombay | Colombo | Shanghai
Calcutta | Hong Kong | Yokohama

Deposits received, subject to ten days' notice, on the usual terms, and for fixed periods at rates subject to special agreement.

Drafts issued, and Bills negotiated, payable in India, China, &c. Circular Notes and Letters of Credit, payable throughout Europe, are also issued for the convenience of Travellers per Overland Route.

The purchase and sale of Indian and other Securities, and the safe custody of the same, undertaken. Dividends, Pay, Pensions, Interest, or other moneys realised, and the registry of Indian Government Loan Notes effected, so that the interest may be paid in England.

Every other description of Banking and Agency business in connection with India, China, &c., conducted on the most favourable terms.

JOHN OUSELEY, General Manager.

CHARTERED MERCANTILE BANK of INDIA, LONDON, and CHINA.

Incorporated by Royal Charter.

Paid-up capital, £750,000. Reserve Fund, £250,000.

BRANCHES AND AGENCIES.

Bombay.	Colombo.	Penang.	Hong Kong.	Yokohama
Calcutta.	Kandy.		Shanghai.	
Madras.	Galle.	Singapore.	Hankow.	Mauritius

The Bank negotiates and collects bills and grants drafts payable at the places above mentioned, issues letters of credit and circular notes for the use of travellers by the Overland Route, terms for which can be ascertained at the Head Office in London.

The Bank will effect the purchase or sale of Indian securities, undertakes the safe custody of same, and the receipt of interest, dividends, pay, pensions, and other moneys for remittance through the Bank or otherwise.

The Bank receives money on deposit, on which interest will be allowed according to the length of time deposited. Particulars as to rates can be ascertained at the Head Office, 52, Threadneedle-street, London.

Office hours from 10 a.m. to 3 p.m.; Saturdays, from 10 a.m. to 2 p.m.

No. 52, Threadneedle-street, London, E.C.

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, 30th August, 1851.

PAID-UP CAPITAL, £1,500,000.

RESERVE FUND, £444,000.

COURT OF DIRECTORS.

CHAIRMAN—HARRY GEORGE GORDON, Esq.

DEPUTY-CHAIRMAN—WILLIAM SCOTT BINNY, Esq.

James Blyth, Esq.
John Lewis Bonhote, Esq.
William Walter Cargill, Esq.
Lestock Robert Reid, Esq.
Patrick F. Robertson, Esq. M.P.
Alexander Mackenzie, Esq.

Charles J. F. Stuart, Esq., Chief Manager.

BANKERS.

The Bank of England.

The Union Bank of London.

The Corporation grant Drafts and negotiate or collect Bills payable at Bombay, Calcutta, Madras, Pondicherry, Ceylon, Hong Kong, Shanghai, Yokohama, Singapore, Mauritius, Melbourne, and Sydney, on terms which may be ascertained at their office. They also issue Circular Notes and Letters of Credit for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India, the purchase and sale of Indian Securities, the safe custody of Indian Government Paper, the Receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named dependencies.

They also receive deposits of £100 and upwards, repayable at 10 days' notice and also for longer periods, the terms for which may be ascertained on application at their office. Office hours, Ten to Three; Saturdays Ten to Two.

Threadneedle-street, London, 1866.

TUPPER AND COMPANY.

MANUFACTURERS OF PATENT GALVANISED IRON, in Sheets, Tiles, Iron Roofs Sheds, Cisterns, Pails, Gutters, Wire for Fencing, &c.

WORKS AT BIRMINGHAM AND LONDON.

OFFICES—61A, MOORGATE-STREET, LONDON.

Merchants' orders executed with despatch.

PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's Establishments at the above Port afford every facility for REPAIRING and SPARRING VESSELS, and for CLEANING and PAINTING Iron and Steam Ships.

Their large Granite Dock, 286 feet long on the blocks, is in complete working order, and at average spring tides can take vessels drawing 16 to 17 feet water. The Dock is fitted with a Caisson Gate and with a Centrifugal Steam Pump of great power, ensuring despatch in all states of the tide. An ample stock is kept on hand of Timber, Oregon Spars, Sheathing Copper and Yellow Metal, and of every description of material for Dockyard use.

The premises comprise an Engineer's Workshop, Brass Foundry, a large Smithy and Carpenter's Workshops, and the works are superintended by Resident Europeans, viz., a Shipwright, an Engineer and a Blacksmith. Dry Godowns for the reception of vessel stores, &c., when requiring to discharge them.

Amoy, March, 1865.

THE CHINESE COMMERCIAL GUIDE.

CONTAINING Treaties, Tariffs Regulations, Tables, &c., useful in the trade of China and Eastern Asia, with an Appendix of Sailing Directions for those Seas and Coasts, by S. WELLS WILLIAMS, LL.D. Fifth Edition.

Hong Kong, SHORTREDE and Co.; London Agent, F. ALGAR, 11, Clement's-lane, E.C. Price Two Guineas.

"CHINA MAIL" OFFICE.

No. 2 WYNDHAM-STREET (back of the Club):—

1.—THE EVENING MAIL,

A DAILY PAPER.

PRICE.—2 dols. per month.

TERMS OF ADVERTISING.—First insertion, Ten lines and under, 1 dol.; each additional line, 10 cents. Subsequent insertions, per week, 50 cents and 5 cents—"Auction" Notices are excepted, for which only One Charge per week is made).

2.—THE CHINA MAIL,

AN ORIGINAL WEEKLY PAPER.

(Every Thursday Night.)

PRICE.—15 dols. per annum; Single Copies, 44 cents. ADVERTISING.—First insertion, Five lines, 1 dol.; each additional line, 20 cents. Subsequent insertions, 50 cents. and 10 cents.

The "China Mail" has been permanently enlarged in size namely, from 4 to 6 full pages. It is the only weekly paper published in China which contains a complete summary of Hong Kong news as well as that from the treaty ports of China and Japan, and from Manila, Australia, India, and the Straits. Its circulation, which has of late considerably increased, extends throughout the coasts of those countries as well as to various parts of Europe. Great facilities are thus afforded to advertisers in this newspaper.

3.—OVERLAND CHINA MAIL.

Containing 8 FULL PAGES, and consisting of a reprint of the articles in the EVENING and CHINA MAILS, with Summary of News and Commercial Summary.

ONCE A FORTNIGHT.

(The Morning of the Mail's despatch.)

PRICE.—To Subscribers to the Weekly issue, 8 dols to Non-subscribers, 12 dols. Single copies, 50 cents.

ADVERTISING.—The same as in the Weekly. All "Notices of Firms" appearing in the Weekly will be inserted in the *Overland*, and charged for, unless otherwise ordered.

A. SHORTREDE & CO.

Hong Kong, May 17, 1866.

THE MONEY MARKET REVIEW

A WEEKLY JOURNAL OF THE HIGHEST CLASS,

EXCLUSIVELY DEVOTED TO THE DISCUSSION OF COMMERCIAL AND FINANCIAL TOPICS.

PUBLISHED EVERY SATURDAY

TERMS OF SUBSCRIPTION.

PAYABLE IN ADVANCE.

Single Paper ... ... 6d. Yearly ... ... £1 6s.

BY POST.

Single Paper ... ... 7d. Yearly ... ... £1 10s.

*** Post-office orders to be made payable to FRANCIS FISHER, 23, Birchin-lane, Cornhill, London, E.C.

REVUE ORIENTALE,

Conducted by M. LEON DE ROSNY,

Professor of Japanese in the Imperial School of Living Oriental Languages of Paris.

DEVOTED specially to Ethnography, History, Literature, and Commerce of Asia, Africa, and Oceana.

The last issue (No. 57) contains, amongst other matters,—

THE INEXORABEE COURTESAN, a Hindoo Story translated by M. Garcin de Tassy, Member of the Institute of France.

COMMERCIAL RELATIONS of the EAST and WEST in Ancient Times, by M. A. Castaing.

OCEANIC STUCIES, by G. Delomore.

VOYAGE in the HOLY LAND, by M. F. de Saulcy, of the Institute.

ORIGINAL CORRESPONDENCE.

MISCELLANEOUS NEWS relating to the East.

Agents in London: TRUBNER AND CO.

THE LONDON AND CHINA TELEGRAPH.

THE EIGHTH Volume of this JOURNAL commenced on the 4th of January, 1866. The Subscription for the three numbers per month is 30s. per annum, including Postage, and to the Export Supplement 12s. Terms for advertising, 2s. 6d. per five lines; and 6d. for each additional line.

Subscriptions and Advertisements received abroad by the following Agents:—

Paris	G. W. YAPP, 4, Place Pentagonale, Boulevard Pereire.
Hamburg	Mr. ONCKEN.
Amsterdam	LOMAN AND VERSTER.
Rotterdam	HOOG & KRUYT.
New York	WILMER AND ROGERS.
Gibraltar	W. SPEED.
Malta	A. MILLER.
Alexandria	P. CUMBO, St. Catherine's-square.
Aden	COWASJEE DINSHAW.
Suez	
Bombay	CHESSON AND WOODHALL
Calcutta	SANDERS, CONES, AND CO.
Point de Galle	G. D. ANTHANISZ.
Colombo	J. W. VANDORT.
Kandy	W. A. ARCHBALD.
Labuan, Sarawak, and Singapore	JOHN LITTLE & CO., Singapore.
Penang	SANDILANDS, BUTTERY AND CO.
Bangkok	
Batavia	HUNTER, HOUGHTON, AND CO.
Anjer—Straits of Sunda	G. SCHUIT, Anjer Hotel.
Manila	PHILLIPS, MOORE, AND CO.
Hong Kong, Canton, Macao, & Swatow	J. B. MORRIS, Hong Kong.
Amoy	BELLAMY AND CO.
Foo-Chow-Foo	HEDGE AND CO.
Shanghai	H. FOGG AND CO.
Tien-Tsin	JAMES HENDERSON.
Nagasaki—Japan	PIGNATEL AND CO.
Yokohoma	HANSARD AND BLACK.

OFFICE, 12, GEORGE-YARD, LOMBARD-STREET LONDON, E.C.

GELLE FRERES' PERFUMERY

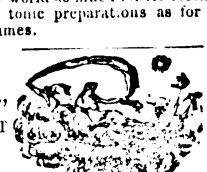
CHIEF ESTABLISHMENT, 35, RUE DES VIEUX AUGUSTINS, à PARIS.

THE house of GELLE FRERES, celebrated for the superiority of its Perfumery, addresses itself to the fashionable world as much for its essentially hygienic, refreshing, and tonic preparations as for its delicate and distingué perfumes.

STEAM WORKS AT NEUILLY SUR SEINE

1st Class Exhibition Prize Medal.

DEPOT: BLUMBERG & CO., 55, CANNON-STREET WEST, LONDRES.



DEPOT: H. BRULE, 23, RUE DE L'HOPITAL, BRUXELLES.

1st Class London Exhibition. Medal.

Commission. Articles specially Recommended. Exportation.

REGENERATEUR GELLE FRERES, a superior pomade for preserving, beautifying, and reproducing hair.

EAU D'ALBION for the toilet, an exquisite production from the juice of flowers and aromatic plants.

CARBOQUINA ROSE superior toothpowder, composed of carbon quinine and Provence roses.

CUCUMBER SOAP for softening the skin, the best of all toilet soaps.

LAIT PROPHYLATIC to remove freckles and improve the appearance of the skin.

COMPOSITION ZOUAVE, for the instantaneous dyeing of the whiskers and moustache.

COLD CREAM, AU LOTUS LE LYBIE, to soften and refresh the skin.

NIGRITINE VEGETALE, an incomparable dye for the hair and beard, not staining the skin.

VIOLET ESSENCE and VIOLET WATER for the handkerchief.

CONCENTRATED EAU DE COLOGNE for the toilet.

SPECIAL PERFUMERY WITH A BASIS OF GLYCERINE,

SOAP, TOOTH-PASTE, POMMADE, CREAM FOR THE COMPLEXION, EAU DE TOILETTE.

To be obtained of all the principal Perfumers and Hairdressers in Europe and other parts of the world.

Digitized by Google

Soda, Potash, Seltzer, Carrara, Lithia, Magnesia, and Tonic Waters, &c.

Lemonade, Ginger Beer, Orangeade, Gingerade, Nectar, and Champagne Cider.

It was on the success of the SODA WATER MACHINE supplied to the 7th Dragoon Guards that Sir Hugh Rose based his recommendation that these Machines should be established in every Regiment. This Machine was made by SAMSON BARNETT, expressly for that Regiment.

Full Directions for preparing ALL the above Drinks are sent with each Machine.

SAMSON BARNETT, 23, Forston-street, Hoxton, London,

Above Twenty Years Foreman to Messrs. TYLOR,

FROM 30 years' manual practice in the above branch, and having constructed most of the Machines now at work in various parts of the world, is enabled to offer the most complete and durable machinery and by confining his manufactory to only two branches, namely, SODA WATER MACHINES and DIVING APPARATUS, and his whole attention being given to these branches, it must be obvious that every part has been the subject of his most careful study, so that any derangement of parts can hardly occur. All the Machines made by S. BARNETT are constructed under his own superintendence, and proved to four times the pressure they are ever required to be worked at. S. B., being so well aware of all the requirements of persons using Machinery where MECHANICAL ASSISTANCE CANNOT BE OBTAINED, has paid full attention to this point, as the great number of testimonials in his possession will prove. He has also lately introduced larger condensers, and more powerful frames than those previously in use, while his prices have not been increased.

Single Action continuous, Prize Medal Machines, makes	...	300 dozen per day	... Price £65 0 0
" " " ... ... "	...	200 " "	... ... 60 0 0
" " " ... ... "	...	150 " "	... ... 55 0 0
" " " ... ... "	...	100 " "	... ... 50 0 0
" " " ... ... "	...	60 " "	... ... 40 0 0
The Prize Medal Bottling Apparatus	... ...	... ...	... ... 9 0 0

The Book for 1865, containing 28 leaves of Illustrations descriptive of all the Machines now in use, with ADVICE BEFORE PURCHASING, to be obtained of the Agents of this, Paper, an through them Orders can be sent.

HUBBUCK'S PATENT WHITE ZINC PAINT.

THE most durable and beautiful paint known, is cheaper than White Lead, and is proved to be superior for all purposes than the pernicious Lead Paint, and equally adapted for all climates.

Its whiteness is unaffected by bilge water, boiling sugar, or noxious gases.

It is free from any poisonous ingredient, and suited in all respects to the use of the painter.

Each Cask of Pure White Zinc is Stamped "HUBBUCK, LONDON PATENT."

Inferior Zinc Paint, so marked, having been sold in Foreign Markets, the Patentees offer a Reward of FIFTY POUNDS for information which will lead to the conviction, in an English or Colonial Court, of those who have pirated their Mark. Both Exporters and Retailers are liable for its sale.

THOMAS HUBBUCK AND SON,

WHITE LEAD, OIL, PAINT, AND VARNISH WORKS,
24, LIME-STREET, LONDON.

HUBBUCK'S ANTI-CORROSIVE PAINTS

Are very durable, and the most valuable protection to Iron Roofs, Bridges, Piers, Ships and Buildings, exposed to stormy weather and scorching sun; they soon become extremely hard, and do not blister.

They are made of Stone, Slate, Copper, White, Blue, Green, or any other Colour that is desired.

HUBBUCK'S ANTI-OXIDATION COMPOSITION,

For Coating Iron and Wood Ships' Bottoms; a preservative against fouling and corrosion. This Composition is ready for immediate use, and obviates the waste of carrying unmixed Paints, Oils, Driers, &c. It is also applicable to all the purposes of other Paints.

HUBBUCK'S PALE BOILED OIL

Has less colour than Raw Linseed Oil, is a quick, hard and certain drier for White and Light Coloured Paints

PAINTS AND OILS PROPERLY PACKED FOR EXPORTATION.

Now ready, 8vo, price 12s.

RUTTER'S METRIC SYSTEM OF WEIGHTS and MEASURES compared with the British Standard Weights and Measures in a complete Set of Comparative Tables; also, Tables of Equivalent Prices under the Two Systems, and of Chinese and Indian Weights compared with Metric Weights, &c.

By HENRY RUTTER,
Author of Exchange Tables and Arbitrations of Exchanges between England, India, and China.

Now ready, Ninth Edition, revised and enlarged, price 25s., cloth lettered,

RUTTER'S EXCHANGE and BULLION TABLES; being a complete Guide to Exchange Operations between England and the East, in sterling, rupees, and dollars, extended so as to meet the requirements of Shanghae rates under any possible variation. To which is now added an Appendix, containing a guide o the negotiation of short-sighted Bills; with other information relative to Exchanges between England, India and China.

By HENRY RUTTER, late Agent of the Commercia Bank of India, Hong Kong.

London: EFFINGHAM WILSON, Royal Exchange.

BASS AND ALLSOPP'S INDIA PALE ALES.

GEORGE JONES, No. 8, Billiter-street, London.

Present prices, 7s. 3d. per dozen quar's, and 4s. 9d. per dozen pints. Free on board, protected by his own and he Brewer's Labels and Patent Capsule.

DINNEFORD'S FLUID MAGNESIA

THE Medical Profession for Thirty Years have approved of this pure solution of Magnesia as the best remedy for Acidity of the Stomach, Headache, Heartburn, Gout and Indigestion, and as a mild aperient it is especially adapted for ladies and children. Prepared by

DINNEFORD & CO.,
CHEMISTS, &c.,
172, NEW BOND-STREET, LONDON

And sold throughout the world by all respectable Chemists

CAUTION.—See that "Dinneford & Co." is on each bottle and red label over the cork.

Keating's Cough Lozenges.

JUDGED BY THE IMMENSE DEMAND this Universal Remedy now stands the first in public favour and confidence: this result has been acquired by the test of fifty years' experience. These Lozenges may be found on sale in every British colony, and throughout India and China. They have been esteemed wherever introduced. For COUGHS, ASTHMA, and all affections of the Throat and Chest, they are the most agreeable and efficacious remedy.

Prepared and sold in boxes and tins of various sizes, by THOMAS KEATING, Chemist, &c., 79, St. Paul's Churchyard, London. Sold retail by all druggists and patent medicine vendors in the world.

N.B.—To prevent spurious imitations, please to observe that the words "KEATING'S COUGH LOZENGES," are engraven on the Government Stamp of each Box without which none are genuine.

HOLLOWAY'S PILLS.—These Pills are better for strengthening a debilitated constitution than any other medicine in the world. Persons of a nervous habit of body, and all who are suffering from weak digestive organs, or whose health has become deranged by bilious affections, disordered stomach, or liver complaints, should lose no time in giving these admirable Pills a fair trial. Coughs, colds, asthma, or shortness o breath, are also within the range of the sanative power of this remarkable medicine. The cures effected by thes Pills are not superficial nor temporary, but permanent and complete. They are as mild as they are efficacious, and may be given with confidence to delicate females and young children.

DYSENTERY, CHOLERA, FEVER, AGUE, ETC.

CHLORODYNE.

CAUTION.—*Vice-Chancellor Wood affirmed in Court that Dr. J. COLLIS BROWNE was undoubtedly the Discoverer of Chlorodyne; that the statements of the Defendant Freeman were deliberately untrue, and he regretted to say they had been sworn to (see "The Times" of July 13, 1864); all others must be spurious.*

Earl Russell has graciously favoured J. T. Davenport with the following extract of a despatch from Mr. Webb, H.B.M.'s Consul at Manila, ated Sept. 17, 1864:—"The remedy most efficacious in its effects (in Epidemic Cholera) has been found to be CHLORODYNE, and with a small quantity given to me by Dr. Burke I have saved several lives." Earl Russell communicated to the College of Physicians that he had receive a despatch from Her Majesty's Consul at Manila, to the effect that Cholera had been raging fearfully, and that the ONLY remedy of any service was CHLORODYNE. —See *Lancet*, December 31, 1864. No home should be without it.

Eminent Hospital Physicians of London stated on oath that they prescribe CHLORODYNE largely, and mean no other than Dr. Browne's.

The General Board of Health, London, state as to its efficacy in Cholera and Dysentery:—"So strongly are we convinced of the efficacy his remedy, that we cannot too forcibly urge the necessity of adopting it in all cases."

From A. Montgomery, Esq., late Inspector of Hospitals, Bombay:—"Chlorodyne is a most valuable remedy in Neuralgia, Asthma, and Dysentery. To it I fairly owe my restoration to health, after eighteen months' severe suffering, and when all other medicine had failed."

From W. Vesalius Pettigrew, M.D.:—"I have no hesitation in stating that I have never met with any medicine so efficacious as an antispasmodic and sedative. I have used it in Consumption, Asthma, Diarrhœa, and other diseases, and am most perfectly satisfied with the results."

Dr. M'Grigor Croft, late Army Staff, says:—"It is a most valuable medicine."

Dr. Gibson, Army Medical Staff, Calcutta:—"Two doses completely cured me of Diarrhœa"

Government supply both the Army and Navy with it. A Sheet of Medical Testimonials accompanies each Bottle.

Sold in Bottles, 2s. 9d. and 4s. 6d., by all Chemists. None genuine without the words

"DR. J. COLLIS BROWNE'S CHLORODYNE" on the stamp.

SOLE MANUFACTURER:—

J. T. DAVENPORT, 33, GREAT RUSSELL-STREET, LONDON, W.C.

Be not misled by the statements of unscrupulous persons, as the Defendant was termed by the Vice-Chancellor.

Digitized by Google

THE SHORTEST ROUTE TO AND FROM MANILA AND THE PHILIPPINES.

NOTICE to SHIPPERS and PASSENGERS by the OVERLAND ROUTE:—

The CHINA STEAM and LABUAN COAL COMPANY (Limited), in pursuance of an agreement entered into with the Government of Manila, have arranged to despatch their steamship "MONA," or other of their first-class steamers, with the mails and passengers monthly between Singapore and Manila, and Manila and Singapore, in correspondence with the Messageries Imperiales Overland Route. The Company's agents at Singapore will take charge of goods for transhipment. For further particulars apply at the Offices of the Company, Ethelburga-house, 70 and 71, Bishopsgate-street, London, E.C.

H. WALLER PLATT, Secretary.

OVERLAND ROUTE.

COMMUNICATION by STEAM to INDIA, AUSTRALIA, &c., *via* EGYPT.—From SOUTHAMPTON and MARSEILLES.—The PENINSULAR and ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels for Gibraltar, Malta, Egypt, Aden, Ceylon, Madras, Calcutta, the Straits, China, and Japan (Yokohama), by their steamers leaving Southampton on the 4th and 20th of every month. For Gibraltar, Malta, Egypt, Aden, and Bombay by those of the 12th and 27th of each month; and for King George's Sound, Melbourne, and Sydney, by the steamers leaving Southampton on the 20th of every month. The steamers leave Marseilles on the 5th, 12th, 20th and 28th of the Month.

For further particulars apply at the Company's Offices, 122, Leadenhall-street, London, E.C., or Oriental-place, Southampton.

OVERLAND ROUTE VIA MARSEILLES.

SERVICES MARITIMES DES MESSAGERIES IMPERIALES.

FRENCH MAIL STEAM PACKETS.

The 19th of every Month, at 2 P.M for—

MESSINA, ALEXANDRIA, ADEN, POINT DE GALLE (Ceylon), PONDICHERRY MADRAS, CALCUTTA, SINGAPORE, BATAVIA, SAIGON, HONG KONG, SHANGHAI, and JAPAN.

The 9th of every Month for—

MESSINA, ALEXANDRIA, ADEN, SEYCHELLES REUNION, MAURITIUS.

For passage, freight, and information apply to B. W. and H. HORNE, 4, Moorgate-street, London; G. H. FLETCHER and Co., Liverpool; at the offices of the Services Maritimes des Messageries Imperiales in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

*** Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.

ORIENTAL, AUSTRALIAN, AND GENERAL STEAM AGENCY, AND GLOBE PARCEL EXPRESS.

PARCELS, PACKAGES, and MERCHANDISE forwarded, and PASSAGES engaged to all parts of the world. Baggage collected and shipped, insurances effected, &c.

CALCUTTA, MADRAS, CEYLON, and ADEN—Overland, 4th and 20th of every month.

BOMBAY and ADEN—Overland, 12th and 27th.

CHINA, JAPAN, SINGAPORE, and EASTERN SEAS—Overland, 4th and 20th.

AUSTRALIA, TASMANIA, and MAURITIUS—Overland, 20th.

NEW ZEALAND and AUSTRALIA via PANAMA, 2nd.

INDIA, CHINA, and AUSTRALIA—Via Cape of Good Hope Clipper Ships, weekly.

Prospectuses, with through rate to a thousand places free on application.

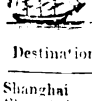
G. W. WHEATLEY and Co. (late Wagnorn), 150, Leadenhall-street, E.C.; CHAPLIN'S, Regent-circus, W., and 32, Regent-street, S.W.

INDIA, CHINA, AND JAPAN.

ROBERTSON and CO. will despatch the following first-class VESSELS to their respective destinations:—

Destination.	Ships.	Class.	Docks.	To Sail.
Calcutta	Kenyon ...	AAl	E.I.D.	With des.
Shanghai ...	Jubilee ...	Al 14 yr.	W.I.D.	With des.
Shanghai ...	Tutsing ...	Al 14 yr.	...	With des.
Hong Kong & Whampoa ...	Her Majesty ...	Al 12 yr.	E.I.D.	With des
Hong Kong ...	Serica ...	Al 13 yr.	...	With des.
Nagasaki & Kanagawa	Chrysolite.	Al 14 yr.	W.I.D.	With des.

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.



FROM LIVERPOOL.

Destination.	Ships.	Tons	Class.	To Sail.
Shanghai ...	Magellan ...	613	A 1 —	20th
Shanghai ...	Maiden Queen	814	—	Imm.
Batavia & Samarang ...	Helena Henriette ...	494	—	Sept. 10
Calcutta ...	Apelles ...	1036	—	Imm.
Calcutta ...	British Peer...	1250	—	"
Calcutta ...	Pandora ...	1156	—	"
Calcutta ...	Evelyn ...	1179	—	"

For terms of Freight or Passage apply to McDIARMID, GREENSHIELDS, and Co., Liverpool.

SOLID MAHOGANY FURNITURE FOR INDIA, CHINA AND THE COLONIES.

HEAL and SON are Manufacturing, ESPECIALLY FOR use in EXTREME CLIMATES BEDROOM FURNITURE, which is entirely Free from Veneer. A general Assortment always in Stock.

IRON AND BRASS BEDSTEADS

Suitable for all Parts of the World. Their Stock consists of 2,500 Bedsteads.

HEAL AND SON'S PATENT HORSEHAIR MATTRESS.

HEAL and SON have Patented an Improvement in the Manufacture of Mattresses, which prevents the material from felting into a mass, as is the case with all Mattresses made in the ordinary way. The Patent Mattresses are made of the very best Horsehair, are rather thicker than usual, and the prices are but a trifle higher than those of other good Mattresses.

HEAL AND SON'S ILLUSTRATED CATALOGUE

For INDIA, CHINA, and the COLONIES, of Bedsteads, Bedding, and Bedroom Furniture, SENT FREE TO EVERY PART OF THE WORLD to which there is Book Post.

HEAL and SON, Bedstead, Bedding, and Bedroom Furniture Manufacturers 196, 197, 198, Tottenham-court-road, London, W.

CHINA, JAPAN, and PENANG.—The following splendid first-class CLIPPER SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	Last Shipping Day.
Shanghai ...	Sir H. Parkes	A1 13 yr.	W.I.D.	With des.
Shanghai ...	Taeping ...	A1 14 yr.	E.I.D.	To follow
Hong Kong & Whampoa ...	Canadian ...	A1 11 yr	E.I.D.	With des.
Hong Kong & Whampoa ...	Min... ...	A1 13 yr.	E.I.D.	To follow
Kanagawa, & Yokohama ...	Havelock ...	A1 13 yr	W.I.D.	With des.
Kanagawa, & Yokohama ...	Eliza Shaw...	A1 15 yr.	E.I.D.	To follow
Penang ...	Champion ...	A1 12 yr.	W.I.D.	With des.

For Freight or Passage apply to KILLICK, MARTIN and Co., 28, Nicholas lane, Lombard-street, E.C.

COLOMBO LINE OF PACKETS.

JOHN C. CAMPBELL will despatch the following splendid first-class VESSELS:—

Destination.	Ships.	Class.	Tons.	Dock.
Colombo ...	Channel Queen..	A 1 11 yrs.	609	W.I.D.
Colombo, Cochin, Beypore, Calicut, Cannanore, and Mangalore.	Star of Ceylon...	A 1 10 yrs.	499	S.K.D.
Colombo ...	Granville ...	A 1 15 yrs.	696	W.I.D.
Colombo ...	Frances (s.s) ...	A 1 13 yrs.	310	W.I.D.
Colombo ...	Francis ...	A 1 13 yrs.	489	W.I.D.
Colombo ...	Abdul Medjib ...	A A 1 —	402	W.I.D.

No. 22, Great St. Helen's, E.C.

STEAM to CHINA from LIVERPOOL.—The undermentioned SCREW STEAMERS are intended to be despatched, with cargo and passengers, at their respective dates, for Mauritius, Penang, Singapore, Hong Kong, and Shanghai:—

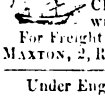
Name.	Tons.	Captains.	Sailing Dates.
Achilles	1670	Russell ...	Sept 29.
Agamemnon ...	1672	Middleton	December —.
Ajax	1670	Kidd ...	To follow.

Cargo will be received for the Achilles until the 26th September, but not later if not sooner full and by special agreement). Each steamer has good accommodation for passengers, and carries a surgeon and stewardess.

Apply to ALFRED HOLT, 1, India-buildings, Liverpool.

FOR HONG KONG and WHAMPOA to sail punctually on the 5th October, either the FIERY CROSS or ARIEL, shortly expected to arrive with the new teas.

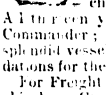
For Freight or Passage, apply to SHAW LOWTHER, and MAXTON, 2, Royal Exchange-buildings, London, E.C.



FOR SHANGHI, to sail punctually on the 5th October, either the FIERY CROSS or ARIEL, shortly expected to arrive with the new teas.

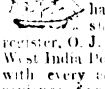
For Freight or Passage apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings, E.C.

Under Engagement to Her Majesty's Government.



FOR COLOMBO, CEYLON, Direct, will meet with very quick despatch, having a large quantity of her cargo engaged, the beautiful clipper ship AVON, A 1 thirteen years 615 tons register, JOHN EDMOND, Commander; loading in the West India Docks. This splendid vessel has a full poop, with superior accommodations for the comfort and convenience of passengers.

For Freight or Passage apply to F. TALLACK, 23, Birchin-lane, Cornhill, E.C.



FOR COLOMBO, CEYLON, Direct, to follow the "Avon," and will have quick despatch, the well-known clipper ship CHAVES, A 1 thirteen years, 444 tons register, O. J. H. ARNOLD, Commander; loading in the West India Docks. This beautiful vessel has a full poop, with every accommodation for the comfort and convenience of passengers.

For Freight or Passage apply to F. TALLACK, 23, Birchin-lane, Cornhill, E.C.

COLOMBO LINE OF PACKETS.

Will meet with the usual quick despatch.

DIRECT for COLOMBO, the magnificent nearly new clipper ship CHANNEL QUEEN, A1 eleven years, 609 tons register, H. MARQUAND, Commander; West India Docks. This splendid vessel (built in 1864), has proved herself to be one of the fastest afloat; she has been specially selected for season goods, and shippers may rely upon her being punctually despatched.

For Freight or Passage apply to LIVINGSTON, HOLDING and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

COLOMBO LINE of PACKETS.

Will meet with the usual Quick Despatch.

DIRECT for COLOMBO, the favorite clipper ship, FRANCES, A 1 thirteen years, 310 tons register, J. HIGGS, Commander, West India Docks. This splendid vessel is well-known for her very rapid passages; has recently returned from Colombo, making the fastest passage of any ship sailing at the same time, thus offering a first-rate opportunity to shippers.

For Freight or Passage apply to LIVINGSTON, HOLDING and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

A Regular Trader.

Will meet with the usual Quick Despatch.

DIRECT for COLOMBO, the splendid clipper-built ship FRANCIS, A 1 thirteen years, 489 tons register FRANCIS HILL, Commander, lying in the West India Docks. This fine vessel, well known in the Colombo Trade for her quick passages and sound delivery of cargo, is recommended to shippers of fine goods.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

Will have the usual quick dispatch.

DIRECT for COLOMBO, the splendid high-classed clipper ship GRANVILLE, A 1 15 years, 695 tons register, G. GALLICHAN, Commander; lying in the West India Docks. This very high classed vessel, well known in the Ceylon trade, is confidently recommended to shippers.

For Freight or Passage, apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C. or to LIVINGSTON, HOLDING and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

A REGULAR TRADER.

To follow the "EXCELSIOR," with Quick Despatch.

DIRECT FOR COLOMBO, COCHIN (BEYPORE or CALICUT), CANNANORE and MANGALORE, the beautiful British-built clipper ship, STAR of CEYLON, A 1 ten years, 399 tons register, A. MATTHEW, Commander; lying in the St. Katharine Docks. This fine little ship, well-known in the trade, offers a first-rate opportunity to shippers.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING and BRIGGS, 31, Great St. Helen's Bishopsgate-street, E.C.

PIGNATEL & CO.,

GENERAL MERCHANTS AND COMMISSION AGENTS

NAGASAKI

JAPAN.

Printed for the Proprietors by WOODFALL and KINDER Milford-lane, Strand, W.C., and published by JOHN ELLISON, at the Office of the "LONDON AND CHINA TELEGRAPH," 12 George-yard, Lombard-street, E.C. in the parish of St. Edmund the King—Monday Aug. 27, 1866.

Digitized by Google

PER FRENCH MAIL.]

The London and China 新聞紙 Telegraph.

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON ARRIVAL OF THE MAILS, about the 4th, 14th, and 28th, in connection with the "LONDON AND CHINA EXPRESS,"

A SUMMARY OF NEWS FOR THE OUTWARD MAILS OF 10th, 17th, and 26th.

VOL. VIII.—No. 220.] LONDON, WEDNESDAY, SEPT. 5, 1866. [Price 9d., with Sup., 1s. 3d.—Sub. 30s. per ann. postage included, Sup. 12s. extra.

Latest Advices.

	From London.	Arrived out.	HOMEWARD. Arrived in London this day.
JAPAN—			
Yokohama	May 17	July 9	July 12
Nagasaki			
Hakodadi			
CHINA—Peking			
Tien-tsin			
Chefoo			
New-chwang			
Hankow			
Kiu-kiang			
Chin-kiang			
Shanghai	May 26	July 9	„ 18
Ningpo			
Foo-Chow			
Formosa—Tamsuy			
Amoy			
Swatow			
Hong Kong	June 11	July 21	„ 24
Canton			
Macao			
PHILIPPINES—			
Manila			„ 23
COCHIN-CHINA—			
Saigon			„ 22
SIAM—Bangkok			„ 19
BORNEO—			
Labuan			„ 27
Sarawak			
JAVA—			
Batavia			„ 27
MALACCA STRAITS—			
Singapore	June 26	July 28	Aug. 2
Penang	„ „	„ 26	

The latest telegrams are up to the 30th July from Hong Kong, and from Shanghai to 31st July (via Kiachta). The present mail has on board 1,394 bales silk.

List of Passengers.

PASSENGERS INWARD.

Per French mail steamer Alphee, arrived at Marseilles, Sept. 3.—From Shanghai: Mons., Madame, and Mdlle. Dore, Messrs. Stacks, Kiersch, Sutherland, Durand, Emile Bericau, and Meligan. From Hong Kong: Mr. De Parire and servant, Messrs. Fabrejas, D. D. Y. Gomez, D. G. Fenoris, Mons. and Madame de Lara and two children, and Mons. de Pellissot. From Saigon: Messrs. Duburquois and Fussell. From Batavia: Messrs. Chevallier, Hostede, Dubray, Carnejie, Walker, Ouffret, Van Meeteren, and Van Hoelling, Mr. Gallas and servant. From Singapore: Messrs. Beekeem and Stoake. From Galle: Messrs. Farquharson, Duret, and Foegels, Count Etienne.

PASSENGERS OUTWARD.

Per P. and O. steamer Pera, from Southampton, Sept. 4.—To Hong Kong: Mr. Phillips Mr. H. Beveridge, Mr. G. P. Duncanson, Mr. J. T. Hudson, and Mr. J. W. Hunt, Dr. Maxwell, R.N., Assistant-Surgeon McMorris, R.N. To Shanghai: Mr. A. Warwick, Mr. J. Grant. To Ceylon: Mr. P. Moir, Mrs. A. Carey and two children, Mr. and Mrs. Smith, Mr. Dalton, Mr. J. K. Clarke, Mr. and Mrs. Bisset, Captain Creagh, Mr. J. G. Smither, Assistant-Surgeon Ewatt, Mr. J. Clarke. To Singapore: Mr. R. J. Sargeant.

From Marseilles, Sept. 12.—To Hong Kong: Mr. and Mrs. Sinclair, Mr. C. M. Kerr, Mr. W. Holt, Chief Justice and Mrs Smale, Miss Smale, Mr. Smale, jun., Mr. Schmidt, Mr. McMicken. To Shanghai: Mrs. Forrest, Mr. and Mrs. Stammann, Messrs. R. Verlinden, A. Thys, J. M. Guisset, G. Meyer, and L. Fransenbach.

From Gibraltar.—To Hong Kong: H.E. Jn. Maria da Ponte e Horta, Don. J. Zda Silva Sabo and lady.

Per P. and O. steamer, from Southampton, Sept. 20.—To Hong Kong: Mr. John Brown. To Ceylon: Mr. L. Carey, Mr. and Mrs. Strachan and three daughters, Staff Surgeon Skipton.

From Marseilles, Sept. 28.—To Singapore: His Highness the Tumongong of Johore and two friends, Mr. T. Scott. To Hong Kong: Capt. Maxwell.

Per P. and O. steamer, from Southampton, Sept. 27.—For Hong Kong, V.B.: Mr. Peter Orme. To Singapore (V.B.): Mr. T. Steel. To Yokohama (V.B.): Mr. James Bisset.

From Marseilles, Oct. 4, V.B.—To Shanghai: Mr. T. A. Cowderoy.

Per P. and O steamer, from Southampton, Oct. 4.—To Shanghai: Miss J. T. Blackwell. To Hong Kong: Mr. A. Zinnern, Mr. A. J. Macleod. To Shanghai: Reverend D. Perkis.

From Marseilles, Oct. 12.—To Singapore: Mr. and Mrs. Cumming.

Per P. and O. steamer, from Southampton, Oct. 12.—To Ceylon: Sir John Cheape, Mr. Cheape, Capt. Allfrey, Mr. G. Paterson.

From Marseilles, Oct. 20.—To Ceylon: Mr. T. Shelford.

Per P. and O. steamer, from Southampton, Oct. 20.—To Hong Kong: Mr. R. M. Stephenson, Mrs. Carnegie, Miss Kate Smith.

From Marseilles, Oct. 28.—To Shanghai: Mr. W. Watson, Mr. Lobscheid. To Singapore: Mr. Braddell. To Ceylon: Mr. G. Yule. To Hong Kong: Mr. Robertson.

Per P. and O. steamer, from Southampton, Nov. 4.—To Yokohama: Mr. E. Trotter. To Hong Kong: Mr. E. Bigg, Mrs. F. B. Johnson and two children, Mrs. D. O. Clarke and child. To Ceylon: Mr. Justice Thompson.

From Marseilles, Nov. 12.—To Hong Kong: Mr. P. J. Forbes, Mr. E. Cunningham, Mr. D. King, Junr. To Shanghai: Colonel Raikes.

Per P. and O. steamer from Southampton, Nov. 20.—To Ceylon: Mr. Winter. To Singapore: Mr. Meldrum.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

Our dates by this opportunity reach to the 12th July The outward mails of 10th May arrived on the 2nd July, and of 17th on the 9th. The following summary of news is from the *Japan Herald*:—

The interval since the departure of the P. and O. steamer *Nepaul* with the European mail, on the 28th June, has been rendered of interest principally by the new tariff coming into active operation. It was only signed on Monday, 25th June, published on the 27th, and was in force on the 1st July. Already, however, many of the provisions of the Convention, and the valuations on which duty is to be paid on some important staples are loudly complained of, and the Chamber of Commerce complains of Ministers disregarding their opinions, and receiving them without even the courtesy of acknowledging them. Our own opinion is stereotyped and well known. The open ports — entrepots into which all goods might come freely, and duty on their exit, either for the interior or for export, be paid by the foreign merchants, we still maintain would have been by far the best settlement, seeing that it was clearly declared from the first that the Japanese would not even entertain the suggestion of drawbacks. It is said now by many of the merchants that this is a mistake—that if the Ministers had made "drawbacks" a *sine qua non* they would have yielded. It may be so, but the foreign representatives evidently do not see it in the same light. We hear that a strong protest is to be made. Our own idea is, that the Chamber of Commerce having been most earnest in discussing the subject at several meetings (committee and general) came to conclusions without definitely making them known to the Ministers, and consequently did not afford them the assistance that might have been expected, and only finally wrote to them their objections to any system that did not include drawbacks, just as the Conventions were on the point of actual signature. The misunderstanding is regrettable, as we fear that the law is now for some years like the laws of the Medes and Persians. Our readers must, however, remember distinctly that we particularly and repeatedly laid stress on the fact that the Japanese absolutely refused to treat of drawbacks. Their eyes seem to have been blinded, for they would not see; and the consequence is they have got all that has been secured by the Convention of 25th June, 1866, and no more. In point of fact, no arrangement that could be come to was free from difficulty in the working. The easiest is undoubtedly that which we have got; but it has the disadvantage either of rendering the large merchants' warehouses useless, or worse—a burden, or leaving duty to be paid on all goods as heretofore, except those that there may be a strong probability will be required for re-export; and, if the Japanese resolutely reject drawbacks, there is no system but that proposed in the *Japan Herald*—of course pro-

Digitized by Google

perly considered and carefully modified so as to perfect its adaptability—that can realise all that the merchants desire.

We are glad to hear that the Japanese have found two most intelligible gentlemen, one an Englishman and the other an American, to assist them in carrying out the bonded warehouse regulation—Mr. B. Seare and Mr. Hogg. In this selection they have, we are given to understand, been guided by their own judgment, and not by ministerial nomination. There is a talk of a third gentleman of another nationality being engaged, but, as yet, this is not settled.

His Excellency Sir Harry Parkes left for Nagasaki in H.M.S. *Argus* immediately after the arrival of the mail on the 2nd; Lady Parkes accompanied him. It is probable that their absence will not be prolonged beyond a month. Sir Harry Parkes's visit to Nagasaki has nothing to do with the Choshiu question. He has been anxious to get there since April, but the discussion on the Tariff and other important business prevented him.

There is to be called a meeting of the Daimios at Kioto, that the Government may lay before them the agreement entered into with the foreign representatives respecting the opening of Hiogo; and those who object will be called upon to give their views in writing, that it may be clearly displayed to the Mikado on the one side, and to the foreigners on the other side, who their friends really are. This meeting need not delay the return of the Tycoon to Yedo, as members of his Gorogio can act as well as himself.

We hear that the Belgian treaty will be concluded in a few days. An Italian frigate, the *Magenta*, has arrived, the captain of which is accredited with powers from King Victor Emmanuel to enter into treaty with Japan.

At Sinagawa, the rowdy suburb of Yedo—there has been a serious rice-riot. Three hundred men, not ronins, commonly so called—armed with staves, axes, and such like weapons, entered the place and broke into no less than 41 rice-stores; the police and soldiery captured about 50 of the rioters, and it is expected that through them all may be discovered. Rice has fallen 2 boos per picul in Yedo within the past day or two, and the people talk very hopefully of the effects of the cessation of the Choshiu rebellion.

Minutes of a Meeting of the Municipal Council held at the Council-room, at 3 p.m., 10th July, 1866.

Present:—The Chairman presiding, Hon. Secretary, Messrs. Lejeune, Bruyn, Marshall, Marks, Stearns, Carriere, Boyle, Morrison, McDonald, Winstanley, Hughes, Malcolm, Hegt, and Brower.

Before reading the minutes of the last meeting Mr. Carriere rose to say that, a question put by the chairman at the commencement of last meeting had escaped him at the time and he wished now to refer to it, and he accordingly would first inquire what was meant by a land-renter.

The Chairman replied that a land-renter was one who owned land in the foreign settlement and who paid rent to the Japanese Government for the same.

Mr. Carriere then proceeded to say that among French residents there was no distinction; that he had been elected by a large majority of them, and his election had been approved by the French Minister and French Consul, and under these circumstances, although not a land-renter in the sense of the chairman's definition, he considered himself elected and should continue to act as such.

A correspondent, under date July 8, says:—"Business is very dull, ichibous are at 300, and all imports are unsaleable except at heavy losses. We wait most anxiously for further news from London.

"You will have heard all about the new Convention and the revise of the Tariff as well as the introduction of bonded warehouses. The Tariff has not given general satisfaction to the community here. The duties on silks and some other staples being affixed far too high and contrary to the recommendation of the Chamber of Commerce, the members whereof consider they have been sat upon. The bonded warehouses is doubtless a good system, but how it will work in detail is uncertain. The charges are far too high I think.

"Our restless and energetic Minister is off on a cruise to Nagasaki (and elsewhere) in the *Argus*, and will probably be away six weeks or so.

"The French are still pursuing a mysterious game with the Japanese, and have now in hand some docks for them down the Bay. The Japanese Government are awfully hard up for money, and I am very much afraid that a large portion of the season's silks will find its way to France without passing through the market. We are all on the *qui vive* about it, however, and don't mean to stand it quietly.

"The Tycoon has not yet attacked Choshiu, and I don't think he quite likes the attitude of certain Princes in the South. Choshiu, as far as I can learn from his officers, is firm, and intends to stick out against the Tycoon's demands."

COMMERCIAL.

IMPORTS.—The principal feature in our import market since our last report appears to be the continued desire of some holders of cotton goods to move off their stocks, and sales have been made showing a reduction upon last quotations. The last intelligence from Europe and China brought here by the French mail, with telegrams to the 5th June, would have strengthened our market very much, were it not that the disturbed state of the money market reported from all quarters had counterbalanced its effect. Many parcels, however, of Grey Shirtings and Cotton Yarn appear to have been withdrawn for the present, and a considerable quantity of Grey Shirtings is reported under shipment to China by next mail, which will to some extent relieve our market. Camlets remain very dull; a sale, however, is reported at a very low price. Very little has been done in other manufactured goods. In Metals we hear of the sale of a parcel of lead on the spot, and pig iron to arrive. The value of native coin has not improved; money remains very scarce amongst native dealers, and deliveries of goods have only been small. Several auction sales of damaged Shirtings have taken place during the fortnight. Arrivals since last report are:—Tiptree, Chaa-sze, and James Longton, from London; Vanda, from Liverpool; and Inez, from Bordeaux.

EXPORTS.—SILK.—The new season begins unusually late this year. The weather has been unpropitious, and the crop is reported to be very inferior in quality to that of last year. Of its quality we cannot express our opinion. Only 30 bales of New Silk have appeared on the market during the last few days. They were Mybash of the medium sort, most of them much mixed in quality, size and colour, and having the defects of silk reeled in rainy weather. The price paid for them was from $710 to $720. The news brought by the mail of the 19th May has done little to relieve us of our uncertainty about the prospects of the home markets, and settlements during the past fortnight amount to only 100 piculs, leaving an unsold stock of silk properly speaking of 150 piculs, most of it Old Silk of common and inferior qualities. The stock of the several sorts of Waste is about 300 piculs. The export of Silkworm's eggs this year will be much inferior in quantity to that of last year, and we have good reasons to expect that the quality will be much more reliable. No large arrivals are likely to take place before the beginning of August, and the Japanese merchants, who with a very few exceptions have steadily declined to make contracts for this article, expect unusually high prices.

TEA.—With July we commence a new season. In reviewing the past year, we notice that in June, which was the commencement of last season, prices opened at about $20.50 to $26 for good medium to fine teas, without any great extent of business being done; however, in July a demand sprung up for America consequent upon the closing of the war, and purchases were made at an improved rate. The demand continued, and prices advanced steadily, until in January as high as $48 per picul was paid for fine tea. At this period, however, advices were received of a considerable decline both in London and America, and prices declined here $5 within a fortnight, remaining steady at about $31 to 42 per picul until the end of May. The total amount exported this last season compared with the previous one is very greatly in excess, as will be seen from the tables, and the price of tea in native currency, of the first purchases of the new crop, would compare thus:—For fine teas last year, 60 ichibous per picul; this year, 100 ichibous—the relative price in dollars being 26 and 24. Such an advance as this must stimulate production, and a large increase in export must result ultimately, although as yet we have hardly had the full effect of foreign trade, as the tea plants, planted about six years ago, have only this year reached their prime. Since our last report the uncertainty of finances at home has induced buyers to hold off, and the native merchants being short of money and holding a large stock, gave way, and prices declined irregularly about $3 to 4 per picul; since French mail arrived there has been a disposition to purchase. The crisis at home has been unprecedentedly severe, but by last advices more confidence displayed. Settlements have been made more freely, and present prices do not show much alteration. The settlements amount to 980 piculs. Here there is a stock of about 1,300 piculs of old tea, but no demand now for export.

THE REFRACTORY DAIMIOS AND THE TYCOON.

(FROM A CORRESPONDENT.)

The first conditions upon which the Tycoon offered to remove the stigma of "Choteki" (enemy of the Mikado) from Chosiu, and to restore to him the title of "Daibu" were—first, that a yearly fine of 100,000 kokus should be levied upon his territories until such time as the Mikado thought proper to remit it; and secondly, that the two Daimios, father and son, should retire into perpetual seclusion, and be succeeded by a nominee of the Tycoon. These terms Chosiu refused to accede to; and after much deliberation and consultation, the terms of the ultimatum were in so far commuted that the father only was required to retire into seclusion for a time, the remainder of the sentence to stand as before. Ongasawara Ikinokami, a member of the Gorojio, was sent to Göshin with directions to send for Mori Daiza (the Prince of Chosiu), and to deliver this ultimatum to him in person. His emissary, however, refused these terms in his master's name, and stated that on no account would Chosiu meet the Tycoon's envoy. The next event will probably be the

Digitized by Google

commission of hara-kiri on the part of Chosiu's emissary (one of his karous or chief councillors), which is customary when a high officer fails in the execution of his mission, and this will be a signal for the commencement of hostilities.

Regarding probabilities, my ideas are as follows :—

Firstly, should the Tycoon by any possibility get the better of Chosiu, he will thence immediately proceed against Satsuma. Secondly, that Satsuma being aware of this probability, and having ulterior political views in end, will not allow the Tycoon to get the better of Chosiu, and with these views in predominance, and a temporary and interested accruing friendship for Chosiu, he will secretly aid and abet him in resisting the Tycoon. His aim no doubt is to draw Aidz, the Mikado's bodyguard, away from the capital, and take possession of the sacred person, from which eminence he will be able to dictate his own terms; and my own opinion is that a success in this object will alter in a very desirable way our position in Japan ; so much or probabilities, based however on good ground. On the other hand, the Tycoon is aware of Satsuma's intention, and rather afraid of catching a Tartar ; but he has put himself between the horns of a serious dilemma, for in the first place he cannot without shame recede from an ultimatum ; and in the second place the sustenance of a defeat would oblige him to abdicate. Report says that he has referred the matter to the arbitration of two of the chief priests at Miako, but there is no proof of this. With regard to other Daimios, I think that most of them will maintain a strict neutrality in the event of a war ; some of them will doubtless take their cue from Satsuma, and some assist the Tycoon. It is evident, however, that troops fighting for the Tycoon will not do so with that energy and desperation which will probably mark the endeavour of a Daimio whose ancestry dates long before that of Tokugowa, and who held his present territory before the accession of Jy'eyas, to hold his own against a Daimio whose assumed power he, in common with others, ignores, and upon whom he looks as a usurper and a pretender.

CHINA.

SHANGHAI.

Dates are up to the 18th July. The P. and O. mail of May 26 arrived out on the 9th July. The private steamer *Dumbarton* arrived on the 5th July with the news of the stoppage of the Agra Bank. This steamer is said to have been despatched from Hong Kong by Messrs. Gibb, Livingston and Co. on account of the Hong Kong and Shanghai Banking Company and others, with a view of covering their claims on the Agra, which they succeeded in doing to the extent of about £100,000 by selling bills to the Agra Bank for which they obtained payment. These Bills when due would be used as a set off to the Agra Bills which they held.

The particulars of the murder of the two French bishops and seven priests in the Korea, have not been received by the present mail.

The 4th of July (says the *Friend of China*) passed off much quieter than we had been led to anticipate. The American frigate *Hartford* fired a salute at noon, and we heard some guns at daybreak ; but there was none of that pop, pop, pop-ing at all hours of the day which, from large craft and small, was wont to strike somewhat disagreeably on the tympanum in former years. The men-of-war of both France and England were profusely decorated with flags, but they did not join in an expenditure of powder; and why the commanders of said vessels did not they best know. For ourselves, we should have been glad to hear the welkin ring again ; not so much for any feeling of regard for the 4th of July in particular, but because the epoch marks the inauguration of days of peace again on the great American continent, and resultant happiness to many millions of the human race. In the evening there was a dinner in the long room over Messrs. H. Fogg and Co.'s auction mart ; and it should have been a good dinner, for we are told that names were down to the extent of tls. 1,500—and this entirely in contributions among American civilians. Mr. Seward, U.S. Consul-General, took, or was to take, the chair, with Admiral Bell on his right ; and, writing in a casual way, a gentleman present says :—"Our dinner went off first-rate. Many, including myself, regretted the absence of members of the press to report the very excellent speeches that were made."

The 10th July was appointed for the first meeting of creditors and choice of creditors' assignees in the estate of Dow and Co. Very few creditors were in attendance owing to their claims not being prepared for submission to the Court. Mr. Cuthbertson, for the Central Bank of Western India, put in a claim for taels 110,507.19, which was admitted. Mr. Macall, for the Chartered Bank of Australia and China, proved for £5,183. Mr. Gray, for Hooper and Co., put in a claim for taels 181.23. It appeared that part of this claim was due by one of the partners previous to the partnership. The Court ordered it to be referred to the creditors' assignees when chosen. No creditors' assignees were chosen .The meeting was therefore adjourned to Friday t July.

In re Samuel Clifton.—This was the day appointed for the admission of proof of debts, and for the assignees to produce a statement of the bankrupt's estate so far as ascertained, for declaring a dividend, and other purposes mentioned in the 174th section of "The Bankruptcy Act, 1861." The bankrupt tendered claims on behalf of Joseph Bruce and Mrs. Brand, for the respective sums of £107 2s. 10d. and £146 15s. 6d., proof of which was adjourned. J. W. Wright, by his attorney, proved for tls. 180. In the statement submitted to the Court by the official assignee, it appeared that the available assets amounted to tls. 9,285.83 ; amount due to creditors who have already proved, tls. 8,735.08 ; contingencies to tls. 1,503.30. There was also one creditor who claimed tls. 6,600 ; but it was not yet decided whether this claim was to be paid in full, or whether the claimant would rank with the other creditors.

MEETING OF COMMERCIAL BANK CREDITORS.

Mr. Myburgh, counsel to the corporation, said Mr. Maclellan, the manager at Shanghai, had called a meeting of the creditors for the purpose of laying before them a statement of the assets and liabilities of the Shanghai branch, and informing them what the directors at home had done since suspension of payment by the corporation, and what it was in contemplation to do in order to wind up the bank's affairs in London and the East. A copy of a letter dated 26th May last, addressed to the chief manager by the bank's solicitors, had been received by the last mail, stating that an extraordinary meeting of shareholders had resolved that the bank should be wound up under the Companies Act of 1862. (He read the letter). The object of a winding up by the Court of Chancery was to stay proceedings of hostile creditors, to procure a quasi judicial realisation of the assets, and to divide the proceeds amongst all the creditors *pari passu*. He believed that two official liquidators would be appointed, one of whom would at once start for the East for the purpose of realising the assets, and protecting the interests of the creditors at large. It must be satisfactory to those present to know that the directors did not anticipate that a call upon the shareholders, who were liable for £25 per share, would be made, but that they would on the contrary receive something substantial out of the assets. The state of the Shanghai branch was most satisfactory. The statement which would be laid before the meeting showed that the assets were far in excess of the liabilities. In fact, the bullion, cash, bills receivable, and bills discounted, not to mention the loans, were alone amply sufficient to cover all local liabilities. On behalf of the corporation he would ask for the forbearance of the creditors. Nothing could be gained by any attempt to recover judgment against the bank, as he would feel it his duty at once to file a petition in the Supreme Court for the winding up of its affairs under the Act of 1862. When once the petition was filed, the Court would, on application, stay all proceedings against the bank. From what he had learnt of the state of the bank's affairs in London and at the different branches, he felt convinced that the official liquidator would, immediately on his arrival, proceed to satisfy the claims of creditors.

Mr. Hayes wished to know whether holders of drafts which had not reached home, were creditors on this branch or on London ; whether those drafts had been included in the liabilities of this branch or not.

Mr. Myburgh replied that only £103,000 of drafts were on their way home, while remittances had been made from hence to the amount of £354,000, which would reach home after the suspension. All the banks and head offices were, he believed able to meet the claims on them.

Mr. Hayes : Would each branch then meet its own liabilities ?

Mr. Johnson remarked that, unless every branch was able to meet its liabilities, it was hardly likely the debts would be

Digitized by Google

paid off at any one place until it had been ascertained how the general assets stood.

Mr. Myburgh inferred from the letter of the solicitor to the bank that the shareholders would not be likely to be called on for any additional payment, and consequently that the assets would suffice to cover all liabilities and enable the official liquidator to pay off the debts of this branch and remit home any surplus. He might inform the shareholders that no payments had been made since the suspension, except in one or two cases, in order to get possession of securities which had been handed in.

Mr. Dixwell supposed that no creditor of any one branch could be paid off until it had been ascertained whether the general assets would suffice to meet the general debts.

Mr. Myburgh having suggested that a chairman should be appointed with a view to the passing of any resolution that might be deemed necessary, Mr. Jackson called on Mr. F. B. Johnson, to take the chair; and the latter having declined, he called on Mr. Dixwell, who also declined, seeing no use in the passing of any resolution.

After a silence of some minutes, no one apparently being inclined to initiate any further proceedings, Mr. Myburgh suggested that unless the gentlemen present wished to pass some resolution there was no occasion for their further attendance; and the meeting broke up accordingly.

HONG KONG.

Dates by this mail are down to the 24th July. The English mail of 11th June arrived out on the 21st July. Our files of papers have unfortunately miscarried, and our correspondent has also missed this mail.

SIAM.

BANGKOK.

The following items we take from the *Bangkok Recorder*. In the issue of the 28th June the Editor calls upon the community to contribute such items of local news as will assist him in the publication of the paper, and in the following issue we see the appeal was responded to—we wish it would succeed in London; we trust however that the *Bangkok Recorder* will not be allowed to drop.

"The King of Siam, on reading from some European paper that the Pope had lately suffered the loss of some precious jewels, in consequence of a thief having got possession of his Holiness' keys, exclaimed, 'What a man! professing to keep the keys of Heaven and cannot even keep his own keys!'

"His Excellency Chow Phya Kalahome, the Prime Minister, left in the *Volant* early on the morning of the 27th June, for a trip to Panatsananikonei the province at the mouth of Banpakong River. He was accompanied by a large part of his family and English secretary. It is understood that his Excellency will visit Anghin before his return with the view to forward the new sanitarium he is erecting there.

"Our readers will be delighted to learn that the sanitarium at Anghin built by his Excellency the Prime Minister is completed and furnished. Intending visitors will have to provide themselves with plates, dishes, knives, forks, and cooking utensils. The house is roomy, cool and pleasantly situated. A more suitable residence and position for invalids could not be found on that coast. In short to be appreciated it only requires a visit."

It gives us pleasure to notice in this issue that the 90th anniversary of American Independence was celebrated by a portion of American residents in this city on Wednesday, the 4th July at the residence of J. M. Hood, Esq., U. S. Consul. As but a quiet and not really a public celebration of the day was contemplated, and as the repast to which the guests were invited was to be only a *tiffin* and not a dinner, the attendance was not as large as it otherwise would have been. Some of our American community had previously arranged to celebrate the day, as we learned by a steamboat excursion to the old city, and some still in other modes according to their more personal and independent pleasure.

STRAITS OF MALACCA.

PENANG.

There has never been such an abundant crop of coffee seen in Penang as the present one. Wherever the plants have been well manured and cared for, the crop is abundant, and could crops like the present be relied upon, coffee might yet form by no means a small part of Penang exports.

A paragraph lately appeared in a Calcutta paper, from which it has been inferred that some serious political difference had arisen between this Government and the Raja of Kedah. This is a mistake. When the disturbances, created by Syed Hussain, and his society in the Muda district of Province Wellesley, came to a height in his bringing some armed followers from Kota to Telo Ayer Tawar and assaulting the Pangulu Besar there Colonel Man called on the Raja to punish his followers and surrender Syed Hussain for trial here. Owing to a misconception of Colonel Man's wishes the Raja did not at first send Syed Hussain to Penang, and some delay took place in replying to Colonel Man's letter. The reply, chiefly owing to the misconception in question, was not considered satisfactory, and the Governor addressed the Government of Siam on the subject, and in the meantime suspended the payment of the Raja's allowance. As soon as the misconception was removed the Raja lost no time in sending Syed Hussain to Penang in custody of his first minister, Wan Ismail. But he had been preceded a day or two by Wan Abdullah, a Commissioner sent by the King of Siam *via* Singapore, with full power to inquire into the proceeding of Syed Hussain. Syed Hussain was taken back to Kedah, where he was tried by the Commissioner, found guilty, and sentenced to be banished to Bangkok, where he now is. The arrears of the Raja's allowance have of course been paid up.

The following is a statement of nutmegs, mace, sugar, arrowroot, tapioca, and rum exported from Penang during the last six months, viz., from 1st January to 30th June, 1866:—

	Pls.	Cat.
Nutmegs	1,488	59
Mace	218	92
Sugar	79,455	73
Arrowroot	1,744	32
Tapioca	5,439	51
Rum	49,076	Gallons.

Another case of piracy has been reported. A cargo boat returning to Bukit Martajam with sundry provisions, &c., was said to have been attacked off Qualla Pry by a number of Chinese and Malays, and it is reported that five persons were killed and four missing.

Tenders are invited for the construction of a new barrack for the marine police, the Sergeant Major's quarters, Expense Magazine, also putting the batteries en barbette on the N. E. and N. W. bastions, Fort Cornwallis.

Births, Marriages, and Deaths.

(Announcements for Subscribers are made free of charge.)

BIRTHS.

DENT—On the 24th Aug., at Ribston Hall, Yorkshire, the wife of John Dent Dent, Esq., M.P., of a daughter.

MESURIER—On the 25th Aug., at the Royal Arsenal, Woolwich, the wife of Capt. Cecil, B. Le Mesurier, Royal Artillery, of a son.

PRITCHETT—On the 27th Aug., at Clyde Lodge, Forest-hill, the wife of Francis Pritchett Esq., of a daughter, who survived her birth only a few hours.

RUTTER—On the 25th Aug., at Glebelands, Mitcham, Mrs. J. C. Rutter, of a son.

MARRIAGES.

CHAYTOR—VAN STRAUBENZEE.—On the 25th Aug., at Spennithorne, by the Lord Bishop of Ripon, assisted by the Rev. Albert van Straubenzee, William Chaytor, Esq., eldest son of Sir William Chaytor, Bart., of Clerveaux Castle, county of Durham, to Mary, youngest daughter of Lieut.-Colonel and the Hon. Mrs. Van Straubenzee, of Spennithorne, Yorkshire, and niece of Lord Wrottesley.

HART—BREDON.—On the 22nd Aug., at St. Thomas's Church, Dublin, by the Rev. Augustine Fitzgerald, M.A., incumbent of Portadown, Robert Hart, Esq., Inspector-General of Imperial Maritime Customs, China, eldest son of Henry Hart, Esq., Ravarneth House, county Down, to Hester Jane, eldest daughter of the late Alexander Bredon, M.D., Millicent-terrace, Portadown, county Armagh. No cards.

SMITH—MAB.—On the 5th July, at the U.S. Consulate, Bangkok, Capt. John Smith, a citizen of the United States, to Miss Mab, of Bangkok.

DEATHS.

DOMER—On the 3rd July, at Bangkok, Mr. William Henry Domer, proprietor of the Bangkok Hotel. The deceased was about 28 years of age and a native of Oxford.

KOBKE—On the 27th June, of typhoid fever, the wife of Captain F. I. I. Kobke, aged 27 years. Deceased was a native of Denmark, and had been married only a few months.

LAMONT—On the 25th Aug., at Douglas Hotel, Aberdeen, John Lamont, Esq., late of Hong Kong, China, aged 62.

PICKWOAD—On the 31st Aug., at Southampton, six days after his arrival from China, Edwin Pickwoad, Esq., Proprietor of the North China Herald, of Shanghai.

STERLING—On the 30th Aug., at Lower Brunswick-place, Brighton, Matilda, wife of Paul Ivy Sterling, Esq., late Attorney-General of Hong Kong and Judge of the Supreme Court of Ceylon.

EXCHANGES ON LONDON.

[For dates, see first page.]

		Bank.	Private.
At Yokohama	6 months sight.	4s. 5d. to 4s. 6¼d.	4s. 6d. to 4s. 7d.
At Shanghai (per Tael.)	6 ditto	6s. 5¼d.	6s. 4d. to 6s. 6d.
At Canton, At Hong Kong, At Macao	6 ditto		
At Singapore	ditto		
At Manila	ditto		

Digitized by Google

EXPORT OF TEA AND SILK TO GREAT BRITAIN.

1866-67.

	From Kanagawa.	From Shanghai and Hankow.	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales.
From June 1, to 30, 1866		10426907	18356616		2368289	31151812	2715
Corresponding period last season		6469021	10486720		1382000	18337741	

SHIPMENTS SINCE.

Ship.	From.		
July 5 ... Alma	... Canton	...	635,023
— — ... Island Queen	... Do.	...	563,417

TO UNITED STATES.

From June 1 to 30, 1866	...	...	...	...	...	412600	Pcls. 75
Corresponding period last season	...	...	...	...	...	1468546	

SHIPMENTS SINCE.

Ship.	From.		
July 6 ... Music	... Canton	...	35,355

TO THE CONTINENT.

From June 1 to 30, 1866	...	...	...	...	...		Bales. ...
Corresponding period last season	...	...	...	...	...		...

TO SAN FRANCISCO.

						Tea pkgs	Boxes.
From June 1 to 30, 1866	...	...	...	...	...	1116	
Corresponding period last season	...	...	...	...	...	6700	283

TO GREAT BRITAIN.

				Tea—lbs.	Silk bales. China & Japan.
From 1843 to 1844	...	...	...	51,022,600	...
„ 1845 to 1846	...	...	...	57,334,200	18,604
„ 1850 to 1851	...	...	...	63,972,000	22,143
„ 1853 to 1854	...	...	...	77,327,800	61,280
„ 1855 to 1856	...	...	...	92,240,300	50,480
„ 1857 to 1858	...	...	...	76,990,255	68,311
„ 1858 to 1859	...	...	...	65,789,792	83,136
„ 1859 to 1860	...	...	...	85,560,452	64,163
„ 1860 to 1861	...	...	...	90,066,160	70,644
„ 1861 to 1862	...	...	...	109,854,040	79,199
„ 1862 to 1863	...	...	...	121,273,580	72,884
„ 1863 to 1864	...	...	...	117,463,586	46,608
„ 1864 to 1865	...	...	...	121,236,870	41,125
„ 1865 to 1866	...	...	...	115,333,042	62,89

EXPORT OF SUNDRIES TO GREAT BRITAIN.

	Cotton Piculs.	Wool Piculs.	Camphor Piculs.	Cassia Piculs.	Aniseed Oil Boxes.	Japan Wax Piculs.
From June 1 to 30, 1866						

TO THE CONTINENT.

	Cassia Piculs.	Aniseed Oil Boxes.	Camphor Boxes.	Preserves Boxes.	Galangal Piculs.	Crackers Boxes.
From June 1 to 30, 1866						

TO THE UNITED STATES.

	Crackers Boxes.	Matting Rolls.	Fans Boxes.	Cassia Piculs.	Silk Pongees Pieces.	Wool Piculs.
From June 1 to 30, 1866	12501	5224		500	1700	...

TO SAN FRANCISCO.

	Emigrants Number.	Sugar Piculs.	Rice Piculs.	Crackers Boxes.	Matting Rolls.	Opium Prepared. Taels.
From June 1 to 30, 1866	413		1700	20	180	3500

SAILED SINCE.

July 4 Spirit of the Sea, from Hong Kong	— ...	— ...	5140 ...	4480 ...	10 ...	23000
July 11, Mary Francis, from Hong Kong	120 ...	— ...	3732 ...	— ...	200 ...	10,000

TO AUSTRALIA.

	Emigrants Number.	Sugar Piculs.	Oil Piculs.	Matting Rolls.	Prepared Opium Taels.	Crackers Box
From June 1 to 30, 1866	170	...	2205	2688		...

SAILED SINCE.

July 4 ... Onward... — ... — ... 425 ... 50

The picul is 133⅓ lbs. weight; the tael at Shanghai is equal to 1 dollar and 40 cents and is divided into decimal parts of ten.

SHIPPING INTELLIGENCE.

ARRIVALS.

At YOKOHAMA.—From London: June 16, Tiptree; July 1, Chaa-sze; 5, James Longton. From Liverpool: 6, Vanda. From Bordeaux: June 21, Inez.

At SHANGHAI.—From London: July 9, Dunkeld; 12, Dartmouth. From Liverpool; 7, Charlgrove; 11, John Paul. From Cardiff: 7, John Bull; 8, Edith Banfield; 12, Pauline; 16, Arabia. From Newcastle; 10, Summer Cloud; 11, Faders Mindes. From Newport: 10, China; 16, Burmah. From Sunderland: 16, Acacia. From Amsterdam: 8, H. M. Elizabeth. From New York: 13, Antelope.

At SINGAPORE.—From London: July 26, St. Andrew's Castle. From Cardiff: 30, Admiral de Winter, Cornelia Hendrika. From Hamburg: 29, Luneberg; 30, Dorothea.

DEPARTURES.

From YOKOHAMA.—None.

From SHANGHAI.—For London: July 13, Highflyer; 8, J. R. Worcester, Pak Wan; 16, Cinderella, Coulnakyle (via Hong Kong).

From SINGAPORE.—For London: July 26, Dovercourt; 28, Benvoirlich. For Liverpool: River Eden. (Reported per Telegraph). For London: Bastiaan Pot.

VESSELS PASSED STRAITS OF SUNDA.

City of Quebec, Banian, Beautiful Star, Invincible, Eleanor.

COMMERCIAL POSTSCRIPT.

The new season tea clippers are not yet reported, nor the *Far East* hourly expected.

DEPARTURES.—September 2, from Sunderland for Batavia, General Michiels.

LAID ON.—At London, for Colombo, Akbar; at Liverpool, for Batavia and Sourabaya, Amazon.

SPOKEN.—Couranto (barque), Singapore to Liverpool, Aug. 1, 2 N., 23 W.

CASUALTY.—The Yaratilda, of Workington, Donough, from London to Hong Kong, was abandoned, June 27, in lat. 34 S., lon. 42 E., leaky, with mainhatch stove, loss of boats, &c., and only lower masts standing; crew taken off and landed at Madras by the Berar, Hall.

The Admiralty have invited tenders for the conveyance of a few tons measurement stores, consisting of 5,500 lbs. malt and 700 lbs. hops from the River Thames to Hong Kong; 14 days' notice of shipment will be required.

NEW ROMAN CATHOLIC CONVENTION.

The Hong Kong *Mercury* publishes the following translation of a proclamation which has been extensively posted up in the interior. It relates to a convention recently concluded with the Chinese Government by the French Minister:—

Regulations for the Roman Catholics in China.

1. The great objects of the Romish (Lord of Heaven's) religion are intelligent worship and self culture. It gives its chief attention to fidelity, mercy, and filial piety, makes repentance and reformation the condition of admission and preparation for the great business of life and death its end. They that adopt this religion make it their aim afterwards kindly to harmonise and mutually to agree with other men's feelings and with vulgar customs. Therefore all exhortations to do good and eschew evil for the rectifying of men's hearts, all building of temples for the worship of Buddha and for *sacrificing to spiritual intelligences*, all establishing of hospitals and gratuitous distribution of medicines for the saving of men's lives, are the exercise of their correct principles of active duty. For nothing is included in the obedient service of the Lord of Heaven which is beyond the universal and constant laws of humanity. In short it is evident that this religion attaches the highest importance to orthodoxy, and has no heretical doctrines or practice—no charms, incantations or unlawful practices,—and if there are any who in the name of Romanism practise any unlawful acts, let them be sought out and punished.

2. The propagators of this religion in every place are chosen men of probity and pure morals. No low people may be employed. The local magistrates must therefore treat them as gentlemen and extend their protection to them. If there are any instances of lawless and disorderly conduct, they should be accurately investigated and communicated to the resident bishop of the province, that he may deal with them according to law, and prohibit (the defaulters) from further employment.

3. Every matter of importance connected with this religion ought to be communicated in clear terms through the resident bishop of each province to the general committee (? consistory), and through the committee to the provincial officers, to be examined and disposed of, and the decision thereon should in like manner be published through the general committee, without delay, and in accordance with the treaty.

4. The propagators of this religion, when anything occurs relative to their work, ought, after ascertaining the facts of the case, to apply to the local magistrate to settle it. If any case of difficulty should arise, they may appeal to the Provincial City through the resident bishop, who shall investigate clearly all the circumstances of the appeal, and if there has been any partiality in the administration of justice it shall rest with the bishop to put the case at once into the hands of the committee for investigation and judgment by the civil officers. There must be no departure from established rules and regulations, or it will be found disadvantageous to those concerned.

5. The propagators of this rellgion are not to interfere in the least with any local affairs, public or private, that do not concern their work, and are not to encourage their disciples to make unreasonable demands or trump up stories to the prejudice or inconvenience of the civil authorities. Whenever disciples are found guilty of lawless acts, they are to be immediately expelled and the local magistrates left to deal with them according to law. They who fail to expose known crimes shall bear part of the blame.

Digitized by Google

6. The propagators of this religion shall have their names, numbers, and dates of employment registered for the committee to transmit to the local magistrates, to prevent imposition; and all removals and changes shall be duly notified.

7. A local registration of all the followers of this religion in each place may, on account of frequent changes of residence and moving to and fro, be attended with difficulty, but in any case where the local authorities may have occasion to investigate, they may refer to the provincial committee for all needful information to be obtained from the resident bishop.

8. The propagators of this religion must inquire into the antecedents of all new converts and see that they have been men of good behaviour, neither law-breakers nor rebels, before they admit them. If any are found of suspicious character, or who have been rebels, evil-doers, or runaways, they are to be expelled at once, and no shelter is to be given them.

9. If the followers of this religion, in violation of its rules, make use of their name to cause disturbance or to deceive; or if they borrow the help of the society for self-aggrandisement, when found out or convicted before the local magistrate, they are to be expelled from the society of the well behaved.

10. All complaints of disciples, except such as are connected with the religion, which are to be transmitted through the bishop of the province and the committee, must be presented in the ordinary way to the civil authorities by the complainants themselves. Those who disobey shall be dealt with according to their perversity.

Note.—The above regulations are intended for general use. But in provinces where there are no resident bishops, and where no committee has been established, any important business relative to the religion must be be communicated by the head of religion in each place to the local authorities, and through them again to their superiors for adjudication.

COMMERCIAL SCANDAL MONGERS.

(NORTH CHINA HERALD.)

In times of commercial depression and disaster a wide and favourable field is afforded for the display, or rather indulgence, of the characteristic peculiarities of a certain class of persons met with unfortunately in tolerable abundance in almost every community. These are they who, in ordinary times of prosperity when evil tidings are scarce, would pass with the usual nod of recognition, but who on other occasions seize you by the button-hole, and ask you confidentially, in an ominous whisper with elevated eyebrows, whether you have heard the news—what a loss so-and-so has had—or that such another is spoken of, or indeed any thing or circumstance of an unpleasant or even painful nature concerning anybody except their own particular belongings. They always make these mysterious communications under the vow of secrecy, but as they invariably tell every one they meet the same tale under similar conditions, it is difficult to understand what effect such a course of conduct can have, beyond being calculated to screen the name of the propagator if not the author of the scandal from discovery, and so to circulate the rumour anonymously. If it could be supposed that such confidences were made from charitable or other worthy motives, with a view to excite the sympathies or commiseration of the parties addressed, the indiscretion of the act might be overlooked in the worthiness of the intention, and there might be some excuse for the mischievous babbling. But the complacent, nay, even pleased look, too plainly belies the expressions of regret with which they think it proper to accompany their gossip. These individuals as a class, we would fain believe, do not mean badly. They simply indulge a feeling of morbid gratification in repeating unpleasant or gloomy intelligence, without reflecting on the serious consequences that may result from their indiscretion. A tale oft told gathers force as it goes, and though utterly devoid of foundation, is at least accepted as gospel because "everybody says so." It is even said that a man may repeat an anecdote having no other foundation than his own sparkling imagination, until he begins to believe it himself. There is some truth in this, and the rule applies equally to a story repeated from mouth to mouth. These social "bears," then, merely give way to a weakness of an unamiable and too frequently mischievous kind. The practice of their besetting sin gathers strength from use, and grows upon them so as to obscure their feelings of charity, and even obliterate their sense of justice—even too frequently their sense of truth. The moral effect of this vicious habit on them is only equalled by its injurious influence on others. These persons strange to say, only delight in the unfortunate and the unhappy—they refuse to receive or record pleasant impressions, and love only to dwell on faults and deficiencies. If a man has said something clever or has done anything deserving of praise, they are silent—it affords them no pleasure to be the heralds of happiness or success; but let some unfortunate object of their solicitude say a foolish thing or do an unwise one, then, down they are upon their quarry. This is the favourite food over which they gloat. The natural history of this class of persons is not without interest, and their development seems to follow pretty well-defined laws. They usually begin by practising as harmless gossips; then, from habit aided by proclivity of mind and opportunity, they advance to the grade of scandal-mongers; and when to these conditions we add the peculiar circumstances of times such as we at present experience here, they are to be recognised as croakers. Various combinations, however, of these characteristics are met with in the same individual; in fact, pure specimens of any one of the varieties named are rare, so much does the one form glide insensibly into the other. However mischievous the practice of this habit may be, as well on those who indulge in it, as in the injuries it may inflict on the unfortunate victims selected by these gossips for their inuendoes and remarks, the latter are really not so much to blame as might at first be supposed. Apologies are not wanting on their behalf. The habit depends on the morbid development they have permitted by indulgence of a principle pretty generally implanted in the human breast. Like many other anomalous and undesirable qualities, it may apparently co-exist even with the most laudable mental characteristics. The celebrated George Selwyn, for instance, a gentleman of the utmost refinement and kindliest disposition, took the greatest pleasure in witnessing, and often put himself to great expense and inconvenience to be present at, the execution of criminals in whom he otherwise had no individual interest; and that too when such exhibitions retained many revolting and barbarous features. It is also with reference to a primary form of this strange mental principle that Montaigne delivered his sage and sensentious dogma—that there is a certain sense of gratification in the misfortunes even of our dearest friends. Few will venture to question the truth of this observation, and on the same principle it is perhaps easier to mourn with the unhappy than to enjoy with the fortunate. So much then for croakers. So long as telegrams *via* Kiachta and Galle brings us such doleful tidings, they will have ample provender; but let them take our remarks in good part, and hesitate ere they give thoughtless circulation to idle rumours that may not only give rise unnecessarily to painful feelings, but may even inflict material injuries.

It is one of the peculiarities of scandal that it effects its aim simply by being uttered. Appealing as it does to certain of the baser elements in our nature, reason and the higher faculties do not stay to reduce its utterances by the standards of truth and justice. Scandal, like its younger sister rumour, is many tongued; and though in nature less vital, and in effects less permanent, it seems strangely to spread and propagate through humbler channels with a rapidity denied even to truth itself. Society can guard itself from the thief and the housebreaker, but is almost powerless against the poisonous breath of the liar and scandal monger. Shakespeare well said, "He that robs me of my purse steals trash, but he that robs me of my good name steals that which enricheth not him and leaves me poor indeed." This quotation embodies the whole moral aspect of the vice. There is positively no excuse for the utterer of scandal; he is not driven to it by the dire necessities that so often impel the robber to his crime, but inflicts too frequently the gravest injuries on the innocent and deserving, merely to gratify the inclinations of a sarcastic mind. Perhaps the worst feature of this vice and that which renders endeavours to oppose or overcome its effects so often useless and unavailing, is, that no publication of denial or demonstration of the untruth of its averments, however ample, will ever attain so extensive a circulation as the original rumour; or if it does, will ever entirely remove the impression made on the mind of the recipient by an evil tale. We have been induced to return to this subject in consequence of the number of mischievous reports that are, and have been, so extensively circulated during the last few days within the settlement, regarding the solvency of some of our oldest established and most respectable banks and mercantile firms. Being supposed, in our public capacity, to be *au courant* in everything, we are continually appealed to, sometimes by deeply interested parties, with reference to rumours in circulation, the existence of which we frequently only learn in this way. It is incalculable the amount of mischief that may be brought about by such means, not only on the unfortunate persons more immediately concerned, but by the general disturbance of public confidence it creates, with its natural consequence, paralysis of trade. The most strenuous efforts should be made to arrest the progress of this vicious habit amongst us. We should set our face against it at once; and the most effectual — perhaps the only — means of accomplishing this would be to insist either on obtaining the authority for any statement of a shady nature communicated to us, or to declare the intention of announcing it on the authority of our informant; or failing this, to refuse to listen to any information not given with these conditions. The law of supply and demand will soon exert itself in this way with most beneficial results. Since publishing some observations on this subject we have had copies of a correspondence placed in our hands by a leading firm here, received from the house of Samuel Allsopp and Sons of Burton-on-Trent, which illustrates to the letter how a scandalous rumour can originate on the most unfounded basis, how distorted it becomes by transmission, how widely and rapidly it spreads, and how seriously its mischievous effects may act on the credit and good name of the most solvent and prosperous. The scandalous rumour referred to in connection with this firm was so characteristic of a system prevalent at the time in the city, of circulating unfounded reports affecting the character of large houses, that it was made the subject of detailed comment in *The Times* of the 4th May, 1866. In this correspondence the course and development of the scandalous report from its original can be traced so as to afford an interesting and instructive example of the progress of error. In the first place, inability on the part of Messrs. Allsopp and Sons, while taking measures t oextend their plant, although brewing 15,000 barrels per week, to execute large orders unexpectedly received, was unfavourably interpreted by some uncharitable persons to mean that their financial resources were embarrassed, and rumour took up and spread the report in this form. From correspondent to correspondent it went, growing quickly in size and altering in shape, till a file of colonial papers reached London containing the speech of the Hon. Captain Bagot in the Legislative Assembly of South Australia wherein that gentleman, discussing the shortcomings of the Peninsular and Oriental mail line from Galle to the Australian colonies, states "that the great brewing firm of Allsopp and Sons would have been saved from bankruptcy if the mail had not been delayed!" Here is rumour "of ambitious aim" in an imaginative flight of the highest order; the scandal in its most aggravated and damaging form not only uttered as an accepted fact in a legislative assembly, from the mouth of law-giving wisdom, but one of its remote contingencies urged even as an argument against the character of a large public company totally unconnected with it. This is quite a typical case, and illustrates in every detail the mischievous tendencies of the habit of repeating—perhaps even thoughtlessly—any idle unauthenticated rumour which can possibly reflect on the credit and reputation of those whose names are attached to it. The vice is bad enough when indulged in at the expense of the character or fair fame of private individuals in our own circle, but when it attains or aspires to the dimensions of injuring business credit and spreading actual ruin among its victims, it deserves not merely the general reprobation of all right-minded men, but that society, as a means of protecting one of its weakest points, should visit its calumniators with condign punishment of the severest kind in its power to inflict.

The ship *Akbar* has been engaged for the conveyance to Colombo of the troops mentioned in our issue of the 26th July.

Digitized by Google

COMMERCIAL AND FINANCIAL INTERESTS OF CEYLON.

Concurrently with the great impulse imparted within the last few years to Ceylon production, the consumption of coffee in Great Britain has been marked by a positive decline. Looking only to this one broad fact, it might appear as though the extension of coffee plantations in Ceylon must come to be checked by that greatest of all impediments, unremunerative prices, with every allowance for more economical processes in culture and preparation, and that inflow of increased capital which we anticipate at no distant date. But we have been careful to point out, and to verify our assertion by incontestable figures, that with an aggregate decrease of consumption, that of Ceylon descriptions were steadily increasing, the decline being on coffee from other quarters. It is evident that increased regard is being paid to quality, and as the higher and middle classes may be assumed all along to have taken their customary supplies, the inference is that the taste for Ceylon plantation and native is spreading downwards; giving assurance that with increased means, resulting from the general increase of wages, and, generally, the improved means of the country, the demand will, on the average of years, keep pace with production. We referred at length in a former article to continental requirements. Were monetary accommodation attainable in Ceylon on more reasonable terms, the margin even of existing profit would admit of being somewhat narrowed, thus materially enlarging the home demand, affecting, as any reduction in price must, the classes to whom we must look for increased demand. The announcement of a further fall in the rate of discount which the present mail will carry out will do much to place Ceylon planters dependent on advances in their former position, and to reassure Colombo merchants. Although the stock of coffee in this country as compared with the corresponding period of last year exhibits a considerable augmentation, the prices realised at sales have been well supported. Holders evidently have in view a good continental demand, the current requirements of Germany especially, both for consumption and export, having been seriously checked by the war. The continental stocks are low, and must be replenished. Deliveries for home use continue large. As regards the improvement of monetary facilities in Ceylon, it is a good and healthy sign that the Bank of Madras, stimulated no doubt by representations from Ceylon itself, should have determined on establishing a branch bank at Colombo. Ceylon interests are nowhere better understood than in India, and the increase of trading transactions between them renders desirable yet more intimate financial connection. It was to have been expected that the late financial crisis would have created a drain on Ceylon specie, and this at its very earliest period. With the seat of commercial credit threatened, the outlying extremities of our financial organisation could not otherwise than suffer. Ceylon has borne well the brunt, and whilst we cannot but regret the individual inconvenience and even positive loss that has been occasioned we are satisfied that Ceylon will rapidly recuperate herself, and this from new sources, as late events have directed more attention than ever to colonial investments, the large profits accruing from which are found not to be necessarily synonymous with high risks. We find the shortening of the usance of Indian bills resolved upon by our Anglo-Indian banks commented on in the Ceylon journals come to hand. All curtailments of this character are necessarily disconcerting at the outset to the mercantile community, even in cases where transactions are carried on in due proportion to the capital invested. An impartial and comprehensive view commends an arrangement which will work favourably in the reduction of currency rates. No trade, probably, is on the whole more legitimate than that carried on by Ceylon, and the adverse comments on a measure really taken in the interests of all parties appear to arise firstly on the assumption that, so far as the measure applies to Ceylon, no allowance will be placed for the distance at which she is placed; and again, that the principle applying to exchange transactions necessarily involves not only the shipment but the realisation of the goods on which the bills are drawn. Instead of unreasonably curtailing credit operations, a shortening of the usance will place credit itself on a more stable basis, and in improving the position of the Anglo-Indian banks,—the great levers of our Eastern trade—will increase their power to extend all requisite facilities to their customers.

EXTENSION OF THE UNION MAIL SERVICE TO CEYLON.—The history of the Union Company has been one of well-considered and stable progress, the service between England and the Cape increasing in efficiency and accommodation, whilst the further extension to Natal and the Mauritius, and now onward to Ceylon, will tend to increase the revenue of the company and to enhance its reputation. The last mail from Ceylon informs us of the arrival of the first steamer on the new section of the above route, having left the Mauritius on the 6th of July, and arrived at Natal on the 16th of the same month. The arrival was marked with the same punctuality as to contract time which has distinguished the passages of the Union Company's steamers. There were nine passengers, and there is every certainty that the number of these, together with the amount of merchandise carried, must rapidly increase. The *Natal*, the steamer in question, brought mails for India and Australia. The importance of this link in oceanic communication as between three of our most flourishing colonies and the Far East and Europe cannot well be overrated. We look to a time when the Union Company will still further extend its organisation over the Eastern seas. The good fortune that has heretofore attended it, both as regards the actual services it has undertaken and the character of commanders and agents in its employ, will, we are assured, not forsake it. The arrival of the *Natal* at Galle has been commented on with marked gratification by merchants in London connected with the Cape, the Mauritius, and Ceylon. The first-named, under the new arrangements made, will be enabled to receive more prompt replies to their advices.

MEETING OF THE BRITISH ASSOCIATION.—In the Geographical Section Mr. F. Wymper read a paper "On the progress of the Russo-American Telegraph Expedition, *via* Behring Straits." He said—This great enterprise is the work of the Western Union Company of America. In order to make it a success a large amount of exploration had been found necessary, and this being almost in new or little known countries would, of course, add considerably to our knowledge of them. The first officials of the company reached San Francisco late in 1864, and some of them at once proceeded to British Columbia to commence the preliminary exploration. The line had previously been carried through Oregon and Washington territory to New Westminster, Fraser River, and the commencement of the new line is at this latter place, which is the embryo capital of British Columbia, and it terminates at the mouth of the Amoor River. The organisation of the first expedition was not completed until the end of July, 1865. Five vessels, including a screw steamer, were employed to take up the exploring parties, and to leave them at their several destinations, with stores for their subsistence, &c.; all returned to San Francisco before the 1st of December. The preparations for 1866 were on a more extended scale. Seven vessels, one of which is a magnificent clipper ship, would be employed in transmitting, principally to the coast of Asia, men, supplies, and telegraph material. More than 300 men would go to Kamschatka and Siberia, whilst the line is already constructed for about 700 miles north of New Westminster. By the end of this year about 1,500 miles of wire would be stretched northwards, and other sections of the line commenced. During the first half of June three vessels left San Francisco. Colonel Bulkeley (an engineer of immense experience, a colonel in the United States regular army in the corps of Engineers, and who was during the late war principally engaged in military telegraphing) was accompanied by Count Ansoff, a Russian commissioner appointed by the Imperial Government to see that every facility was afforded to the expedition. The United States steamer *Saginaw* would convey a part of the expedition, and a Russian man-of-war was ordered to report to Colonel Bulkeley, at Petropauloski, for the same purpose. On the deck of the clipper ship *Nightingale*, the largest vessel of the expedition, two small stern wheel steamers would be carried, which were intended for the navigation of shallow rivers on the coast of Siberia and Russian America. Early this year, in British Columbia, Major Pope explored the country from Lake Tatla to the head waters of Stekin River, and then descended that river to the sea, travelling more than 500 miles in snow shoes and the remainder of the distance (from the head of the navigation) in a boat. He was accompanied by only one white man and two Indians for the greater part of the journey. He described the country north of Tatla Lake as lightly wooded, though there is much prairie, and land which is very unlike the greater part of British Columbia. Every facility had been given to the expedition by both the British and Russian Colonial Governments, and all *materiel* for the company's use was everywhere admitted duty free. A paper written by Mr. W. H. Johnson, and read by General Sir A. S. Waugh, containing the result of explorations from Leh to Khotan in Chinese Tartary. Dr. Thomson expressed his belief that now that both Russia and England touched each others frontiers they would become better friends than ever. On either side of the dividing line of mountains there would be a settled government, and, consequently, no incitement to cross the barrier. Moreover, the hills themselves were of such a character as to render military movements almost hopeless, as must be tolerably apparent from the fact that it took an unarmed messenger 20 days to accomplish a distance of 100 miles. Mr. J. Thomson who, at considerable personal risk, labour, and danger to health, had succeeded in penetrating to the ruined temples of Cambodia, and in bringing back admirable photographs of these ruins, laid before the section some details of his journey. Starting from Bangkok, in Siam, he had succeeded in reaching these edifices, which stood in the midst of a vast plain, surrounded by forest and jungle, the quarries from which it is supposed they were built being at a distance of forty miles. No trace of the people who built them can be discovered, nor can the era to which they belong be ascertained. The present inhabitants of the country have no architectural knowledge, and worship the statues in general, having among them a tradition that the palaces, temples, &c., were erected in one night by a flight of angels from Heaven. There are inscriptions belonging to three different periods on the walls, but only the latest of these can be deciphered, and have no reference whatever to the buildings. Mr. Thompson exhibited specimens of the photographs which he had taken, which are really admirable as works of art, and show incontestably that the designers of the long stone-roofed corridors, noble pillars, bas-reliefs, and exquisitely-finished statues must have reached a very high state of civilisation. A cordial vote of thanks was passed to Mr. Thomson for his interesting communication.

Digitized by Google

NOTICES TO CORRESPONDENTS.

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be authenticated by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

Any information required by Subscribers, in reference to Commercial or General matters in CHINA, JAPAN, SINGAPORE, *and other parts of the* FAR EAST, *will be supplied on application at the Office, where files may be seen of the Journals published in those countries.*

THE LONDON AND CHINA EXPRESS.

PUBLISHED on the departure of the Mails *via* Marseilles on the 10th, 17th, and 26th, contains a Summary of European, American, and General News; Commercial and Shipping Reports, and Special notices of Trade with the FAR EAST.

Subscription 54s. per annum, including Postage. Export Supplement 12s. extra.

The London & China Telegraph.

LONDON, WEDNESDAY, SEPT. 5, 1866.

THE FRENCH IN SIAM.

In another column, a correspondent's letter will be found relative to the encroachments of the French in Siam, and the general position of that country. We have already published a statement that demands have been made for a slip of territory sufficient for the purpose of constructing a canal. Now this is certainly one of the most preposterous claims ever advanced by a Power professing amity and friendship. We would fain look on it as a friendly act for the improvement and development of the kingdom, but the circumstances of the case unfortunately establish a different view. All persons acquainted with Siamese affairs will remember the unwarrantable action of the French Consul-General, M. AUBARET, previous to his withdrawal from that post about two years since, and it was fully expected by the Siamese that the French Government would accredit some other functionary; but no, M. AUBARET is again at Bangkok, and unless some urgent remonstrances are addressed by the British Government to the Court of the Tuileries, we shall not be surprised to find that he will follow up his demands by the introduction of the French troops which are located at Saigon—a convenient distance. There is no use disguising the intentions of the French, for it is transparent that they are now inaugurating a scheme for the commercial improvement of their possessions in Cochin China at the expense of Siam. The propositions are so scandalous, however, that even in these days of non-intervention we feel sure that our Government, as also that of the United States, will not quietly stand by and see the spoliation of so good an Asiatic ruler as the King of SIAM, who has on all occasions promoted the interests of British and American commerce. But to take a purely selfish view of the matter, it will not suit our interests nor those of America to allow France to domineer in Siam as she has in Cochin China. The Government and merchants of both England and the United States have a settled stake in Siam which we cannot see coolly wiped out by any Power. England and America have, with the liberal and intelligent assistance of the KING, made Siam what she is. Even the very concession which the French now ask for has already been conceded to a British merchant, and a good deal of money expended in the preliminaries for cutting a canal through the Isthmus of Kraw. It is therefore the commonest justice that we should be supported in our claims. No doubt the possession of Cochin China (like Mexico) has been found a most inconvenient burden to the French Treasury, and M. AUBARET has been found to contain the necessary genius for altering this state of things. We trust however that M. AUBARET will not cause any trouble between the respective Governments, but negotiate fairly for any concession he may require from the Siamese. He knows, or should know, that his Imperial master cannot and will not sanction anything savouring of filibustering. We fear from all accounts that M. AUBARET is a very unfit man in point of temperament to hold the post he has, and the French Foreign Minister could not have been aware of the discourteous, almost bullying manner, in which he discharges his functions towards the Government of Siam. French Consuls and Diplomatists generally understand how to combine the *suaviter in modo* with the *fortiter in re*, and had M. AUBARET been trained to the work in the proper school no doubt he would also. The training of a man of war is certainly not suited to acquire the necessary qualifications. It is to be regretted that the Siamese Government did not lay a distinct complaint against him and protest against his re-appointment. We trust that Mr. KNOX, our Consul at Bangkok, has kept Lord STANLEY well advised as to the proceedings we have called attention to, and that his lordship will give it his usual prompt attention.

THE CHINESE COMMISSION.

PIN-TA-JEN and his attendant mandarins having taken leave of the Western world, and set out on their return to the flowery land, it behoves us to inquire what the total result of their flying visit has been. That in the general sense they can have learned or acquired anything save a misty and confused idea of European wealth and grandeur is simply impossible. Hurried from country to country, or rather from Court to Court, they were bewildered by the scenes which passed rapidly before them, and doubtless failed to derive any information from contrast or comparison. Thus to these representatives of a civilisation now superseded, England, France, and Russia must have conveyed the same impressions; the same courtesy was displayed by the officials of each, the same amount of military strength was exhibited, the wealth of each as typified by the comparative splendour of the three great European capitals might well to a cursory observer appear the same; and thus the only intelligible motive that prompted the formation of the commission was thwarted. And we must again protest against the use of such expressions as "the Chinese Embassy," "the Chinese Ambassadors," and the like. We do not desire to undervalue the feeling that prompted the organisation of the first special commission to foreign countries, but the terms we have cited and others similar that have been used, chiefly by the home papers, have conveyed a radically erroneous impression of the nature and scope of the duties entrusted to PIN and his comrades. The Commissioners have broken the ice and no more. The good old motto, *fiat experimentum in corpose vili*, has been rigorously followed in their case. Were information required as to the personal habits of that amusing brute the King of ABYSSINIA, and the relative strength of the African tribes in his vicinity, the Downing-street authorities would certainly not expend a fully fledged plenipotentiary in the prosecution of their design. The post of danger would be conferred upon some enterprising Foreign-office clerk, good enough for the service upon which he is despatched, but probably the last man that, under any circumstances, would be accredited to Paris and Berlin. So with PIN, he may be, and no doubt is, very useful in his way, but his position in his own country, and therefore his relative position in a European State, may best be judged from the simple fact that his rank or rating is that of chief clerk in one of the Peking Yamuns. It is manifest therefore that much of the ostentatious respect wherewith he was received was out of place, and seemed no less ridiculous to the man himself than to the lookers-on who knew to what an extent he possessed just claims to consideration. In England we contrived to signalise ourselves by according the Commissioner privileges hitherto denied to our Minister at the Court of Peking, but we have too much reason to anticipate that the only result of this step will be a stupid wonder on the part of the native authorities when they hear how accessible are the highest personages in the British realm. Still, the ice has been broken, and now that the manners and customs of the barbarians at home have been examined, there can be little doubt that the Chinese Government will take seriously into consideration the appointment of Ministers at the European capitals. Natives of China have of late years wandered so widely from their fatherland, that questions of civil right as between Chinese and subjects of other Governments may at any moment arise in the colonies. Native merchants and contractors, either directly or through agents, now make purchases in the foreign markets, and thus matters connected with trade are liable to come under consideration. Moreover with representatives at St. James's and the Tuileries, the rights of English and French subjects in China would in all probability be more assured than they are at present, for although not regarded as hostages by the Courts to which they would be sent, it is in this light that such Ministers would be regarded by the Court of Peking. To this then amounts the advantage to be derived from the late commission to foreign countries: the native authorities have thereby been rendered familiar with the idea of representing themselves at the capitals of the West, and the dread which must fall on an uneducated and unpractical Chinese when first he undertakes the dreary voyage over the unknown seas that separate the East from the West has been dissipated. "Pleasant it is," says the sage, "to meet friends

Digitized by Google

who come from distant climes," and this pleasure together with the expectation that the confidence of the Chinese in European faith may be restored and strengthened, form the total upon which we may look as gained by the visit just made by the Commissioners.

Literature.

—o—

International Policy: Essays on the Foreign Relations of England. Vol. I.—London: Chapman and Hall.

(*Continued from our last.*)

We take up the narrative again at the commencement of the "*Arrow*" war—the incidents of which will be fresh in the memory of most of our readers. Canton was taken; the Peiho forts captured; the treaty of Tientsin was signed, and Lord Elgin returned home leaving Mr. Bruce to get it ratified. As might have been expected, as soon as his back was turned the Chinese prevaricated, and hostilities again broke out in which our forces were worsted at Taku. What followed is thus described:—

"In 1860 Lord Elgin was again sent out to China, accompanied by Baron Gros, as the representative of France. In August the Taku forts were captured. In October, in retaliation of a violation of a flag of truce and imprisonment of British subjects by the Tartar General, the Summer Palace of the Emperor, the *chef d'œuvre* of Chinese architecture, was burnt and plundered by the Anglo-French troops; and on the 21st of October the treaty of Tientsin was ratified, with additional pecuniary indemnities."

Here again we find an undue learning towards the side of our opponents. The "violation of a flag of truce" is lightly passed over, as if it were a small matter, and the "imprisonment" only of British subjects alluded to, all mention of the accompanying ill-treatment, torture, and even murder, being withheld. By glozing over these atrocities, the destruction of the Summer Palace is made to appear an act of unjustifiable vandalism, instead of a wholesome and necessary retribution.

The stipulations of the treaty of Tien-tsin are then recapitulated; the "exterritoriality" clause being held up to special condemnation in these peculiarly constructed sentences:—

"If it is (*sic*) ruinous to the self-respect, and therefore to the public order and well-being, of a nation, to have foreign settlements forcibly implanted in its midst, it is even more fatal and pernicious that its own internal legislation, whether criminal or financial, should be at the mercy of a foreign Power. If it is (*sic*) deeply wounding to the self-respect of Spain that we should occupy Gibraltar, how far more humiliating, how incomparably more fatal to its interests, how far more disgraceful to our honour, were we to assume the pretensions of regulating its tariff for the sole benefit of English merchants and English labourers! How small the difference between submitting to the will of a foreign conqueror and submitting to the monstrous claim of exterritoriality, by which a British subject who had robbed or murdered a Spaniard in a Spanish port should assert his right to be tried not by Spanish but by British law, and by a British judge! Yet forcible regulations of commercial tariffs, and forcible assertion of British criminal law in cases of injuries committed by British residents or sailors on Chinese subjects, have been two cardinal principles of our Chinese policy!"

All this indignation is really thrown away. Of course a British subject who murdered a Spaniard in Spanish territory would be tried and punished by Spanish law, and very justly so. But how would the same system work in China? The criminal handed over to the Chinese for punishment would inevitably be tortured to death—perhaps cut up piecemeal—unless able to purchase entire immunity from punishment. British subjects convicted of offences against the natives of China and Japan seldom escape without chastisement, which in many cases is merciless in its severity; witness that of Mr. Moss, for instance, in Japan. Many European criminals have been executed in Hong Kong for acts of piracy and murder of which the Chinese were the victims. There has always been a stronger tendency on the part of our Ministers and Consuls to punish severely the offences of British subjects against natives than to insist upon the due punishment of natives guilty of fraud or outrage on those under their protection. And the much maligned British merchants so unsparingly vilified by this writer have always been most consistent in opposing the slightest leniency towards the "rowdies" who have of late years infested the coast, disgracing their nationality, and imperiling our good understanding with the Chinese. But to allow these scoundrels to be dealt with by the Chinese would defeat the ends of justice altogether; in many cases they would escape scot free by a sacrifice of their ill-gotten gains, while in others they would be cruelly tortured—a fate to which no true Englishman would subject even the vilest criminal. The writer's peculiar views on this subject prepare us in some measure for the nature of the policy he would adopt. This is the scheme proposed as a panacea for all the evils by which our present relations with China are characterised:—

"The first principle, then, of the policy I propose is recurrence to the Nanking treaty of 1842; cession, that is to say, of the additional rights extorted by the iniquitous war of 1857-60; restrictions of our commercial relations to the five ports of Canton, Amoy, Ningpo, Foo-chow, and Shanghai. It might be questionable whether the first of these ports should be retained, unless it is found that the bitter feeling aroused by the wars of 1842 and 1858 has in a great part subsided. In any case, however, the right of demanding passports to travel in the interior should be given up; and those who venture upon inland excursions should be considered to place themselves wholly beyond the pale of British protection. Above all, the settlement of Han-chow, and the whole navigation of the Yang-tze-Kiang, should be abandoned; no clause in our treaties with China having by the confession of almost every one of our political agents produced greater disorder and confusion than this. . . . . Even at the treaty ports, the right of exterritoriality, the right, that is, of trying British offenders against Chinese subjects by British instead of Chinese law, should be abandoned as wholly incompatible with the very foundations on which all international law rests. . . . . The next feature of our policy should be total suppression, so far as depends upon ourselves, of the opium traffic. . . . . The money extorted after the wars of 1842 and 1858 should be repaid. Our Oriental policy is degrading our standard of military morality with fearful rapidity. In the engagement in the Straits of Simonoseki, a few months ago, we demanded money for having abstained from the atrocious outrage of burning down a defenceless unoffending town. It is time that such procedure should be held in its true light, and as the merest buccaneering."

In other words, we should humble ourselves to the very dust; abandon our countrymen in China to the tender mercies of those ruthless savages, the "Mandarins;" pay tribute to the "Brother of the Sun and Moon"—and withdraw entirely from the splendid trade we have created, leaving our share of it to America, France, and the other Treaty Powers. On the whole, we may regard it as a matter of congratulation that the control of our international policy—at all events as regards the Far East—is not in the hands of Mr. J. H. Bridges, the author of this essay.

The sixth essay, that on our policy towards Japan (by Mr. Charles A. Cookson), is written in a different strain. It upholds, to a certain extent, some of the views adopted by Mr. Bridges, but in a much more reasonable way. The tone is more moderate, the language far better chosen, and the vindictive feeling towards the mercantile classes so freely indulged in the previous essay is nowhere apparent. Our notice of the book having already extended to greater length than usual we refrain from making further extracts; and in conclusion recommend the work as one well worthy of perusal, notwithstanding the peculiar principles it inculcates.

THE EMIGRATION COMMISSIONERS' REPORT.

The Twenty-Sixth General Report of the Emigration Commissioners states that in the 51 years that have elapsed since 1814 there have left the United Kingdom 5,901,510 emigrants, of whom 3,597,789, or nearly 61 per cent. have gone to the United States of America, 2,177,850 to British Colonies, and 125,871 to other places. Of the composition of this emigration in the earlier years, the Commissioners do not venture to offer an opinion; but of the 4,827,530 who have left the United Kingdom during the last 25 years they believe that upwards of 60 per cent. were Irish, and that of these the great bulk have gone to the United States. The Irish emigration may be calculated at an average of upwards of 116,000 a year during the whole of that period, which is considerably more than the natural increase of the people could supply. The reduction of the population of Ireland in the last 25 years is thus to a great extent accounted for, irrespective of the mortality in the famine of 1847. The emigration in the year 1865 was 209,801, of whom there were—English, 61,345; Scotch, 12,870; Irish, 100,676; foreigners, 28,619; not distinguished, 6,291. The Irish emigrants therefore formed 47.98 per cent. of the whole emigration, and 55.74 per cent. of the emigrants who went to the United States. There were among the Irish who went to the United States 31,943 single men, being in the proportion of 38.9 to the whole Irish emigration. Of the emigrants of 1865, there went to British North America, 17,211; to the United States, 147,258; to the Australian colonies and New Zealand, 37,283; and to all other places 8,049. In the first three months of the present year, the number of emigrants who left the United Kingdom from ports at which there were emigration officers was 39,672, of whom there went to British North America, 100; to the United States, 32,913; to the Australian Colonies and New Zealand, 6,067; to all other places, 592. This is the largest emigration during the same period of any year since 1854; the increase being principally in the Irish emigration to the United States.

With respect to "Chinese Emigration" the Commissioners report as follows:—

"In our report for the last year we explained the arrangement which had been made by British Guiana and Trinidad for placing on a somewhat more permanent footing the emigration from China to those colonies. It was provided that those colonies should take between them not less than 2,000 emigrants in the year, of whom five-eighths were to be sent to British Guiana, and three-eighths to Trinidad. British Guiana, however, instead of the 1,250 which would have been received under this arrangement, in 1864-65, applied for 1,800, and actually received 1,766, of whom 414 were women. The number sent to Trinidad was 612, of whom 187 were women, and in addition, one ship, carrying 480, of whom fourteen were women, was despatched from Amoy to Honduras. The whole number despatched was therefore 2,858, to whom are to be added fifteen born on the voyage, making a total of 2,873; the number of deaths on the voyage was 115, equal to 4.0 per cent. Considering the length of the voyage and the impossibility of entirely excluding men whose constitutions have been enfeebled by opium eating, the mortality cannot be considered large.

Digitized by Google

"The Chinese who arrived in Trinidad in the season 1864-65 are generally well spoken of by the immigration agent of that colony. He says, that, with few exceptions, they have been "more subordinate" than was expected; that some of the gangs have not only worked well for wages but have surrounded themselves with gardens, and have acquired pigs and poultry; and that the women are nearly all industrious and quiet. There are, however, exceptions, he says, to this description, some of the gangs being idle and unmanageable. The Chinese are more difficult to manage than the Indians, and require temper and discretion on the part of the overseers. They have no respect for courts where corporal punishment is not inflicted, and are much given to petty thefts. The Chinese imported into Cuba are said to be more honest and trustworthy, and the immigration agent is of opinion that a severe discipline, including corporal punishment, would have a good effect on their first arrival. Imprisonment with hard labour they regard without apprehension.

"During the season 1865-66 1,250 Chinese emigrants were ordered for British Guiana, and 750 for Trinidad. We have heard of the despatch from China of two ships for Trinidad, carrying 613 emigrants, and three for British Guiana, carrying 1,278.

"We regret to state that in the *Pride of the Ganges*, one of the ships for British Guiana, a mutiny broke out the day after the vessel sailed. The master and the purser were thrown overboard, and the mutineers compelled the first mate to proceed to Hainan, where all the emigrants left the ship. The ship was afterwards taken to Hong Kong by the mate and has since sailed with another body of emigrants for British Guiana. The alleged cause of the mutiny was the indifferent quality of the rice on board, but the fact that the rice was subsequently sold in the open market at the highest price of the day, seems to disprove the truth of that allegation. The mutineers did no injury to the ship, and took away from it nothing but provisions.

"We have received intelligence of the arrival at their destination of three ships, conveying 1,106 emigrants. The number of deaths on the voyage was 22, being equal to 1·98 per cent. of the numbers embarked.

"An endeavour is about to be made to initiate an emigration from China to British Guiana without Government assistance, which, as it may have important results, and is at all events interesting in its conception, may be noticed here. In the end of 1864 a Chinese Christian, O Tye Kin, who had for twelve years been a revenue surveyor at Singapore, arrived in British Guiana, with the intention of endeavouring to convert his fellow countrymen to Christianity. He succeeded very soon in forming a congregation of about 120 persons, and shortly afterwards he commenced, with the sanction and assistance of the local Government, the formation of a settlement about thirty miles from George Town. This settlement the Governor visited, in company with Admiral Hope, and gave it the name of Hopetown. In December last the Governor reported that the settlement had increased to 170 persons; that they had established a store in George Town for the sale of their produce, and that they expected very shortly to pay off the advance of £600 made to them out of public funds towards the formation of their settlement.

"O Tye Kin had proposed to the Governor to adopt in British Guiana the system followed in Singapore for the introduction of emigrants. He represented that, according to that system the employer is in the habit of paying the expense of the introduction of the emigrant on condition of receiving his services during two years for food and clothing only. He is sanguine that the same system might be brought into operation for the Hopetown settlement, and probably for the general service of the colony, and he has proposed to send two delegates to China to collect emigrants on these conditions. The Government so far adopts the scheme as to propose to advance from public funds the amount necessary to despatch the delegates, who on their part are to undertake on their arrival in China, besides obtaining emigrants for the Hopetown settlement, to assist the emigration agent in procuring emigrants for the planters. Whether the advance is to be repaid by the Hopetown settlement or out of the emigration fund is to depend on the result of the delegates' operations in procuring emigrants for the general service of the colony. That the delegates may be able to effect this is doubtful, but their presence in China can scarcely fail to be beneficial, as affording the ocular proof of the success of Chinese emigrants in the West Indies which the emigration agent in China has continually declared to be indispensable to the continuance of a satisfactory emigration.

"The importance of obtaining Chinese evidence as to the results of the emigration has been urged on the British Embassy by the Prince of Kung, and on Her Majesty's Consul at Canton by the Viceroy of the two Kwangs. The Prince of Kung with this view proposes to despatch a Chinese officer to visit the colonies to which Chinese emigrate, and to report on their condition. The Viceroy suggests that the emigrants themselves should combine to send back some of their number to give the results of their experience. There can be no doubt that the information which would be obtained by either of these courses would be most valuable, as an encouragement to the emigration of a respectable class of labourers, and it might be good policy in the colonies of British Guiana and Trinidad to send back some of the Chinese emigrants for the purpose of making known the advantages held out to labourers in those colonies. At present the Chinese feel a natural distrust of a system the results of which they have no means of ascertaining."

The number of emigrants under indenture in British Guiana on the 1st of January, 1865, was 32,150, among whom there were 5,354 Chinese males and 793 females. To the latter are to be added 1,691 Chinese introduced in the course of the year. During the year ending 30th June, 1865, 5,920 emigrants entered into renewed indentures for five years, and received in bounties 291,800 dollars for so doing. During the same period 1,190 immigrants paid the sum of 18,557 dollars as commutation for further service under indentures, and 360 others gave notice of their intention to commute. The number who re-indentured themselves is evidence of the general contentment of the immigrants with their position as labourers on estates, while the number who paid commutation money shows with what facility the industrious may acquire the means of determining their own condition. A large proportion of those who paid commutation money are said to have been Chinese, whose object in doing so was to obtain the bounty on entering into fresh indentures for five years.

The number of immigrants under indenture in Trinidad on the 1st October, 1865, was 9,879, of whom 380 were Chinese; in addition to whom 5,282 were resident on estates of whom 205 were Chinese. Among the Indians 375 deaths occurred during the year, being equal to a mortality of 2·5 per cent. The arrival of the Chinese was too recent to allow of any fair calculation of the rate of mortality among them. The proportion of Indian females and males resident on estates was rather more than 33 per cent.; the ratio of females to males of all ages was 38·8 per cent. The proportion of Chinese women to men introduced in 1864-65 was 45·61 per cent. During the season 1865-66 the women despatched from China to Trinidad were in the ratio of ·99 per cent. only to the men. The importance of the introduction of women is self-evident.

The Chinese immigration into New South Wales seems to have come to a pause during the 1864, for 84 only arrived during the year, while the number who left was 1,044.

In Victoria an Act was passed in 1865 "to amend the laws affecting the Chinese immigrating into a resident in Victoria." This Act repeals the Chinese Immigration Statute, 1864, and re-enacts it with the following omissions, viz.—(1.) The tax of £10 on the master of the vessel bringing male Chinese into the colony. (2.) The tax of £4 on Chinese entering the colony in any other way than on board a ship. (3.) The limitation in passenger ships of one passenger to every ten tons of the ship's tonnage if any of such passengers were male Chinese.

Labuan receives the following notice:—

"In the appendix to our report for 1864 we printed a copy of the lease then recently granted to the Labuan Coal Company for raising coal in that island. The operations of the company during the two years that have since elapsed were not so successful as might have been hoped, and they applied for some modification in the terms of their lease. Their application has been acceded to and a new lease has been granted to them (and the China Steam Shipping Company, with which they have amalgamated), a copy of which we print in the appendix. The principal alterations are, that instead of paying a royalty on all coal raised, they are in future to pay a rental of £300 a year, and a royalty of 6d. per ton on all coal beyond 12,000 tons sold or disposed of for value before 25th December, 1870, and of 1s. per ton for all beyond 6,000 tons after that date. They are also to be allowed to raise ironstone, fireclay, freestone, and petroleum on payment of certain royalties, and to cut timber for their own use or for any other purpose, on condition that they keep the land from which such timber is cut free of underwood and jungle. And in consideration of their making a railway from their coal pits to the shipping place and introducing settlers, they are to be allowed free grants of land along the course of their railway to the extent of five acres for every labourer introduced, not, however, to exceed 640 acres for each mile of railway."

A table given in the appendix shows that the contract price per adult from Canton to British Guiana is £14, though the *Queen of the East*, being of much larger tonnage than the other vessels, took a cargo of 488 persons at £12 17s. 6d. The *Montrose* got £15 a head from Canton to Trinidad, sailing on the 17th November, 1864; but the *Dudbrooke*, which sailed from Amoy to Trinidad on the 23rd October, 1865, contracted at £13 10s., while the *Red Riding Hood*, which left Amoy six weeks later, obtained £14. The greatest number of deaths during the voyage occurred on board the *Arima*, which left Canton on the 31st March, 1865, and arrived at British Guiana on the 11th of July. The deaths on her were 32, out of a total of 343 passengers. The *Brechin Castle* had only three deaths out of a total of 270 emigrants, who left Canton on the 18th October, 1864, arriving at British Guiana on the 26th January, 1865.

FOREIGN INTERESTS AT SHANGHAI.

(From the Annual Report by Commissioner of Customs.)

BRITISH.—The British easily obtain the larger portion of the goodly sized ingot which yearly passes through the crucible of trade at Shanghai. Their houses are the oldest; the most powerful among them are branches of those colossal establishments founded when China was still enveloped in mystery for Europe, by bold speculators who became merchant princes; they have passed through that happy epoch when the Celestial Empire was a mine of gold; the mine is still rich, but now it only yields brass, and is not so easily worked; their advance is therefore considerable. On the other hand, Great Britain, as regards China, is the only really importing country, for, compared with her, the United States and the Continent show but every insignificant figures; she is, consequently, the only country that has established a substantial system of barter or exchange of produce, which is moreover greatly to her own advantage; for, by her direct imports and by opium we have already seen that she introduces into Shanghai an amount of thirty-six millions of taels, whereas she only takes away twenty-two millions and a half. Furnishing her merchants therefore with goods through which they realise profits, and are without any expense in possession of funds with which to purchase native produce, they (the merchants) have at all times been enabled to land in Europe tea, silk and cotton under more favourable circumstances than others, and thus absorb a greater portion of the business of China, at the same time that London is made the general entrepot for all exports from the "Far East." The numerous British colonies situated in this part of the world also help to extend the circle of their transactions by the products exported from them, which increase their means of exchange. Besides, local trade, or that between port and port, instead of being, as in the case with other nations, a question of chance, is for them the natural corollary of those advantages, which enable them besides to keep up a considerable merchant fleet in these waters, forming indeed one half of the total amount of foreign tonnage. Of eighty-eight houses of business, fifty-eight are British, in which we include seven Parsee houses of good standing; the broking and commission houses, with very few exceptions, and all the banks, except one, are also British. Three docks, one ship-building and two ship-repairing establishments are managed by British subjects and worked with British capital.

AMERICANS.—The Americans at Shanghai are, as is the case everywhere else, in the ascendant as regards shipping; it is impossible to compete with their steamers, except by opposing them by others of the same kind, and built on the same model. On the Yangtze line, seven steamers out of nine are American; the others are distributed on the Ningpo, Hong

Digitized by Google

Kong and Japan routes; almost all are built with engines on the walking beam principal; one of them—the *Suwonada*—bears the palm for the rapidity of her coast voyages; she averages 14 knots. The fleet of merchant sailing vessels of the United States, now that the seas are free, will soon resume its former importance; many American clippers, during the war, flew foreign flags. This year the tonnage of sailing vessels and steamers was the same as in 1864, amounting to one-half that of the English vessels.

GERMANS.—Judging from the return tables of exports and imports, German commerce would appear to be almost null, and would be disposed of by the mention of a few articles of relatively very small value; but the Germans, not finding in their own country sufficient elements of business, go elsewhere to seek them, and thus create a trade for themselves; their houses in Shanghai order out manufactured goods from England, and return Chinese produce; they have also agents and branch houses in Japan, Siam, Singapore, Hong Kong, and other ports in China.

FRENCH.—France, the country of "ideas," imports many into China by means of her missionaries, but she does not care for importing cottons and woollens—leaving to more practical nations a free field for transactions of such a profitable but vulgar nature. The table of imports from foreign countries marks only a series of cyphers to her credit; in exports the items silk and cocoons shows piculs 5,844, and tls. 2,415,198; and although this amount is but trifling, as the total export was 43,000 bales, and as France must have taken more than the half for the consumption of her manufactures, it might still convey to the reader abroad an exaggerated idea of her trade at Shanghai. Of these 5,844 piculs, which may be treated as 7,300 bales, French houses only exported 2,500 bales; the rest having been sent forward by English, Americans, and Germans.

FRENCH AGGRESSION IN SIAM.

(To the Editor of *The London and China Telegraph.*)

SIR,—Being an old resident in Siam I beg to send for your pages a few facts worthy of public notice. I am necessarily obliged to condense them as much as possible, but they will not be the less faithful or deserving of your attention. Aware as I am of the great internal resources of this country, its external or natural advantages must be no less obvious to every one who casts his eye over the map, and knows at the same time the prolific nature of the soil, watered by the "Menam." It is true that the Siamese, either through ignorance or inability have failed to derive the advantages which circumstances the most felicitous have placed within their reach; but this has not been without its benefits to Europeans, as it induces them the more willingly to permit foreign merchants to establish on the best footing a connection for the purposes of trade and traffic. Several British houses are already established here, being branches of some of the most respectable and influential firms in London; but I regret to say that of late years Siam has been gradually succumbing under French aggression.

Napoleon III. may not himself be at the bottom of these shameful encroachments (though small and by degrees), but there is a small party in France whose minds are possessed with the idea of gold *en masse* and who take every opportunity of intimating through such agents as M. Aubaret, the Consul of France, and others, established all over the land, as to what the "lions and eagles" of *la belle* France are capable of doing under such and such an emergency. Thus the noble old ruler of Siam with his able Premier and Government are finding themselves insulted and threatened on the most trifling questions that happen to arise.

The conviction that Siam is gradually but surely losing her independence is gaining ground everywhere, even among the most casual of observers. For some time past rumour has been busy in attributing to Commandant Lagré, of Upper Cambodia, the design of annexing without any pretext whatever two adjoining provinces of Ligor and Baltabong. Since 1862 his Majesty the King of Siam has had the peculiar consolation of finding his revenue minus three important incomes. At this moment M. Aubaret, who has just returned to Bangkok, is using the most violent measures possible (without coming to an open rupture) to secure privileges the most exclusive and monopolies the most unprecedented to France.

It must not however be forgotten how fatal an influence it might have on England's Eastern possessions if the French or any other Power were to obtain the command or right to any of these ports and shut them up against us. The fertility of Bengal, as is already known from experience, is far from being beyond the influence of the seasons; but the luxuriant and almost spontaneous productions of this empire—combined with its being one of the finest of fruit-growing countries in the East—makes it sure of certain resources against the calamities of famine or a failure of the rice crop.

Having had long experience from local knowledge I am anxious that matters of such weighty consequences should not remain unknown concerning a country whose independence and welfare is the subject of the utmost importance to England's Eastern possessions, and to which the eyes of the European world have of late been turnedwith so much interest; and with which—if the present undertaking so auspiciously arranged for a telegraph be successfully carried out—our commercial and political relations are destined soon to be of a much more definite and satisfactory kind.—I am, Sir, yours faithfully, OLD SIAM.

BANKS AND COMPANIES CONNECTED WITH THE FAR EAST.

Peninsular and Oriental Steam Navigation Company, 122, Leadenhall-street.

Messageries Imperiales, Head office in Paris, R. W. and H. Horne, agents, 4, Moorgate-street.

China Steamship and Labuan Coal Company, Ethelburga House, 70, Bishopsgate-street.

Netherlands India Steam Navigation Company, Gresham House.

Hong Kong and China Gas Company, 11, Old Jewry Chambers, J. H. Walduck, secretary.

Singapore Gas Company, 25, Poultry, Robert King, secretary.

Pacific Saw Mills, Hakodadi, Armitstead and Co., agents, 21, Old Broad-street.

Amoy Dock Company, Zulueta and Co., agents, 22, Moorgate-street.

Shanghai Wharf Company, D. and G. Latimer and Co., agents, St. Swithin's-lane.

Hong Kong and Whampoa Dock, Morrison and Co., agents, Crown-court, Philpot-lane.

North China Insurance Company, Ashton and Co., agents, Hatton-court, Threadneedle-street.

Canton Insurance Company, Matheson and Co., agents, 3, Lombard st.

Union Insurance Company of Canton, Dent, Palmer and Co agents, King's Arms Yard, Moorgate-street.

Hong Kong Insurance Company, Gledstanes and Co., agents, 26, Austin Friars.

China Traders' Insurance Company, Hong Kong, Fearon and Co., agents, 36, Great St. Helens.

Hong Kong Marine Insurance Company, Farbridge, Holliday and Co. agents, Manchester.

Ceylon Company, 7, East India Avenue, J. Anderson, secretary.

Borneo Company, 7, Mincing-lane, R. Harvey, manager.

Tanjong Pagar Dock Company (Limited) of Singapore, Mactaggart Tidman, and Co., agents, 5, Lime-staeet.

BANKS.

Asiatic Bank Corporation, 4, Lombard-street, F. Lawrence, manager.

Chartered Bank of India, Australia, and China, 21, Threadneedle-street, G. N. Adam, manager.

Chartered Mercantile Bank of India, London, and China, 52, Threadneedle-street, D. T. Robertson, general manager.

Comptoir d'Escompte de Paris, Union Bank of London, agents.

Hindustan, China, and Japan, 1, Bank-buildings, Lothbury, J. Ouseley, general manager.

Hong Kong and Shanghai Banking Company, W. H. Vacher, agent, Gresham House, Old Broad-street.

Oriental Bank Corporation, Threadneedle-street, C. J. F. Stuart, chief manager.

*** *Companies omitted in the above list will be included if the particulars are forwarded.*

Monetary and Commercial.

Considerable surprise has been expressed in commercial and legal circles at the action taken by some creditors in Hong Kong against the Commercial Bank Corporation, and more especially at the decision of the judge of the Supreme Court in deciding that the creditors were not bound to respect the authority of the Court of Chancery, into whose custody the head office in London had been placed. We think this a most injurious decision, and one that will inflict an injury on the claimants themselves, for in a few days after that decision full powers would arrive from the Court of Chancery in England, and the attempt to obtain an unfair advantage would simply result in the loss of the legal expenses incurred. We think the creditors were also mistaken as to the nature of the assets. We understand that the bank's vaults were nearly clean swept before the stoppage, and that the assets consisted of title deeds, &c.

The following paragraph appeared in *The Times* of the 3rd inst.:—

A telegram from Calcutta has brought information to the Agra and Masterman's Bank that the powers of the appointments under the Court of Chancery have been fully recognised there, and that everything connected with the liquidation is working smoothly. An agent of the liquidators had started for China to prevent, if possible, in the case of this bank a repetition of the injury inflicted on the Commercial Bank by the local courts having refused all protection to it.

And the next day the following letter relating to the Commercial Bank Corporation of India and the East:—

"Sir,—The paragraph in the City article of *The Times* of to-day is calculated to convey an erroneous impression as to the position of the Commercial Bank Corporation of India and the East of China. According to my most recent advices measures had been successfully adopted for protecting the assets of the corporation at its various agencies in China and Japan, and this had been effected long before the decision at Calcutta alluded to.—I am, Sir, your obedient servant,

"W. H. HOLYLAND, Official Liquidator of the Commercial Bank Corporation of India and the East."

Complaints have been made of the non-delivery of telegraphic despatches forwarded by the Kiachta route to Shanghai. The homeward ones take 22 to 30 days, and are sometimes quite unintelligible. The line has also been used by some unscrupulous persons to transmit false news, one telegram having been sent to the effect that the Bank of Hindustan in London had stopped, which must have had a bad effect on that bank at Shanghai.

The *Shan-Tung*, of 311 tons, was sold at Lloyd's by order of the Admiralty for £1,370.

The *Erl King* steamer is loading a general cargo for Shanghai at £6 per ton.

At the annual general meeting of the Hong Kong and China Gas Company the report presented states—

The loss on the revenue account is solely attributable to the unfortunate state of your late manager during the latter part of his residence in the colony as previously communicated, which prevented proper superinten-

Digitized by Google

dence being exercised over the setting of the retorts or the economical manufacture of gas, thereby causing the consumption of coal to be fully twice as much as was necessary. The large stock of 2,000 tons originally laid in was thus quickly consumed, and before fresh supplies could be obtained inferior qualities had to be purchased in Hong Kong at the high prices then ruling. The cost of labour for carbonising the large extra quantity daily consumed, added much to the expenses, which were in other respects on an extravagant scale. When these facts became known to your board, they took prompt measures to effect a thorough change by appointing Mr. Newton, in the place of the late manager, Mr. Autey as sub-manager, and a local committee of three shareholders, with all of whose services they have every reason to be satisfied, and to whom their best thanks are due. Having pointed out the cause of disappointment, your directors turn with pleasure to the encouraging facts that the demand for gas is most satisfactory and continues steadily to increase, and had it not been for the unfortunate circumstances alluded to, a fair amount of profit would have been realised on the working of the first twelve months. By recent advices from the works your directors are glad to report that the new retorts have arrived, and that they would be immediately set by a thoroughly practical man who was sent out to be in readiness to receive them. A good supply of coal at a reasonable price had also arrived, so that little doubt exists that at the present time very satisfactory results are obtained. The consumption of gas in the colony is steadily progressing, the fitters are well employed, and fresh orders coming in. The want of a good market for the residual products is much to be regretted; when better known it is believed they will become more in demand, and so enable your directors, at no distant period, to reduce the price of gas.

These facts having been known to the shareholders and the public some months since there was no discussion on them. It is expected that the directors will now very shortly be in a position to pay a dividend from remittances expected from Hong Kong. It is quite evident from the large amount of receipts for the year, £11,382, that the shareholders will soon enjoy a very handsome dividend.

The Circular of Messrs. Sillar and Co. says :—

GOLD.—The state of the foreign exchanges still causes an influx of gold into the country, and large amounts continue to be sent into the Bank of England; the amount sent in duving the week is £972,000, and, on the other hand, £102,000 has been withdrawn, chiefly for America. The steamer *Tanjore* from the East, due at Southampton on the 9th proximo, brings £133,292.

SILVER has been in rather more request for the Continent, and we raise our quotations for both Bars and Mexican Dollars, viz., 5s. 0¾d. and 4s. 11d. respectively, at which prices those by the *Shannon* were sold. There is no demand whatever for the East; the last steamer for Bombay took no buillion.

EXCHANGE ON INDIA.—The business transacted is still only to a limited extent, and our quotations remain as before. The amount of Council bills to be tendered for on the 5th proximo is 35 lacs.

The amount of bullion by the P. and O. Company's steamer *Pera* from Southampton on the 4th inst. was :—In gold to Madras, £500; in silver to Madras £20; to Hong Kong, £215. Total in gold, £500; in silver, £235.

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Aug22	Prince Waldemar	—	Rangoon	Off the Lizard.
— 27	William Prowse	Fish	Do.	Liverpool.
— 27	Freia	Nielsen	Akyab	Falmouth.
— 26	Wilhelmina	Brouwer	Rangoon	Do.
— 27	Sea Wave	Warden	Akyab	Do.
— 22	Eolus	Ahlers	Rangoon	Bremen.
— 28	Ethels	Peach	Hong Kong	London.
— 27	Royal Adelaide	Robbins	Akyab	Liverpool.
— 27	Vanda	—	Rangoon	Off Queenstown.
— 24	Ilma	Stenmann	Akyab	St. Nazaire.
— 28	Anna Helen	Morris	Do.	London.
— 14	Borneo	—	Penang	Off Boston.
— 29	La Plata	Regnell	Singapore	London.
— 29	James Wishart	Buchanan	China	Deal.
— 30	Brechin Castle	Jones	Rangoon	Do.
— 24	A. R. Falck	v.d. Plas	Banjoewangie	Texel.
July30	Pride of the Ganges	Nankivell	Canton	Demerara.
Aug.—	Neerlands Vlag	Humphrey	Batavia	Off Flushing.
— 9	I.A.U.	Soltura	Macao	Havana.
— 27	Louise	—	Java	Off Portland.
— 28	Elisabeth	Tryselius	Sourabaya	Do.
— 29	Ocean	Smit	Batavia	Texel.
— 19	Eastward Ho!	Byrne	Canton	New York.
— 19	Cymbeline	Lobey	Singapore	Do.
— 21	Tasso	Holmwood	Nagasaki	Do.
— 27	Albertine	Falck	Singapore	Gibraltar.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Aug 25	John Banfield	Bastian	Colombo	London.
— 25	Shun Lee	Milnank	Hg. Kong & Canton	Do.
— 26	Petchelee	Owen	Singapore	Do.
— 23	Lichstraal	Wierick	Batavia	Off Dover.
— 23	Nonnatum	Kingman	Galle	Cardiff.
— 25	Cinso Hermanos	Ormachea	Manila	Liverpool.
— 27	Jacob Levy	Mollison	N'castle & P.deGalle	London.
— 25	G. K. G. v. Hogendorff	Fabritius	Singapore	Newport.
— 28	Old England	Bulman	Newcastle & Galle	London.
— 25	Karel August	—	Batavia	Off the Start.
— 25	Landbouw	—	Do.	Do.
— 27	Landore	Howard	Shanghai	Sunderland.
— 28	Nyphon	Baker	Hong Kong	Swansea.
— 20	Quintet	Slyboom	Samarang	Off the Wight.

DEPARTURES—*continued.*

Date.	Ship.	Captain.	For	From
Aug28	Eliza Laing	Jones	Galle	Sunderland.
— 31	Channel Queen	Marquand	Colombo	London.
— 28	Bellatri	Haacke	Batavia	Off Dover.
— 22	Sophie	Radon	Singapore	Liverpool.
— 31	Ceylon	McLeod	Galle	Clyde.
— 30	British Constitution	—	Do.	Shields.
Sept. 1	Martha	—	Hong Kong.	Deal
Aug31	Magellan	Crosbie	Shanghai	Liverpool.

(See Commercial Postscript.)

LOADING.

At LONDON.—For Yokohama: Havelock. For Nagasaki and Yokohama: Chrysolite. For Manila: Angela. For Shanghai: Jubilee, Sir Harry Parkes. For Hong Kong and Canton: Her Majesty, Canadian. For Singapore: Rushing Water. For Singapore and Penang: Spirit of the Deep. For Penang: Champion, Katinka. For Colombo: Avon, Granville, Thames, Frances, Frances. For Galle, Colombo, Cochin, Beypore, Calicut, Cannanore, and Mangalore, Star of Ceylon. For Cape of Good Hope, Batavia, and Shanghai: Erl King, str.

At LIVERPOOL.—For Shanghai: Maiden Queen. For Singapore: Chloris, Indiaman. For Manila: Maria y Vicente, Salis. For Batavia and Sourabaya: Engel, Helena Henriette, Jane Kilgour. For Colombo: Empress. For Galle: Marseilles. For Yokohama: Constantia.

At GLASGOW.—For Manila: Odulia. For Batavia and Sourabaya: County of Ayr. For Singapore and Penang: James Paton.

SPOKEN.

HEROES OF ALMA, London to Japan, July 15, 11 N., 27 W.
NEREUS, Sunderland to Singapore, June 29, 20 S., 29 W.
CORNELIS ANTHONIE, Rotterdam to Batavia, July 24, 12 N., 38 W.
ACACIA, Sunderland to Shanghai, July 2, 14 N., 113 E.
ROSLIN CASTLE, Clyde to Singapore, Aug. 20, 47 N., 14 W.
JANE MARIA, London to Colombo, July 18, 10 N., 25 W.
No. 0814 3rd d.p., from Shanghai, 56 days out, June 3, 27 S., 47 E.
IDA, Colombo to London, July 10, 32 S., 15 E.
FORTUNA, Liverpool to Batavia, July 10, 8 N., 25 W.
ASTREA, Liverpool to Batavia, July 10, 8 N., 25 W.
OUDERKERK VAN DEN AMSTEL, Batavia to Amsterdam, July 13.
ARABIAN (barque), Sunderland to Singapore, June 15, 37 S., 16 E.
EUGENE ADELE, China to Havana, on the line, 107 E.
SEA KING, Cardiff to Yokohama, Aug. 21, 47 N., 12 W.*
R. B. FORBES (ship), Macao to Havana, June 11, off Cape Good Hope.
ENOCH TRAIN (ship), Manila to New York, July 28, lat. 12, lon. 37.
TANJORE (French barque), Cardiff to Galle, July 8, 21 S., lon. 33.
LYON, Cardiff to Shanghai, May 6. 5 S., 30 W.
HERALD, Shields to Hong Kong, June 7, lat. 35, lon. 24.
PRESIDENT V. RYCKEVORSEL, Sunderland to Batavia, July 28, 4 N., 24 W.
JAS. RUSSELL, London to Hong Kong, Aug. 9, 14 N., 30 W.
NORHAM, Sunderland to Singapore, May 23, 4 N., 24 W.;
*Had lost sailmaker overboard.

FREIGHTS AND CHARTERS.

The amount of tonnage loading for the various Eastern ports has somewhat declined, but no alteration has taken place in outward freights. Coal freights from the outports remain about the same. In homeward charters there has been but little doing, we hear of one vessel being placed from Java to Europe at 47s. 6d. per ton. The Akbar has been engaged to convey the troops to Ceylon which has been tendered three times.

Current Rates of Freight for Vessels on the Berth :—To Yokohama: 40s. weight, 50s. meast. To Nagasaki: 50s. weight or mea. To Shanghai: 45s. weight, 45s. to 47s. 6d. meast. To Hong Kong: 40s. weight or meast. To Singapore: 30s. weight or measurement. To Penang: 40s. weight or measurement. To Ceylon: 25s. to 30s. weight, 35s. meas.

The current quotations for coal, &c., are as follow :—From Wear or Tyne per keel. For Hong Kong: £43. For Singapore: £30. For Shanghai: £50. For Saigon: £50. For Yokohama: £50. From Newport, Cardiff or Swansea, per ton. For Hong Kong: £2. For Singapore, £1 6s. For Shanghai: £2 7s. 6d. For Saigon: £2 8s. For Batavia: £1 6s. For the Philippine Islands: £2 2s. 6d. For Manila: £2.

CASUALTIES.

The wreck of the Golconda, from Singapore to London, which went ashore on the Pan Sand near Whitstable July 4, was, on Aug. 25, got in near the cut of Whitstable Harbour, where the cargo still remaining in her may be easily got out, endeavours will, however, be made to place her so that she will be dry at low water.

The second mate of the Agincourt, from Southampton to Hong Kong, which foundered on June 24, reports that when the vessel was abandoned she was on fire.

Accounts from Capetown, dated July 15, state that the Senior, Bakker, from Batavia to Amsterdam, which put into Simon's Bay July 8 leaky, was discharging cargo and that about half of the quantity already discharged was damaged.

The Shun Lee, which cleared from London on Aug. 25, for Hong Kong, put back to Gravesend on the 31st with windlass damaged, she, however, proceeded again on her voyage the following day.

Advices from Rio Janeiro, dated July 11, report H.M.S. Challenger as having landed there the second mate and five men of the Severn, Leyland, from Newport to Shanghai, which vessel foundered June 16 in lat. 37 N., lon. 14 W., the master and rest of the crew were landed at Pernambuco July 12 by the British vessel Arequipa; and later accounts from the same place bearing date Aug. 8, state that the St. Vincent de Paul, Guerin, from Toulon to Saigon, which put into Rio Janeiro July 30 very leaky, would have to discharge half her cargo there.

MISCELLANEOUS.

At SIMON'S BAY.—July 15, St. Jan, Lommerse, from Batavia; Alblasserdam, Hoen, from Padang.

At RIO JANEIRO.—July 30, St. Vincent de Paul (Fr. ship), from Toulon for Cochin China, leaky.

Digitized by Google

THE BANK OF HINDUSTAN, CHINA. AND JAPAN (Limited).

1, BANK-BUILDINGS, LOTHBURY, LONDON.

CAPITAL	... ...	... £4,000,000
Subscribed	... ...	... 3,696,100
Paid-up	... ...	... 893,682

DIRECTORS.

William Fernley Allen, Esq., Alderman.	James Levick, Esq.
William Frederick Baring, Esq.	Sassoon David Sassoon, Esq.
James Nugent Daniell, Esq.	J. Mackrill Smith, Esq.
William Harrison, Esq.	Richard Spooner, Esq.
	Philip Vanderbyl, Esq., M.P.
	Henry Young, Esq.

BANKERS.

The Bank of England. | The National Bank.
The Alliance Bank.

EDINBURGH BRANCH.

DIRECTORS.

William Forbes, Esq., of Medwyn.
Patrick Arkley, Esq., of Dunimald.
James Mackintosh, Esq., jun., of La Mancha, and late of Calcutta.
John A. Macrae, Esq., W.S., 39, Frederick street, Agent

BRANCHES.

Bombay	Colombo	Shanghai
Calcutta	Hong Kong	Yokohama

Deposits received, subject to ten days' notice, on the usual terms, and for fixed periods at rates subject to special agreement.

Drafts issued, and Bills negotiated, payable in India, China, &c. Circular Notes and Letters of Credit, payable throughout Europe, are also issued for the convenience of Travellers per Overland Route.

The purchase and sale of Indian and other Securities, and the safe custody of the same, undertaken. Dividends, Pay, Pensions, Interest, or other moneys realised, and the registry of Indian Government Loan Notes effected, so that the interest may be paid in England.

Every other description of Banking and Agency business in connection with India, China, &c., conducted on the most favourable terms.

JOHN OUSELEY, General Manager.

CHARTERED MERCANTILE BANK of INDIA, LONDON, and CHINA.

Incorporated by Royal Charter.

Paid-up capital, £750,000. Reserve Fund, £250,000.

BRANCHES AND AGENCIES.

Bombay.	Colombo.	Penang.	Hong Kong.	Yokohama
Calcutta.	Kandy.		Shanghai.	
Madras.	Galle.	Singapore.	Hankow.	

The Bank negotiates and collects bills and grants drafts payable at the places above mentioned, issues letters of credit and circular notes for the use of travellers by the Overland Route, terms for which can be ascertained at the Head Office in London.

The Bank will effect the purchase or sale of Indian securities, undertakes the safe custody of same, and the receipt of interest, dividends, pay, pensions, and other moneys for remittance through the Bank or otherwise.

The Bank receives money on deposit, on which interest will be allowed according to the length of time deposited. Particulars as to rates can be ascertained at the Head Office, 52, Threadneedle-street, London.

Office hours from 10 a.m. to 3 p.m.; Saturdays, from 10 a.m. to 2 p.m.

No. 52, Threadneedle-street, London, E.C.

COWASJEE DINSHAW,

Close to the Landing Place. Depot of

EUROPEAN, CHINA, AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality. Bombay-made Soda Water and Lemonade. Perfumery, Confectionery, Oil man's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.

STEAMER POINT, ADEN.

Drawing and Reading-room free to Passengers.

THE "LONDON AND CHINA EXPRESS" ON SALE

Bottled Ales and Wines, &c.

"NO BUYERS for the BEST BRANDS, unless RE-PACKED," in consequence of repeated BREAKAGE.—Melbourne Journal of Commerce, Nov. 16. Heating and Breakage entirely prevented, and 15 per cent. saved in Freight of Cases by using SEYMER'S BOTTLE PACKINGS AND COOLERS.

Price 7½d. per doz. Bottlers contracting for large quantities effect so great a saving in labour, &c., that they can supply them at one-fourth less in price to Shippers, who will find it most profitable to order their goods to be so packed in future. In use by all the leading London houses.—T. WHITEHEAD, 37, EASTCHEAP, E.C. Sole Manufacturer.

TO IMPORTERS.

The undersigned beg to remind Importers of Wearing Apparel, and Boots and Shoes, of the many advantages which their long experience as Manufacturers and Shippers, their vast resources, and their intimate knowledge of the requirements of Foreign and Colonial Markets enable them to offer.

ASSORTED SAMPLE CASES FORWARDED ON RECEIPT OF REMITTANCE OR ORDER ON LONDON AGENT.

E. MOSES AND SON,

CORNER OF MINORIES AND ALDGATE, LONDON

PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's Establishments at the above Port afford every facility for REPAIRING and SPARRING VESSELS, and for CLEANING and PAINTING Iron and Steam Ships.

Their large Granite Dock, 286 feet long on the blocks, is in complete working order, and at average spring tides can take vessels drawing 16 to 17 feet water. The Dock is fitted with a Caisson Gate and with a Centrifugal Steam Pump of great power, ensuring despatch in all states of the tide. An ample stock is kept on hand of Timber, Oregon Spars, Sheathing Copper and Yellow Metal, and of every description of material for Dockyard use.

The premises comprise an Engineer's Workshop, Brass Foundry, a large Smithy and Carpenter's Workshops, and the works are superintended by Resident Europeans, viz., a Shipwright, an Engineer and a Blacksmith. Dry, Godowns for the reception of vessel tores, &c., when requiring to discharge them.

Amoy, March, 1865.

THE CHINESE COMMERCIAL GUIDE.

CONTAINING Treaties, Tariffs Regulations, Tables, &c., useful in the trade of China and Eastern Asia, with an Appendix of Sailing Directions for those Seas and Coasts, by S. WELLS WILLIAMS, LL.D. Fifth Edition.

Hong Kong, SHORTREDE and Co.; London Agent, F. ALGAR, 11, Clement's-lane, E.C. Price Two Guineas.

"CHINA MAIL" OFFICE.

No. 2 WYNDHAM-STREET (back of the Club):—

1.—THE EVENING MAIL,

A DAILY PAPER.

PRICE.—2 dols. per month.

TERMS OF ADVERTISING.—First insertion, Ten lines and under, 1 dol.; each additional line, 10 cents. Subsequent insertions, per week, 50 cents and 6 cents—"Auction" Notices are excepted, for which only One Charge per week is made).

2.—THE CHINA MAIL,

AN ORIGINAL WEEKLY PAPER.

(Every Thursday Night.)

PRICE.—15 dols. per annum; Single Copies, 44 cents.

ADVERTISING.—First insertion, Five lines, 1 dol.; each additional line, 20 cents. Subsequent insertions, 50 cents. and 10 cents.

The "China Mail" has been permanently enlarged in size, namely, from 4 to 6 full pages. It is the only weekly paper published in China which contains a complete summary of Hong Kong news as well as that from the treaty ports of China and Japan, and from Manila, Australia, India, and the Straits. Its circulation, which has of late considerably increased, extends throughout the coasts of those countries as well as to various parts of Europe. Great facilities are thus afforded to advertisers in this newspaper.

3.—OVERLAND CHINA MAIL.

Containing 8 FULL PAGES, and consisting of a reprint of the articles in the EVENING and CHINA MAILS, with Summary of News and Commercial Summary.

ONCE A FORTNIGHT.

(The Morning of the Mail's despatch.)

PRICE.—To Subscribers to the Weekly issue, 8 dols to Non-subscribers, 12 dols. Single copies, 50 cents.

ADVERTISING.—The same as in the Weekly. All "Notices of Firms" appearing in the Weekly will be inserted in the *Overland*, and charged for, unless otherwise ordered.

A. SHORTREDE & CO.

Hong Kong, May 17, 1866.

Now ready, 8vo, price 12s.

RUTTER'S METRIC SYSTEM OF WEIGHTS and MEASURES compared with the British Standard Weights and Measures in a complete Set of Comparative Tables; also, Tables of Equivalent Prices under the Two Systems, and of Chinese and Indian Weights compared with Metric Weights, &c.

By HENRY RUTTER,

Author of Exchange Tables and Arbitrations of Exchanges between England, India, and China.

Now ready, Ninth Edition, revised and enlarged, price 25s., cloth lettered,

RUTTER'S EXCHANGE and BULLION TABLES; being a complete Guide to Exchange Operations between England and the East, in sterling, rupees, and dollars, extended so as to meet the requirements of Shanghae rates under any possible variation. To which is now added an Appendix, containing a guide o the negotiation of short-sighted Bills; with other information relative to Exchanges between England, India and China.

By HENRY RUTTER, late Agent of the Commercial Bank of India, Hong Kong.

London: EFFINGHAM WILSON, Royal Exchange.

TUPPER AND COMPANY.

MANUFACTURERS OF PATENT GALVANISED IRON, in Sheets, Tiles, Iron Roofs Sheds, Cisterns, Pails, Gutters, Wire for Fencing, &c.

WORKS AT BIRMINGHAM AND LONDON.

OFFICES—61A, MOORGATE-STREET, LONDON.

Merchants' orders executed with despatch.

THE MONEY MARKET REVIEW,

A WEEKLY JOURNAL OF THE HIGHEST CLASS,

EXCLUSIVELY DEVOTED TO THE DISCUSSION OF COMMERCIAL AND FINANCIAL TOPICS.

PUBLISHED EVERY SATURDAY

TERMS OF SUBSCRIPTION.

PAYABLE IN ADVANCE.

Single Paper ... ... 6d. Yearly ... ... £1 6s.

BY POST.

Single Paper ... ... 7d. Yearly ... ... £1 10s.

*** Post-office orders to be made payable to FRANCIS FISHER, 23, Birchin-lane, Cornhill, London, E.C.

REVUE ORIENTALE,

Conducted by M. LEON DE ROSNY,

Professor of Japanese in the Imperial School of Living Oriental Languages of Paris.

DEVOTED specially to Ethnography, History, Literature, and Commerce of Asia, Africa, and Oceana.

The last issue (No. 57) contains, amongst other matters,—

THE INEXORABEE COURTESAN, a Hindoo Story translated by M. Garcin de Tussy, Member of the Institute of France.

COMMERCIAL RELATIONS of the EAST and WEST in Ancient Times, by M. A. Castaing.

OCEANIC STUCIES, by G. Delonore.

VOYAGE in the HOLY LAND, by M. F. de Saulcy, of the Institute.

ORIGINAL CORRESPONDENCE.

MISCELLANEOUS NEWS relating to the East.

Agents in London: TRUBNER AND CO.

ENGLISH GARDENS IN THE EAST.

THE Fourth Season has now confirmed the complete success of MR. CHRISTY'S Cases for conveying Fruit Trees, Vines, Plants, Flowering Shrubs, and Seeds, to the East, when shipped in the holds of Steamers like ordinary Case Goods. Mr. John Waterer, junr., the American Nursery, Bagshot, Surrey, or Mr. Christy, 28, Pall Mall, London, are prepared to execute orders for gentlemen in the East, and beg to call attention to the list of prices and conditions. FRUIT TREES, including PEARS, APPLES, PLUMS, CURRANTS, GOOSEBERRIES, PEACHES, NECTARINES, APRICOTS, CHERRIES, and QUINCES, per case, 10 Guineas.

	Guineas.
20 FRUIT TREES, with Ten varieties, per case	14
ROSES of the best kinds ... ... „	15
RHODODENDRONS and AZALIAS, &c.	15
GARDEN SEED (various) ... ... „	5 upwds.

The number depends on the size of the roots; the cases average 30 plants each.

All the above prices include freight, insurance, and all charges to any port where the P. and O. steamers call. The season for shipment commences about September and ends in January. All orders must be accompanied by a remittance or orders for payment. The name of the agent at the port of arrival must be furnished, to prevent delay in forwarding.

DINNEFORD'S FLUID MAGNESIA

THE Medical Profession for Thirty Years have approved of this pure solution of Magnesia as the best remedy for Acidity of the Stomach, Headache, Heartburn, Gout and Indigestion; and as a mild aperient it is especially adapted for ladies and children. Prepared by

DINNEFORD & CO.,

CHEMISTS, &c.,

172, NEW BOND-STREET, LONDON

And sold throughout the world by all respectable Chemists

CAUTION.—See that "Dinneford & Co." is on each bottle and red label over the cork.

Keating's Cough Lozenges.

JUDGED BY THE IMMENSE DEMAND this Universal Remedy now stands the first in public favour and confidence: this result has been acquired by the test of fifty years' experience. These Lozenges may be found on sale in every British colony, and throughout India and China. They have been esteemed wherever introduced. For COUGHS, ASTHMA, and all affections of the Throat and Chest, they are the most agreeable and efficacious remedy.

Prepared and sold in boxes and tins of various sizes, by THOMAS KEATING, Chemist, &c., 79, St. Paul's Churchyard, London. Sold retail by all druggists and patent medicine vendors in the world.

N.B.—To prevent spurious imitations, please to observe that the words "KEATING'S COUGH LOZENGES," are engraven on the Government Stamp of each Box without which none are genuine.

HOLLOWAY'S OINTMENT AND PILLS

counteract most diseases. Causes which determine the health or sickness of large communities should be carefully investigated, and, when possible, they should be removed. Where this is impracticable their baneful effects should be mitigated by such well-known purifiers and healers as Holloway's Pills and Ointment. They prove in the hands of all sufferers the greatest boon when health is the object of search, and when immediate restoration is the only safeguard against continued indisposition. Holloway's remedies will succeed under the most unfavourable circumstances in casting out all impurities, strengthening every weakness, and regulating any disordered function. No medicines can equal them for advancing the public health and protecting delicate persons from unnecessary pain.

Digitized by Google

SOLID MAHOGANY FURNITURE FOR INDIA, CHINA AND THE COLONIES.

HEAL and SON are Manufacturing, ESPECIALLY FOR use in EXTREME CLIMATES BEDROOM FURNITURE, which is entirely Free from Veneer. A general Assortment always in Stock.

IRON AND BRASS BEDSTEADS

Suitable for all Parts of the World. Their Stock consists of 2,500 Bedsteads.

HEAL AND SON'S PATENT HORSEHAIR MATTRESS.

HEAL and SON have Patented an Improvement in the Manufacture of Mattresses, which prevents the materia from felting into a mass, as is the case with all Mattresses made in the ordinary way. The Patent Mattresses are made of the very best Horsehair, are rather thicker than usual, and the prices are but a trifle higher than those of other good Mattresses.

HEAL AND SON'S ILLUSTRATED CATALOGUE

For INDIA, CHINA, and the COLONIES, of Bedsteads, Bedding, and Bedroom Furniture, SENT FREE TO EVERY PART OF THE WORLD to which there is Book Post.

HEAL and SON, Bedstead, Bedding, and Bedroom Furniture Manufacturers 196, 197, 198, Tottenham-court-road, London, W.

WALKER'S CRYSTAL CASE WATCHES.

PRIZE MEDAL, 1862.

JOHN WALKER,

CHRONOMETER, WATCH AND CLOCK MAKER

(BY APPOINTMENT), TO THE

English, Indian, Foreign, and Colonial Railways,

68, CORNHILL, AND 230, REGENT STREET, LONDON.

J. W. SOLICITS the attention of Military and Naval Officers and the Public of China to his CRYSTAL CASE WATCHES, as they are especially adapted for foreign use.

The CRYSTAL CASE WATCH is so constructed that it entirely obviates the necessity of a Hunting Case Watch, as it is much stronger and cannot so easily get out of repair. Description Pamphlets with List of Prices on application.

PEACOCK & BUCHAN'S COMPOSITION FOR IRON SHIPS

THIS is now established as the best and cheapest Composition known for keeping the Bottoms of Iron Ships CLEAN and free from Corrosion or GALVANIC ACTION. Apply to the Manufacturers direct, at SOUTHAMPTON, or to their accredited Agents at all the principal sea ports of the world.

From Captain John Ralph Engledue, Managing Director of the Thames Iron Works Ship Building, Engineering, and Dry Dock Company, Orchard-yard, Blackwall:—

"The Thames Iron Works, Ship Building, Engineering, and Dry Dock Company (Limited),
"Orchard-yard, Blackwall, E., September, 26th, 1865.

"Messrs. Peacock and Buchan.

"Gentlemen,—I shall at all times have much pleasure in bearing testimony as to the value and superiority of your Compositions for Ships' bottoms.

"I have used the No. 2 extensively for the last fifteen years, more particularly on the bottoms of the iron ships belonging to the Peninsular and Oriental Steam Navigation Company, and in every instance successfully. It is easily applied, economical, keeps the bottom CLEAN, and also has the property of preserving the iron.

'I visited, in dock, an iron SAILING vessel, called the 'Chile,' a few weeks since, and found her bottom perfectly clean, which had been coated with your Composition for upwards of twelve months, having made a voyage to New Zealand and back, and in salt water the whole time.

'I have also used your No. 1 Composition for the bottoms of wooden ships, coppered, and found it most advantageous, making the copper last double the usual time, and then only taken off to recaulk.

"I have at various times tried preparations of copper on iron ships, and in every case found the iron and rivets damaged.—I am, Gentlemen, yours faithfully,

"(Signed) J. R. ENGLEDUE."

"Egyptian Navigation Company, Azeeziah Mussriah, 61, Mark-lane, 7th July, 1865.

"Messrs. Peacock and Buchan, 39, Upper East Smithfield.

"Dear Sirs,—I have received orders to send to Egypt three tons of your patent Composition for ships' bottoms, same as supplied me in July, 1864. I now wish to know the soonest time you could have this packed and ready for shipment, as there is one of the Company's steamers leaving London about the end of next week. Please reply by return, and state price.—I remain, yours obediently,

(Signed) D. ABDUL HAMID BEY,
"I. FRICKEN."

IMPORTANT ANNOUNCEMENT

JOSEPH GILLOTT,

METALLIC PEN MAKER TO THE QUEEN

BEGS to inform the Commercial World Scholastic Institutions, and the Public generally that by a novel application of his unrivalled Machinery for making Steel Pens, he has introduced a NEW SERIES of his useful productions which, for EXCELLENCE OF TEMPER, QUALITY OF MATERIAL, and above all, CHEAPNESS IN PRICE, must ensure universal approbation, and defy competition.

Each Pen bears the impress of his name as a guarantee of quality; they are put up in boxes containing one gross each, with label outside, and the fac-simile of his signature.

At the request of numerous persons engaged in tuition J. G. has introduced his WARRANTED SCHOOL and PUBLIC PENS, which are especially adapted to their use, being of different degrees of flexibility, and with fine, medium, and broad points, suitable for the various kinds of Writing taught in Schools.

Sold Retail by all Stationers and Booksellers. Merchants and Wholesale Dealers can be supplied at the Works, Graham-street, Birmingham; at 91, John-street, New York and at 37, Gracechurch-street London.

OUR SPECIALTY

PETROLEUM LAMPS

DIETZ & Co.,

MANUFACTURERS and EXPORTERS of KEROSENE LAMPS in great variety, and all GOODS APPERTAINING TO THE LAMP TRADE.

DIETZ & CO.'S

CELEBRATED

FLAT-WICK KEROSENE BURNERS

Are too well known and appreciated in

INDIA, CHINA, AND JAPAN

to need further commendation.

DIETZ & Co.'S

LARGE CATALOGUE,

Containing 500 Illustrations of KEROSENE LAMPS

will be forwarded on application.

DIETZ & CO.,

4, ST. PAUL'S BUILDINGS,

CARTER LANE,

LONDON.

THE CAPE, INDIA, AND CHINA AGENCY.

ORDERS for GOODS of all descriptions executed, and Shipped by the Overland Route or by Clipper sailing vessels. Consignments of Produce realised. The Goods are selected by parties who have had personal experience of the requirements of the markets at the

CAPE COLONIES, INDIA, CHINA, AND JAPAN.

TERMS:—One-half the estimated cost to be remitted with the order, and the balance on receipt of Bill of Lading and Invoice.

Commission, 2½ per cent. on Orders over £50 and 5 per cent. on amounts under £50

Orders and remittances should be addressed to the MANAGER.

Office. 12, George-yard, Lombard-street, London, E.C.

DYSENTERY, CHOLERA, FEVER, AGUE, ETC.

CHLORODYNE.

CAUTION.—*Vice-Chancellor Wood affirmed in Court that Dr. J. COLLIS BROWNE was undoubtedly the Discoverer of Chlorodyne; that the statements of the Defendant Freeman were deliberately untrue, and he regretted to say they had been sworn to (see "The Times" of July 13, 1864); all others must be spurious.*

Earl Russell has graciously favoured J. T. Davenport with the following extract of a despatch from Mr. Webb, H.B.M.'s Consul at Manila, dated Sept. 17, 1864:—"The remedy most efficacious in its effects (in Epidemic Cholera) has been found to be CHLORODYNE, and with a small quantity given to me by Dr. Burke I have saved several lives." Earl Russell communicated to the College of Physicians that he had receive a despatch from Her Majesty's Consul at Manila, to the effect that Cholera had been raging fearfully, and that the ONLY remedy of any service was CHLORODYNE.—See *Lancet*, December 31, 1864. No home should be without it.

Eminent Hospital Physicians of London stated on oath that they prescribe CHLORODYNE largely, and mean no other than Dr. Browne's.

The General Board of Health, London, state as to its efficacy in Cholera and Dysentery:—"So strongly are we convinced of the efficacy his remedy, that we cannot too forcibly urge the necessity of adopting it in all cases."

From A. Montgomery, Esq., late Inspector of Hospitals, Bombay:—"Chlorodyne is a most valuable remedy in Neuralgia, Asthma, and Dysentery. To it I fairly owe my restoration to health, after eighteen months' severe suffering, and when all other medicine had failed."

From W. Vesalius Pettigrew, M.D.:—"I have no hesitation in stating that I have never met with any medicine so efficacious as an antispasmodic and sedative. I have used it in Consumption, Asthma, Diarrhœa, and other diseases, and am most perfectly satisfied with the results."

Dr. M'Grigor Croft, late Army Staff, says:—"It is a most valuable medicine."

Dr. Gibson, Army Medical Staff, Calcutta:—"Two doses completely cured me of Diarrhœa"

Government supply both the Army and Navy with it. A Sheet of Medical Testimonials accompanies each Bottle.

Sold in Bottles, 2s. 9d. and 4s. 6d., by all Chemists. None genuine without the words

"DR. J. COLLIS BROWNE'S CHLORODYNE" on the stamp.

SOLE MANUFACTURER:—

J. T. DAVENPORT, 33, GREAT RUSSELL-STREET, LONDON, W.C.

Be not misled by the statements of unscrupulous persons, as the Defendant was termed by the Vice-Chancellor.

Digitized by Google

MESSRS. COLLARD & COLLARD

FIND it NECESSARY to CAUTION the Public against the EXTENSIVE FRAUDULENT USE of their NAMES in the COLONIES, and urge on Purchasers the necessity of Examining very Carefully the NAME-BOARD of any INSTRUMENT they may be Buying; but especially they recommend that in all cases Respectable DEALERS or PROFESSORS of MUSIC should be CONSULTED for GUIDANCE.

A Certificate of Authenticity accompanies every Instrument sent abroad by Messrs. COLLARD and COLLARD.

16, GROSVENOR-STREET, and 26, CHEAPSIDE, LONDON.

PRIZE MEDAL,
INTERNATIONAL EXHIBITION, 1862.
AWARDED TO

F. MORDAN,

FOR

IMPROVEMENT IN WRITING MATERIAL

F. MORDAN'S EVERLASTING GOLD PEN is now established in reputation as the most beautiful, useful, and truly economical Pen ever manufactured. Thirty years' experience has only increased the estimation in which it is held, and tested the value of the warranty given with it. F. MORDAN can now proudly point to a sale of upwards of 90,000.

F. MORDAN'S PATENT PNEUMATIC INKSTANDS, the most useful and simple ever offered to the public, perfectly protecting the ink from dust or evaporation.

F. MORDAN'S WRITING, COPYING, BLUE, BLUE BLACK, BLACK, COLOURED, and MARKING INKS, in bottles of new and useful designs, with patent spouts and stoppers. These bottles are rapidly superseding all others, there being no increase of price for these improvements.

F. MORDAN'S PERFUMED MAUVE INK for Ladies' writing.

F. MORDAN'S SCENTED SEALING WAX in fancy colours; also HARD INDIA WAX for warm climates.

F. MORDAN'S LIQUID GLUE, for mending Glass, China, Wood, Metals, &c.

F. MORDAN'S PREPARED LIQUID GUM, for Office use, and general purposes.

Merchants and Shippers can obtain Illustrated Catalogues on application at the Manufactory,

ALBION WORKS, 326, CITY ROAD, LONDON.

THOMAS PUGH & CO.'S NEW PATENT ECONOMIC SELF-ADJUSTING MORTISE AND RIM LOCK FURNITURE.

J. B. SCAMMELL & CO.,
(Late THOMAS PUGH & Co.)
WHOLESALE IRONMONGERS,
13, KING-STREET, SNOW-HILL, LONDON.

We invite particular attention to the PATENT LOCK FURNITURE, which we do not hesitate to say is the most perfect article now manufactured, great improvements having been recently made in it. It has been extensively used in Public and Private Buildings, in Her Majesty's Pavilion and Camp at Aldershott—alone, many hundred sets without one single failure. It is applicable to all Locks and Latches, both Rim and Mortise, and effects a most secure fastenings without any screw in the neck of the knob

New rich Designs in Glass, China, Brass, Bronzed, Gilt, Carved Woods, Inlaid, &c., &c., or to any Design.
THIS FURNITURE MAY BE HAD WITH PLATES OR NUTS.
A most complete and extensive stock of
SUPERIOR LOCKS, LATCHES, BRASS FOUNDRY, AND IRONMONGERY,
Required for Buildings, of the best quality manufactured, at the lowest wholesale prices.
☞ *Illustrations and Particulars sent on application.*

SCREWS, NAILS, PIPES, GUTTERS, AND BUILDERS' CASTINGS.
PATENT MORTISING MACHINES AND FLOORING CRAMPS.
Foreign and Colonial orders accompanied by a remittance, direct or through a London agent, receive the best attention

---

SADDLE, HARNESS, WHIP MANUFACTURER, & GENERAL EXPORTER
TO THE COURTS OF FRANCE, RUSSIA, SPAIN, ITALY, &c.

B. ELLAM

BEGS most respectfully to remind the Nobility, Gentry, and his connections abroad, that he has just completed his extensive new Premises in PICCADILLY, where in future he will have the largest STOCK of first-class SADDLERY, HARNESS, and WHIPS in the World. Every Article will be made on the Establishment, and by first-class Workmen. First quality Hunting Saddles, complete, Five Guineas each; if booked Six Guineas.

N.B.—B. ELLAM begs to CAUTION his friends and the Public against Purchasing articles not Manufactured by him, but sold as such. He is compelled to make this announcement to protect his Customers. All Saddles bear his NAME and ADDRESS on SILVER PLATE, and the NAME on the NAILS in the HEAD of the SADDLE; also all Bridles and Leather Goods with ROUND STAMP and ADDRESS.

MERCHANTS AND SHIPPERS AND SADDLERS SUPPLIED, AS USUAL, ON MOST LIBERALTERMS.

All kinds of Shipping Orders executed by charging a small per centage.

Prize Medal Paris, 1855; London, 1862; for High-class Workmanship & Design

---

HUBBUCK'S PATENT WHITE ZINC PAINT.

THE most durable and beautiful paint known, is cheaper than White Lead, and is proved to be superior for all purposes than the pernicious Lead Paint, and equally adapted for all climates.

Its whiteness is unaffected by bilge water, boiling sugar, or noxious gases.

It is free from any poisonous ingredient, and suited in all respects to the use of the painter.

Each Cask of Pure White Zinc is Stamped "HUBBUCK, LONDON PATENT."

Inferior Zinc Paint, so marked, having been sold in Foreign Markets, the Patentees offer a Reward of FIFTY POUNDS for information which will lead to the conviction, in an English or Colonial Court, of those who have pirated their Mark. Both Exporters and Retailers are liable for its sale.

THOMAS HUBBUCK AND SON,
WHITE LEAD, OIL, PAINT, AND VARNISH WORKS,
24, LIME-STREET, LONDON.

HUBBUCK'S ANTI-CORROSIVE PAINTS

Are very durable, and the most valuable protection to Iron Roofs, Bridges, Piers, Ships and Buildings, exposed to stormy weather and scorching sun; they soon become extremely hard, and do not blister.

They are made of Stone, Slate, Copper, White, Blue, Green, or any other Colour that is desired.

HUBBUCK'S ANTI-OXIDATION COMPOSITION,

For Coating Iron and Wood Ships' Bottoms; a preservative against fouling and corrosion. This Composition is ready for immediate use, and obviates the waste of carrying unmixed Paints, Oils, Driers, &c. It is also applicable to all the purposes of other Paints.

HUBBUCK'S PALE BOILED OIL

Has less colour than Raw Linseed Oil, is a quick, hard and certain drier for White and Light Coloured Paints

PAINTS AND OILS PROPERLY PACKED FOR EXPORTATION.

FURTHER REDUCTION IN PRICE—FIRST QUALITY.

SODA WATER MACHINES.

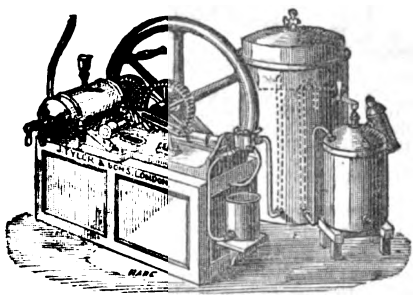
J. TYLOR AND SONS' EXHIBITION PATTERNS
JUROR INTERNATIONAL EXHIBITION, 1862.
PRIZE MEDALS LONDON, PARIS, AND DUBLIN.

Description	Daily. Dozens	About Weight	About Measurement	Price
Double No. 1	600	20 Cwt.	130 cubic feet	£110 0
Single ,, 1	300	12 ,,	90 ,,	54 10
Ditto ,, 2	200	10 ,,	70 ,,	50 5
Ditto ,, 4	150	8 ,,	55 ,,	41 15
Bottling Machine add	2 ,,	10 to 15 ,,		£8 8 0

Recipes for aerated waters are sent. Wire bottles, corks, acid, soda, whiting, essences, &c. Illustrated Catalogues free. Orders executed by any merchant or on receipt of cash, including shipping charges, by the manufacturers.

J. TYLOR AND SONS, WARWICK-LANE, NEWGATE STREET, LONDON.

SODA-WATER MACHINE FOR REGIMENTAL MESESS, RESTAURANTS, HOSPITALS, HOTELS, &c.



THIS Machine makes 3 dozen an hour, and weighing only 2¼ cwt., can accompany the Regiment from station to station. £25. Wood counter not included Catalogues free.

J. TYLOR & SONS,
MANUFACTURERS,
WARWICK-LANE, NEWGATE-STREET, LONDON

BENSON, J. W., by SPECIAL APPOINTMENT to H.R.H. the PRINCE OF WALES.

BENSON, J. W., by SPECIAL APPOINTMENT to H.H. the MOHARAJAH OF BURDWAN

BENSON'S WATCHES. Prize Medal, 1865.

BENSON'S WATCHES, sent safe by post to all Parts of the World.

BENSON'S INDIAN WATCH, compensated for all Climates. Silver, 15 Guineas; Gold, 30 Guineas.

BENSON'S "EXACT" WATCH, for Extreme Temperatures. Silver, 25 Guineas; Gold, 40 Guineas.

BENSON'S Watch Pamphlet, *illustrated*, on every construction of Watch, with their prices.

BENSON, J. W., 99, Westbourne-grove, and 25, Old Bond-street.

BENSON'S STEAM FACTORY for CLOCKS and WATCHES, 58 and 60, Ludgate-hill.

WIGGINS, TEAPE, AND CO.,
MANUFACTURERS AND EXPORT STATIONERS
10, ALDGATE LONDON.

ALL kinds of Paper and Stationery supplied in quantities on the lowest terms. NEWSPAPER PROPRIETORS SUPPLIED WITH PAPER FOR THEIR JOURNALS. Samples forwarded on application. References to the Proprietors or Agents of this Journal.

BRIDGEWATER, JONES, AND CO., WHOLESALE HABERDASHERS, HOSIERS and GLOVERS,
WAREHOUSEMEN and MANUFACTURERS,
39, 40, and 41, WOOD-STREET, LONDON, E.C.
Lists of Prices forwarded to Merchants and Traders on application. Remittances to be payable in London.

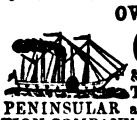
Digitized by Google

THE SHORTEST ROUTE TO AND FROM MANILA AND THE PHILIPPINES.

NOTICE to SHIPPERS and PASSENGERS by the OVERLAND ROUTE:—

The CHINA STEAM and LABUAN COAL COMPANY (Limited), in pursuance of an agreement entered into with the Government of Manila, have arranged to despatch the steamships "MONA" and "JAPAN," or other of their first-class steamers, with the mails and passengers monthly between Singapore and Manila, and Manila and Singapore, in correspondence with the Messageries Imperiales Overland Route. The Company's agents at Singapore will take charge of goods for transhipment. For further particulars apply at the Offices of the Company, Ethelburga-house, 70 and 71, Bishopsgate-street, London, E.C.

OVERLAND ROUTE.



COMMUNICATION by STEAM to INDIA, AUSTRALIA, &c., *via* EGYPT.—From SOUTHAMPTON and MARSEILLES.—The PENINSULAR and ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels for Gibraltar, Malta, Egypt, Aden, Ceylon, Madras, Calcutta, the Straits, China, and Japan (Yokohama), by their steamers leaving Southampton on the 4th and 20th of every month. For Gibraltar, Malta, Egypt, Aden, and Bombay by those of the 12th and 27th of each month; and for King George's Sound, Melbourne, and Sydney, by the steamers leaving Southampton on the 20th of every month. The steamers leave Marseilles on the 5th, 12th, 20th and 28th of the Month.

For further particulars apply at the Company's Offices, 122, Leadenhall-street, London, E.C., or Oriental-place, Southampton.

OVERLAND ROUTE VIA MARSEILLES.

SERVICES MARITIMES DES MESSAGERIES IMPERIALES.

FRENCH MAIL STEAM PACKETS.

The 19th of every Month, at 2 P.M for—

MESSINA, ALEXANDRIA, ADEN, POINT DE GALLE (Ceylon), PONDICHERRY MADRAS, CALCUTTA, SINGAPORE, BATAVIA, SAIGON, HONG KONG, SHANGHAI, and JAPAN.

The 9th of every Month for—

MESSINA, ALEXANDRIA, ADEN, SEYCHELLES REUNION, MAURITIUS.

For passage, freight, and information apply to B. W. and H. HORNE, 4, Moorgate-street, London; G. H. FLETCHER and Co., Liverpool; at the offices of the Services Maritimes des Messageries Imperiales in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

*** Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.

ORIENTAL, AUSTRALIAN, AND GENERAL STEAM AGENCY, AND GLOBE PARCEL EXPRESS.

PARCELS, PACKAGES, and MERCHANDISE forwarded, and PASSAGES engaged to all parts of the world. Baggage collected and shipped, insurances effected, &c.

CALCUTTA, MADRAS, CEYLON, and ADEN—Over and, 4th and 20th of every month.

BOMBAY and ADEN—Overland, 12th and 27th.

CHINA, JAPAN, SINGAPORE, and EASTERN SEAS—Overland, 4th and 20th.

AUSTRALIA, TASMANIA, and MAURITIUS—Over and, 20th.

NEW ZEALAND and AUSTRALIA via PANAMA, 2nd.

INDIA, CHINA, and AUSTRALIA—Via Cape of Good Hope, Clipper Ships, weekly.

Prospectuses, with through rate to a thousand places free on application.

G. W. WHEATLEY and Co. (late Wagnorn), 150, Leadenhall-street, E.C.; CHAPLIN'S, Regent-circus, W., and 32, Regent-street, S.W.

INDIA, CHINA, AND JAPAN.

ROBERTSON and CO. will despatch the following first-class VESSELS to their respective destinations:—

Destination.	Ships.	Class.	Docks.	To Sail.
Calcutta	Kenyon ...	AAl	E.I.D.	Sept. 16.
Shanghai ...	Jubilee ...	Al 14 yr.	W.I.D.	Sept. 10.
Shanghai, via Batavia	Erl King ss	—	E.I.D.	Sept. 15.
Shanghai ...	Taitsing ...	Al 14 yr.	...	With des.
Hong Kong & Whampoa ...	Her Majesty ...	Al 12 yr.	E.I.D.	Sept. 15.
Hong Kong ...	Serica ...	Al 13 yr.	...	With des.
Nagasaki & Kanagawa	Chrysolite.	Al 14 yr.	W.I.D.	With des.
Singapore and Penang ...	Spirit of Deep ...	Al 13 yr.	W.I.D.	With des.

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.

FROM LIVERPOOL.

Destination.	Ships.	Tons	Class.	To Sail.
Shanghai ...	Maiden Queen	814	A 1 —	Imm.
Batavia & Sourabaya ...	Helena Henriette ...	494	—	Sept. 10
Calcutta ...	Pandora ...	1156	—	Imm.

For terms of Freight or Passage apply to McDIARMID, GREENSHIELDS, and Co., Liverpool.

CHINA, JAPAN, and PENANG.—The following splendid first-class CLIPPER SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	Last Shipping Day.
Shanghai ...	Sir H. Parkes	A1 13 yr.	W.I.D.	Sept. 20.
Shanghai ...	Taeping ...	A1 14 yr.	E.I.D.	To follow
Hong Kong & Whampoa ...	Canadian ...	A1 11 yr.	E.I.D.	With des.
Hong Kong & Whampoa ...	Min... ...	A1 13 yr.	E.I.D.	To follow
Kanagawa (Yokohama) ...	Havelock ...	A1 13 yr.	W.I.D.	With des.
Kanagawa (Yokohama) ...	Eliza Shaw...	A1 15 yr.	E.I.D.	To follow
Penang ...	Champion ...	A1 11 yr.	W.I.D.	With des.

For Freight or Passage apply to KILLICK, MARTIN and Co., 28, Nicholas-lane, Lombard-street, E.C.

COLOMBO LINE OF PACKETS.

JOHN C. CAMPBELL will despatch the following splendid first-class VESSELS:—

Destination.	Ships.	Class.	Tons.	Dock.
Colombo, Cochin, Beypore, Calicut, Cannanore, and Mangalore.	Star of Ceylon...	A 1 10 yrs.	499	S.K.D.
Colombo ...	Granville ...	A 1 15 yrs.	696	W.I.D.
Colombo ...	Frances ...	A 1 13 yrs.	310	W.I.D.
Colombo ...	Frances ...	A 1 13 yrs.	489	W.I.D.
Colombo ...	Abdul Medjib ...	A A 1 —	402	W.I.D.

No. 22, Great St. Helen's, E.C.

STEAM to CHINA from LIVERPOOL.—The undermentioned SCREW STEAMERS are intended to be despatched, with cargo and passengers, at their respective dates, for Mauritius, Penang, Singapore, Hong Kong, and Shanghai:—

Name.	Tons.	Captains.	Sailing Dates.
Achilles	1670	Russell ...	Sept. 29.
Agamennon ...	1672	Middleton	December —.
Ajax	1670	Kidd ...	To follow.

Cargo will be received for the Achilles until the 26th September, but not later (if not sooner full and by special agreement). Each steamer has good accommodation for passengers, and carries a surgeon and stewardess.

Apply to ALFRED HOLT, 1, India-buildings, Liverpool.

STEAM to BATAVIA and SHANGHAI.—Notice to Passengers.—The splendid ocean steam clipper ERL KING, 1,500 tons register, 250 horse-power, JOHN PINEL Commander (late of the "Tiptree" and "Sea King"), will sail from Plymouth on the 20th Sept. She is fitted with every accommodation for the comfort and health of passengers, and carries an experienced surgeon, and is now lying in the East India Dock. Has room for a few tons only of light goods.

For Freight or Passage apply to ROBERTSON and Co., York-chambers, 55, King-street, Manchester; and 5, Newman's-court, Cornhill.

FOR HONG KONG and WHAMPOA, to sail punctually on the 5th October, either the FIERY CROSS or ARIEL, shortly expected to arrive with the new teas.

For Freight or Passage, apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings, London, E.C.

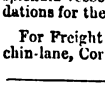
FOR SHANGHI, to sail punctually on the 5th October, either the FIERY CROSS or ARIEL, shortly expected to arrive with the new teas.

For Freight or Passage apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings, E.C.

Under Engagement to Her Majesty's Government.

FOR COLOMBO, CEYLON, Direct, to sail on Saturday, the 8th, the beautiful clipper ship AVON, A 1 thirteen years, 645 tons register, JOHN EDMOND, Commander; loading in the West India Docks. This splendid vessel has a full poop, with superior accommodations for the comfort and convenience of passengers.

For Freight or Passage apply to F. TALLACK, 23, Birchin-lane, Cornhill, E.C.



FOR COLOMBO, CEYLON, Direct, to follow the "Avon," and will have quick despatch, the well-known clipper ship THAMES, A 1 thirteen years, 444 tons register, O. J. H. ARNOLD, Commander; loading in the West India Docks. This beautiful vessel has a full poop, with every accommodation for the comfort and convenience of passengers.

For Freight or Passage apply to F. TALLACK, 23, Birchin-lane, Cornhill, E.C.

COLOMBO LINE of PACKETS.

Will meet with the usual Quick Despatch.

DIRECT for COLOMBO, the favorite clipper ship, FRANCES, A 1 thirteen years, 310 tons register, J. HIGGS, Commander, West India Docks. This splendid vessel is well-known for her very rapid passages; has recently returned from Colombo, making the fastest passage of any ship sailing at the same time, thus offering a first-rate opportunity to shippers.

For Freight or Passage apply to LIVINGSTON, HOLDING and BRIGGS, 31, Great St. Helen's, E.C.; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

A Regular Trader.

Will meet with the usual Quick Despatch.

DIRECT for COLOMBO, the splendid clipper-built ship FRANCES, A 1 thirteen years, 489 tons register, FRANCIS HILL, Commander, lying in the West India Docks. This fine vessel, well known in the Colombo Trade for her quick passages and sound delivery of cargo, is recommended to shippers of fine goods.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

Will have the usual quick dispatch.

DIRECT for COLOMBO, the splendid high-classed clipper ship GRANVILLE, A 1 15 years, 696 tons register, G. GALLICHAN, Commander; lying in the West India Docks. This very high-classed vessel, well known in the Ceylon trade, is confidently recommended to shippers.

For Freight or Passage, apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

A REGULAR TRADER.

To follow the "EXCELSIOR," with Quick Despatch.

DIRECT FOR COLOMBO, COCHIN (BEYPORE or CALICUT), CANNANORE and MANGALORE, the beautiful British-built clipper ship, STAR of CEYLON, A 1 ten years, 399 tons register, A. MATTHEW, Commander; lying in the St. Katharine Docks. This fine little ship, well-known in the trade, offers a first-rate opportunity to shippers.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING and BRIGGS, 31, Great St. Helen's Bishopsgate-street, E.C.

PIGNATEL & CO.,

GENERAL MERCHANTS AND COMMISSION AGENTS

NAGASAKI

JAPAN.

THE LONDON AND CHINA TELEGRAPH.

THE EIGHTH Volume of this JOURNAL commenced on the 4th of January, 1866. The Subscription for the three numbers per month is 30s. per annum, including Postage, and to the Export Supplement 12s. Terms for advertising, 2s. 6d. per five lines; and 6d. for each additional line.

Subscriptions and Advertisements received abroad by the following Agents:—

Paris	G. W. YAPP, 4, Place Pentagonale, Boulevard Pereire.
Hamburg	Mr. ONCKEN.
Amsterdam	LOMAN AND VERSTER.
Rotterdam.....	Hoog & Kruyt.
New York	WILMER AND ROGERS.
Gibraltar.....	W. SPEED.
Malta	A. MILLER.
Alexandria...	P. CUMBO, St. Catherine's-square.
Aden	COWASJEE DINSHAW.
Suez.....	
Bombay	CHESSON AND WOODHALL
Calcutta.....	SANDERS, CONES, AND Co.
Point de Galle	G. D. ANTHANISZ.
Colombo.....	J. W. VANDORT.
Kandy.....	W. A. ARCHBALD.
Labuan, Sarawak, and Singapore ...	JOHN LITTLE & Co., Singapore.
Penang	SANDILANDS, BUTTERY AND Co.
Bangkok.....	
Batavia	HUNTER, HOUGHTON, AND Co.
Anjer—Straits of Sunda	G. SCHUIT, Anjer Hotel.
Manila	PHILLIPS, MOORE, AND Co.
Hong Kong, Canton, Macao, & Swatow,	J. B. MORRIS, Hong Kong.
Amoy	BELLAMY AND Co.
Foo-Chow-Foo	HEDGE AND Co.
Shanghai.....	H. FOGG AND Co.
Tien-Tsin	JAMES HENDERSON.
Nagasaki—Japan ...	PIGNATEL AND Co.
Yokohoma	HANSARD AND BLACK.

OFFICE, 12, GEORGE-YARD, LOMBARD-STREET LONDON, E.C.

Printed for the Proprietors by WOODFALL and KINDER Milford-lane, Strand, W.C., and published by JOHN ELLISON, at the Office of the "LONDON AND CHINA TELEGRAPH," 12, George-yard, Lombard-street, E.C., in the parish of St. Edmund the King.—Wednesday, Sept. 5, 1866.

Digitized by Google

The London and China Telegraph.

新聞紙

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON ARRIVAL OF THE MAILS, about the 4th, 14th, and 28th, in connection with the "LONDON AND CHINA EXPRESS,"

A SUMMARY OF NEWS FOR THE OUTWARD MAILS OF 10th, 17th, and 26th.

VOL. VIII.—No. 221.] LONDON, SATURDAY, SEPT. 15, 1866. [Price 9d., with Sup., 1s. 3d.—Sub. 30s. per ann. postage included, Sup. 12s. extra.

Latest Advices.

	From London.	Arrived out.	Homeward. Arrived in London this day.
JAPAN—			
Yokohama	May 17	July 9	July 13
Nagasaki			„ 17
Hakodadi			
CHINA—Peking			
Tien-tsin			„ 16
Chefoo			
New-chwang			
Hankow			„ 16
Kiu-kiang			
Chin-kiang			
Shanghai	May 26	July 9	„ 23
Ningpo			
Foo-Chow			„ 23
Formosa—Tamsuy			
Amoy			„ 24
Swatow			
Hong Kong	June 11	July 21	„ 29
Canton			
Macao			
PHILIPPINES—			
Manila	May 26	„ 9	„ 23
COCHIN-CHINA—			
Saigon			„ 22
SIAM—Bangkok			
BORNEO—			
Labuan			„ 27
Sarawak			
JAVA—			
Batavia			Aug. 1
MALACCA STRAITS—			
Singapore	June 26	July 28	„ 6
Penang	„ „	„ 26	„ 8

The latest telegrams are up to the 24th Aug., from Hong Kong, and from Shanghai to 19th. The present mail has on board 830 bales silk.

List of Passengers.

PASSENGERS INWARD.

By this mail, to Marseilles, per P. and O. steamer Surat, arrived Sept. 13.—From Hong Kong: Mr. H. E. Amoore, Mr. Douglas Lapraik, Captain Hall, Messrs. Pavia, Barba, Carmichael, and Morrison. From Singapore: Mr. and Mrs. Dandignor, Mr. von Plotz.

To Southampton, per steamer Poonah, expected to arrive Sept. 20.—From Hong Kong: Captains Bosustow and van Salphood, Mr. O. S. Baptista, Captain Gibb, Messrs Logan, Scherar, Olive, and J. W. Page, Colonel Macdonald, Mr. Macdonald. From Singapore: Mr. and Mrs. Hankin, Miss Bansch, five children, and ayah, Mrs. Armitage, Mrs. Holmes and child. From Penang: Lieutenant Curtois.

To Gibraltar.—From Hong Kong: Mr. O. Neale.

To Suez, per Nubia.—From Shanghai: Mr. and Mrs. Ganzler. From Galle: Messrs. Harper Creswick, Ragiozzi, and Vine.

PASSENGERS OUTWARD.

Per P. and O. steamer Pera, from Southampton, Sept. 4.—To Hong Kong: Mr. Phillips Mr. H. Beveridge, Mr. G. P. Duncanson, Mr. J. T. Hudson, and Mr. J. W. Hunt, Dr Maxwell, R.N., Assistant-Surgeon McMorris, R.N., Captain Adams and two second-class passengers. To Shanghai: Mr. A. Warwick, Mr. J. Grant. To Ceylon: Mr. P. Moir, Mrs. A. Carey and two children, Mr. and Mrs. Smith, Mr. Dalton, Mr. J. K. Clarke, Mr. and Mrs. Bisset, Captain Creagh, Mr. J. G. Smither, Assistant-Surgeon Ewatt, Mr. J. Clarke, Mr. W. Fyffe and five second-class passengers. To Singapore: Mr. R. J. Sargeant. To Calcutta: Mr. and Mrs. Avdall, Mrs. Spencer and two children, Major G. Sweeney, Mr. and Mrs. Capper, Mr. C. White, Professor Forster Hill, Mr. A. Griffiths, Mr. J. Brander, Mr. Home, Lieutenant Hime, Mr. M. Holland, Miss Warne, Ensign Begbie, Messrs. Cogswell, Cronne, R. Oldham, C. Swaffe, W. Sherman, J. Craig, R. F. Stein, and J. Hannen, Rev. G. Girling, Mrs. W. H. Bradbury, Mr. A. McAlpine, Mr. W. Hardie, Mrs. E. James, Mr. W. C. Midwinter, Mr. R. Beynon, Mrs. Naismith, Mr. Saunders, Lieut. Dorward, Mr. R. Levinge, Mrs. Beale and two children, Captain Boddam and nephew, Mrs. Boddam, Vet. Surg. Walker, Staff Assistant Surgeons Minty and Fishbourne, Messrs. T. Smith and A. Gray, and ten second-class passengers. To Madras: Dr. Montgomery and four second-class passengers.

From Marseilles Sept. 12.—To Hong Kong: Mr. and Mrs. Sinclair, Mr. C. M. Kerr, Mr. W. Holt, Chief Justice and Mrs. Smale, Miss Smale, Mr. Smale, jun., Mr. Schmidt, Mr. McMicken, Mrs. O. Elmenhorst, Mr. T. Achli, and one second-class passenger. To Shanghai: Mrs. Forrest, Mr. and Mrs. Stammann, Messrs. R. Verlinden, A. Thys, J. M. Guisset, G. Meyer, and L. Fransenbach, and one second-class passenger. To Ceylon: Mr. W. Mowatt, Mr. J. R. Bruce. To Calcutta: Mr. and Mrs. F. A. Cohen, Mr. and Mrs. Reinholt, Mr. J. P. Griffith, Mr. Wienholt, Mr. G. Teske, Mr. L. A. Cohen, Colonel Atlay, Mr. R. White, Messrs. J. Jonas, J. H. Clarke, Ross, and J. Frances, Major E. and Mrs. Oakes, Messrs. R. H. Ramsay, Colley, C. Walker, and C. Carne, Major Miller, Mr. Smallwood, Mr. and Mrs. Waite, Mr. and Mrs. Severin, Mr. G. R. Clarke, Mr. E. L. Beake, and one second-class passenger. To Madras: Mr. and Mrs. Nicholas, Capt. Stoddart, and one second-class passenger.

From Gibraltar.—To Hong Kong: H.E. Jn. Maria de Ponte e Horta, Don. J. Z. da Silva Sabo and lady.

Per French steamer Peluse, from Marseilles, Sept. 19.—To Singapore: Mrs. P. W. Auchincloss, Mr. R. M. Hay. To Shanghai: Mr. J. von Gumpach, Mr. and Mrs. Hart, Mr. and Mrs. Campbell, Mr. E. Waller.

Per P. and O. steamer, from Marseilles, Sept. 20.—To Hong Kong (V.B.): Capt and Mrs. Gronewold.

Per P. and O. steamer, from Southampton, Sept. 20.—To Hong Kong: Mr. John Brown, Mr. Griffiths, R.N., Mrs. W. Bell, Staff Surgeon Major Robertson, Staff Assistant Surgeon Mount, Miss Robertson. To Ceylon: Mr. L. Carey, Mr. and Mrs. Strachan and three daughters, Staff Surgeon Skipton.

From Marseilles, Sept. 28.—To Singapore: His Highness the Tumongong of Johore and two friends, Mr. T. Scott. To Hong Kong: Capt. Maxwell.

Per P. and O. steamer, from Southampton, Sept. 27.—For Hong Kong, (V.B.): Mr. Peter Orme, Mrs. Green and two children. To Singapore (V.B.): Mr. T. Steel. To Yokohama (V.B.): Mr. James Bisset. To Penang (V.B.): Mr. W. Mackay.

From Marseilles, Oct. 4.—To Shanghai (via Bombay): Mr. T. A. Cowderoy, Mr. P. A. Gerrard. To Ceylon: Mr. Heycock. To Hong Kong (via Bombay): Mr. L. J. Swire.

Per P. and O steamer, from Southampton, Oct. 4.—To Shanghai: Miss J. T. Blackwell. To Hong Kong: Mr. A. Zinnern, Mr. A. J. Macleod. To Shanghai: Reverend D. Perkis.

From Marseilles, Oct. 12.—To Singapore: Mr. and Mrs. Cumming.

Per P. and O. steamer, from Southampton, Oct. 12.—To Ceylon: Sir John Cheape, Mr. Cheape, Capt. Allfrey, Mr. G. Paterson.

From Marseilles, Oct. 20.—To Singapore: Mr. T. Shelford. To Hong Kong: Mr. G Phillips, Mr. R. C. Antrobus. To Shanghai: Mrs. W. Hart, Miss Norris.

Per P. and O. steamer, from Southampton, Oct. 20.—To Hong Kong: Mr. R. M. Stephenson, Mrs. Carnegie, Miss Kate Smith. To Singapore: Miss Harper. To Ceylon: Mrs. A. Maitland.

From Marseilles, Oct. 28.—To Shanghai: Mr. W. Watson. To Hong Kong: Mr. Robertson, Mr. Lobscheid. To Singapore: Mr. Braddell. To Ceylon: Mr. G. Yule.

Per P. and O. steamer, from Southampton, Oct. 27.—To Ceylon: Mrs. Dixon, Mr. A. T. Anderson.

Per P. and O. steamer, from Southampton, Nov. 4.—To Yokohama: Mr. E. Trotter. To Shanghai: Mrs. Wadman. To Hong Kong: Mr. E. Bigg, Mrs. F. B. Johnson and two children, Mrs. D. O. Clarke and child, Mr. and Mrs. W. T. Richardson. To Ceylon: Mr. Justice Thompson.

From Marseilles, Nov. 12.—To Hong Kong: Mr. P. J. Forbes, Mr. E. Cunningham, Mr. G. Hughes, Mr. D. King, junr. To Shanghai: Colonel Raikes. To Ceylon: Major Skinner.

Per P. and O. steamer from Southampton, Nov. 20.—To Singapore: Mr. Meldrum Miss Jewry.

From Marseilles, Nov. 28.—To Ceylon: Mr. P. W. Braybooke.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

Dates are to the 13th July, or only one day later than per French mail published in our issue of 5th inst. By way of San Francisco and New York, however, we have news to the 16th, stating that the war of the Tycoon against Chosiu had been ended by confiscating one-third of the revenue of the latter, relieving him from power, and transferring his rank to his grandson. The speculations and comments of the local press received by this mail are, therefore, neutralised to a great extent. There appears to be some truth in our correspondent's fears (in our last issue, September 5th), that silk would not be brought into the market as usual, for the present steamer brings only 43 bales Japan silk.

The following items are from the *Japan Times*:—"The crisis in London can hardly be said to have had much practical effect on our export market, from the circumstance of the news reaching us at the dull season of the year, before any new silk had arrived and before the new season's teas had come down in any quantity. Our import market was already so dull and depressed, for reasons lately given very fully, that, though certain forced sales at still lower prices than our last quotations have been made, the only farther disadvantage experienced by merchants interested in European goods has been in making remittances, the Oriental and Mercantile Banks having naturally taken advantage of the situation and lowered the rate for sterling bank paper to a point at which they can get dollars here about 2d. cheaper than by importing them in the

"Our readers will probably remember the name of Kubota Sentaro, lately in command of the Japanese Garrison here. He was, on the occasion of the review and sham fight on March

Digitized by Google

21st, the guest of Colonel Brown, of H.M.'s 20th Regt., and directed the movements of the Japanese troops on that day. He was well known and much liked by many officers of the regiment which has just left us. It is with much regret that we have to tell, as we are sure it is with sorrow that his friends in the 20th at Hong Kong will hear, the sad end to this able and promising officer's career.

"The excitement caused in mercantile circles by the news from home having quickly subsided, commercial men have now been able to give due examination to the new Convention and Tariff. These are found to be highly unsatisfactory. The Chamber of Commerce, after a long and laborious sitting, has passed resolutions strongly condemnatory of the new arrangements and have instructed their corresponding committee to address the Chambers of China, and such in Europe and America as are interested in the Japan trade, with a view, by united action, to obtain from the various Governments represented in the late Conference, a disavowal of their Ministers' proceedings. We thoroughly agree with the Chamber. Sir Harry Parkes, who is known to have taken the leading part in the recent Conferences, has, it must not be forgotten, a great reputation for "energy" to keep up. But on this occasion he seems to have confused the qualities of haste and power. The Japanese plenipotentiaries delighted the foreign Minister, it appears, with their ready acquiescence in almost all the new propositions submitted to them. Doubtless we shall be able to show, while examining the tariff, that every one of the important changes are in favour of the native Government. It will be remarked that we have found it necessary to preface our examination of the Convention by commenting on the cavalier treatment of the mercantile body at the hands of the officials. "T'was ever thus:" from this Settlement's "childhood's hour," when a paternal Government sent an ex-medico from the Spanish Legion, obstinate and self-opinionated,—a Minister,—and a good-tempered, simple heavy dragoon for a Consul, the mercantile community of Yokohama has been most unfairly degraded in the eyes of the Japanese by the treatment it has received from the British officials. We are still willing to believe that in the present instance the discourtesy shown to the Chamber of Commerce was unintentional, but in such case an oversight has the same effect on the native mind as a deliberate slight. Had Sir Harry Parkes treated the merchants with more consideration, he would have saved himself the humiliation of being out-manœuvred by the Japanese, and averted from foreign trade the considerable damage which it has received.

"The system of bonded warehouses has been inaugurated, and is now in operation under the direction of Mr. Benjamin Seare, a gentleman whose name is well known to merchants in China and London as that of a man thoroughly conversant with the system. Complaints are made that the tariff of storage charges is excessive; but this an evil which will cure itself. A revision of the scale is promised on the 1st of September next. One great omission was made in the Convention. Drawbacks on goods now in the place, which overstock our import market, as we recently showed, should have been made a *sine qua non*. There are many merchants who had made up their minds to re-export, could they have got back the duties they had paid, and resistance to their claim was illogical and most unfair. This is one of the chief points where Sir Harry Parkes deserves censure for giving way.

"We need not remark on the fall of the Commercial Bank. We regret to have to announce that the Central Bank of Western India has also closed its doors here. This bank was the first established in Yokohama and, for over two years, had a clear lead among the financial institutions of the place. But with so many and such powerful rivals to contend against it has been unable, during the bad times of 1865-6, to hold its position, and the directors at head-office have probably acted wisely in contracting the field of their operations at the present time. We must not omit to notice the advent of the Hong Kong and Shanghai Bank, a branch of which has just been opened under the able direction of Mr. Robert Brett, a financier very favourably known here, and who has certainly the advantage of a far larger experience of Japanese business than any other banker in the place. Established on what may be called the "mutual benefit" principle, the same as that of the China insurance companies, we can predict with safety a brilliant future for this bank in Yokohama."

LIST OF SHIPPERS OF SILK FROM YOKOHAMA FOR THE SEASON OF 1865-1866.

George Barnet and Co.	1,346 bales.
Hecht Lilienthal and Co.	1,148 "
Jardine, Matheson and Co.	976 "
Van der Tak	892 "
Wilkin and Robinson	708 "
Gutschow and Co.	694 "
C. Valmale	560 "
A. O. Gay	512 "
M. Randon and Co.	509 "
Textor and Co.	487 "
Hughes, Willgoss and Co.	480 "
Strachan and Thomas	313 "
Thorel, Ziegler and Co.	283 "
Shaw, Cull and Co.	278 "
Overweg and Co.	245 "
W. Kemptner and Co.	237 "
Constensoux, Lederman and Co. ...	215 "
Walsh, Hall and Co.	210 "
Petrocochino and Co.	173 "
Reiss and Co.	167 "
L. Kniffler and Co.	158 "
W. R. Adamson and Co.	133 "
R. B. Scotland	116 "
Lyall, Still and Co.	109 "
Sundries under 100 bales	731 "
Total	11,585

NAGASAKI.

Advices from this port are to the 17th July, and announce the arrival of Sir Harry Parkes, who intended a visit with the Admiral to Kagosima (we presume to Satsuma).

The P. and O. steamer *Granada* had been sold for $109,000, and the *Yedo* for about $70,000.

Private advices by telegram mention the sale of the steamer *Eagle*, lately despatched by E. M. de Bussche, Esq., from this, at $180,000, equivalent to about £40,000.

CHINA.

TIENTSIN.

From this port our advices are to the 11th July. The following is from Messrs. Platt and Co.'s Monthly Report:—

Private telegrams dated "London, 10th June," have arrived by the "Kiachta route," but the most recent public ones arrived on the 9th July, ex-French Mail of the 18th May, and bear dates "London, 5th June."

PIECE GOODS.—Our market for piece goods followed those of the south in their depressive movement throughout last month, and although considerable business resulted from the low prices then ruling, it was occasioned solely by the natives seizing the opportunity to lay in stock at the then unexpectedly low rates, and not from an increased and legitimate demand from the interior where the inquiry is by no means buoyant. We fear, therefore, that the rise in price and greater firmness of holders which this market has experienced within the last few days will greatly check operations. Imports for the time of year are excessive, and chiefly on native account, whilst the bulk are being stored for the fall trade.

GREY SHIRTINGS.—Quotations to date are at tls. 2.9 to tls. 3 per piece, but no European sales at these rates have as yet taken place.

RAW COTTON.—Export to 30th June 82,515 piculs. Since then the improvement has been still more marked owing to the imports by the last three steamers being exceedingly small.

The spirited little community of Tientsin, who are celebrated for their laudable efforts to lessen the tedium of a Chinese exile, have lately set on foot a promising little amateur theatre, which was inaugurated on the evening of the 23rd instant by the production of "On the Sly" and "Whitebait at Greenwich." The audience on the occasion was agreeably increased by the timely arrival of Sir Edmund Hornby and the officers of H.B.M.S. *Barrosa*, and a well-filled house, for Tientsin, greeted the amateurs on the rising of the curtain.

The general arrangements of the theatre were complete and well carried out. They reflected great credit on the managing committee. The parts one and all were excellently played, and on the whole the first performance of the *corps dramatique* of Tientsin may be pronounced a great success. There is every reason to hope that, with increased appliances, and with a little further trouble, their future performances will prove the Tientsin stage second to none in China.

SHANGHAI.

The following items are from the *Commercial Record* of the 22nd of July:—

"The news from the interior and from the North with respect to the movements of the Nienfei and the Mahometan rebels is of a somewhat serious character, though unfortunately coming only from native sources it bears the usual vague and unsatisfactory stamp. There is, however, no doubt that the Nienfei are pushing their way in the Kiangsu Province, and we hear upon reliable authority that they are now assembled in

Digitized by Google

considerable numbers about T'ung-tai; to which place they made their way by a circuitous route and forced marches along the sea-board; having evaded Tseng-kwo-fan and his forces around Tsing-kiang-fu. The complete incompetence of the Chinese Government to cope with any disorders which may spring up receives fresh illustration from day to day, and there scarcely appears to be a hope that tranquillity will ever again be restored by them without foreign aid; as even troops disciplined after the foreign mode of drill are useless when brought into the field unless by Europeans.

"Advices have been received from Newchwang to the effect that the trial of eight of the men who recently attacked Mr. Knight was being proceeded with; and that a number of men supposed to be concerned in the affray were being kept prisoners on board the *Wachusetts*. That vessel is to proceed to Taku and Mr. Knight will go in her *en route* for Peking, with a view, we understand, of having the matter laid before the Imperial Government.

"A disturbance of a somewhat serious nature has taken place at Chin Hai in consequence of the fishermen refusing the taxes demanded by a Mandarin sent to collect them. It appears that they seized the man and put him to death, and that in consequence some troops were sent to the spot, and the fishermen, two hundred in number, were forced to give up hostages from each of their boats. One man was decapitated on the spot. The sea wall at Hang-chow has again given way, causing a serious flood and large destruction of life and property. This wall seems to form a constant illustration of that system of neglect which in fast allowing China to fall into decay. Heavy charges are repeatedly made on the Imperial Treasury by the various local mandarins for its repairs; but as they each stay at the place but a short time a mere show of work is made, and by one after another the sea wall is made a subject of charge, but it is left as bad as ever.

"News has been received of the murder of six French missionaries in the Corea. They formed a portion of a party of nine of whom two have remained in the Corea and the third, it is stated, has proceeded to Peking to ask for the assistance of troops.

"A new set of Land Regulations for the French settlement have been published by the French Consul, by whom they were received from the Foreign-office in Paris. This has raised up the old question with respect to the nature of the jurisdiction claimed by the French in their concession, and some dissatisfaction has been felt at the amount of independent authority which is now assumed; especially as at a meeting of Consuls which took place shortly after, the French Consul refused to give his assent to the regulations now in process of formation for the English and American settlements until he had received the consent of the home Government. The Consuls have proposed a scheme for bringing the Municipal Council under judicial authority. It is suggested that that body should be suable before the consul of the nationality to which the plaintiff in any given suit belongs. This plan, though not without faults, is thought likely to prove the best that can be hit upon, considering the difficulties which Shanghai labours under in all matters of this description, and it is thought that with some few modifications it will meet its object.

"The adjourned meeting of the shareholders in the Shanghai Gas Company took place at the office of Messrs. Cowie and Co. agents, on the 16th inst., when the minutes of the previous meeting were read and confirmed; and the joint opinion of Messrs. Lawrance and Myburgh upon the legality of making a further call was read out, namely, that the company not being incorporated by any special Act, nor being under any Act of Parliament, its deed of settlement was of the nature of articles of co-partnership, and that no call could be made after the capital had been paid; and they recommended that the capital, stock, and plant of the company should be mortgaged for the purpose of obtaining the necessary funds. The Chairman laid before the meeting the accounts prepared in accordance with the resolution at the last meeting; and Mr. Hargreaves asked for explanations of several items in them, and complained that the dependencies now laid before the meeting had not been previously given more in detail. A lengthened discussion took place as to the best mode of paying off the loan due to the Mercantile Bank, and it was suggested that debentures bearing interest at 12 per cent. per annum might with advantage be issued. It was agreed that the liabilities of the company, viz., tls. 40,575.50, should be met by a loan voluntarily subscribed among the shareholders, to be secured by the issue of debentures, repayable in five years, and protected by mortgage of the plant, land and building of the company, bearing interest payable yearly at the rate of 12 per cent. per annum. The Chairman stated that there was some probability of being able to obtain the money upon loan from Hong Kong, but that as yet no definite reply had been received from the parties communicated with. The opinion of the shareholders present was taken as to the amounts they would be willing to take up on debenture when tls. 6,100 was readily subscribed for. It was however, decided, that the subscription loan should not be circulated until directors receive replies from persons already in correspondence regarding the loan, and that in the event of it being offered elsewhere, the directors be empowered to accept the same for six months.

"Maclean and West, two British subjects concerned tin the robbery of some bags of dollars from a house-boat in the Soochow Creek, in the course of which a Chinaman was killed, have been tried at the Supreme Courts. The verdict returned was to the effect that the prisoners were guilty of the robbery but that there was not sufficient evidence of the way in which the Chinaman came by his death to convict them of murder. Thompson, a notorious character, who is an American, and, was implicated in the matter, has also stood his trial for murder, but the decision of the Court has not yet been given."

At the final meeting of creditors in the estate of Chan-Lai-Sun and G. W. Johnson, for the purpose of application being made for discharge, Mr. Eames, who appeared on behalf of the estate of the late Bishop Boone, opposed the discharge of Chan-Lai-Lun upon the grounds mentioned at previous meetings; namely, that he was not satisfied as to the nature of a transaction with reference to the lease on building terms of a plot of land to Messrs. Hayes and Nixon; which it appeared had previous to being leased, been mortgaged to Mr. Caldecott Smith. Mr. Lai-Sun stated that he had intimated the circumstance to Messrs. Hayes and Nixon at the time the lease was effected, but this was denied in evidence by both those gentlemen. The plot of land, Mr. Eames contended, ought to come into the estate as an asset; while it had been left out as an inadequate security for the sum of tls. 6,000 though with the houses built upon it, it would be worth far more than that amount. After taking these circumstances into consideration, the Court decided to suspend Lai-Sun's certificate for six months, allowing him, however, to retain for his use a salary of $120 per month which he stated he was drawing from a house in Foochow, for which he was acting. Mr. Johnson's discharge was granted.

Judge Sir Edmund Hornby has returned from Peking, with what results of course we know not.

CHAMBER OF COMMERCE STATEMENT OF STOCKS OF MANUFACTURED GOODS STORED IN FOREIGN OWNED GODOWNS ON 30TH JUNE, 1866.

(Compiled from returns made by each firm.)

Grey Shirtings	pcs.	506.950
White Shirtings	,,	159.790
American Drills, Jeans, and Sheetings	,,	240
English Drills	,,	12 760
T-Cloths	,,	29.500
Handkerchiefs	doz.	14,018
Spotted Shirtings, White	pcs.	7.150
Do. do. Dyed	,,	14.100
Brocades, White	,,	4.300
Do. Dyed	,,	7,200
Damasks	,,	250
Chintzes	,,	20.572
Turkey Reds	,,	5.000
Velvets	,,	4,542
Velveteens	,,	4.234
Muslins	,,	12.167
Dimities	,,	2 650
Spanish Stripes	,,	21.720
Medium, Broad, and Habit Cloths	,,	7 5 2
Camlets, English	,,	63.597
Long Ells	,,	42 420
Lastings	,,	13 123
Crape Lastings	,,	4 251
Do. Lustres	,,	17 962
Orleans, Figured	,,	22 617
Do. Plain	,,	4,607

HONG KONG.

The following items are from the *China Mail*:—

"The termination of an interesting case came before the Court on the 14th, relative to the time of starting the Canton steamers. Mr. Rowett brought an action against the Hong Kong, Canton, and Macao Steamboat Company, on the ground of the *Kinshan* having left Canton before the advertised hour. The learned judge decided that the captain had, by starting at his own time, of which due and

Digitized by Google

reasonable notice was given by the ringing of the ship's hour and warning bells, done what could reasonably be required, giving at the same time permission to appeal.

"Three of the five pirates found 'guilty of piracy with intent to murder' are to be executed to-morrow (Friday) morning at six o'clock, within the precincts of the gaol. Fourteen others have been captured, and several identified, and it is to be hoped that those guilty will share the fate of their companions. The two reprieved were admitted Queen's evidence, and pointed the whereabout of the last batch.

"The Duc d'Alençon has been paying us a visit. On Friday last a review was held of the troops in garrison, at which they acquitted themselves very fairly.

"Much discussion has been taking place relative to the acts of his Excellency the Governor. There seems to have been a sort of misunderstanding between the colonists and the head of the Government. That he is not liked by his immediate subordinates is possible, but that we fancy is the natural effect of a transition from the very easy-going way of doing business which formerly characterised official Hong Kong, to the strict discipline his Excellency is desirous of seeing carried out. It is to be hoped that the colonists will see the wisdom of not expecting too much, and that he on his part will not disdain to conciliate by attention to those trifles which frequently attract a greater share of notice than more important acts.

"The weather here is warm but the health of the colony remains pretty good. The height of the thermometer during the past week has varied between 84 and 90.

"The *Ganges* brought us intelligence of the massacre of two French bishops and seven priests in Corea, a general persecution of the Christians in that out of the way corne of the world having been inaugurated by order of the father of the youthful Prince who, nominally under China, exercises the functions of King. The unfortunate gentlemen were it is stated first cruelly tortured and then then beheaded. One comfort is that the French will probably exact a heavy penalty for this little piece of amusement on the part of the Coreans, though doubtless the *Bright-ish* section of the British community will feel horribly annoyed at the idea of France going to war with a poor unoffending nation because she has an "idea" that her priests should not be massacred. Would that a deputation of peace-mongers would wait on the French Emperor to urge clemency and be served in the way certain ambassadors were of old. For any treatment short of crucifixion Great Britain would surely demand no redress. What however is England going to do? Is France to be permitted to occupy and then annex Corea or are we to have a finger in the pie? If the saying that "one good turn deserves another" has any weight with us we must aid in teaching the top knotted savages that the conquerors of Peking are yet alive and as dangerous as ever—that the foreign Ministers in Peking are not (as they are carefully informed) tribute bearers; and that the torture of a few bishops more or less however unimportant in Corean eyes has a certain amount of importance attached to it in the Councils of the west—no matter what their nationality.

"At the meeting of the creditors of the Commercial Bank Corporation a resolution was proposed by Mr. Granville Sharpe to the effect that an application should be made to the Master of the Rolls for an order permitting the local representative of the the official liquidator to accept and receive proof of debts due by the Hong Kong branch of the bank, instead of creditors being compelled to have proof made in London as now advertised; and for an order for the payment of such proved debts (so far as consistent with the interests of the general creditors and shareholders) here instead of in London. That the attorney of the official liquidators be requested to support this application, and in the event of such application being refused, obtain an extension of the period granted for proof of debts by Hong Kong creditors. This resolution was carried without dissent, but a great many creditors abstained from voting in its favour. This being noticed by Mr. Pollard he requested the Chairman to put the resolution to the meeting a second time. This was refused by that gentleman who stated that he would put any new resolution to the creditors present. Mr. Pollard then stated that he could not ask for the terms stated in the resolution unless it was unanimous, and the meeting separated without apparently any understanding having been come to."

"On the 26th three of the five pirates lately sentenced to death were executed in the Gaol compound. One of them died hard, as the phrase is, the others showing some sense of the fate which had overtaken them.

"The great event of the week, however, so far as active movements are concerned is the destruction of 13 pirates junks in Samoy bay, by H.M. ships *Opossum* and *Osprey*. They seem to have done their duty thoroughly well, and more than that, disinterestly; for a large amount of cargo was burnt in the junks which had it been sold would have realised a very handsome amount of prize money. Sooner than risk this again falling into piratical hands it was destroyed. We are glad to earn that the Commodore has mentioned the officers employed most favourably to the home authorities. The Mandarin who accompanied the party was unfortunately killed through an excess of bravery.

"A court-martial has been dragging its slow length along for some days. The prisoner was Dr. Woodward, of H.M.'s 20th Regiment, and the charges against him apparently amounted to the fact that he had, in the use of his discretion as a medical man, overstepped the boundaries of military etiquette. We have no particular sympathies for or against Dr. Woodward, such matters being to us 'news,' which it is our function to prepare for our readers; but we protest against the want of courtesy shown to the press by the Court, or, more correctly, the President of the Court, who made himself the laughing-stock of military circles by giving *our* reporter a written memo.!"

The following confirms the notice in our last that the bank's vaults had been cleared:—

"The action taken by certain firms against the Commercial Bank being considered as sharp practice, as it was a departure from their word as pledged by their representatives at the late meeting of shareholders, was met by a counter piece of diplomacy, the available assets having been transmitted to Bombay by the last steamer. Under the circumstances it is difficult to blame the manager, for if people would not keep faith with him he was obliged to act as he judged best for the great body of creditors. We do not commend the resolution, but a promise is a promise, and should be acted up to."

Another case of rupture between bank managers is reported. The Hong Kong and Shanghai Banking Company being creditors of the Agra Bank it appears refused to pay out coin for $50,000 of their notes presented by the Agra. The manager of the Hong Kong wished to endorse these notes and return them though a notary and this course was agreed to, but before it was carried out the legal adviser of the Agra, Mr. Barnard, advised that the manager of the Hong Kong, Mr. Kresser, should be summoned for the illegal detention of $50,000 in notes, the property of his client, and asked for restitution of these notes. He proceeded, he said, under section 60 of ordinance, which he read. He also stated that defendant had been guilty of fraud at least, if not larceny, and trusted the case would be summarily dealt with. The presiding magistrate, Mr. White, very properly dismissed the case, and expressed his opinion that the action should never have been brought in this form. The accusation of having done away with $50,000 especially against a respectable gentlemen was rather a serious one. Mr. Barnard had attempted to prove under section 60 that Mr. Kresser had acted in a fraudulent manner. So far from doing so, he thought that gentleman had acted in a very straightforward manner. It was much to be regretted that the summons was ever taken out, as there was no foundation whatsoever for the charge.

The same magistrate has also decided that holders of Agra Bank notes were entitled to judgment. The decision was:—

"In this case the bank is clearly liable to the plaintiff. It is, however, contended that the bank had suspended payment and by so doing had committed an act of bankruptcy, and therefore that the plaintiff must come in with the other creditors of the defendants, and prove his debt in the ordinary way,

"It is, however, by no means clear that under our local law of bankruptcy as regulated by Ordinance No. 5 of 1864, an incorporated company can become bankrupt, and were it perfectly settled that it could, still, I do not see how the manager of a branch bank can by any act of his, render the company, of which he is merely the agent bankrupt.

"Mr. Barnard, on behalf of the defendants, proposed to give in evidence a telegram which Mr. Anderson had received announcing that the head bank in London had suspended payment. That, however, I refused to receive on two grounds; in the first place, because I know of no case in which such evidence has been allowed, and in the second place, the telegram did not purport to come direct from the Agra Bank in London, but from a firm in Galle. However, even if I had admitted it I do not see in what respect my decision would have been different. The fact that the Agra and Masterman's Bank has suspended payment is not likely now to be disputed, and it will of course be soon wound-up, under the provisions of the Companies' Act (25 and 26 Victoria, Cap. 89). It does not, how-

Digitized by Google

ever, necessarily follow that it will be wound up in bankruptcy, and in any case the English Acts do not extend here."

"The law affecting branches here of companies incorporated at home is in a complicated and unsatisfactory state, and demands grave consideration.

"There is one provision especially of the companies' Act which for the security of residents here and in other colonies should be rendered general, and that is section 182, by which banking companies issuing notes in the United Kingdom are subject to unlimited liability in respect of such issue. I think such unlimited liability should extend to every place where notes are issued, and then cases like the present one would not be brought before the Court.

"I give the plaintiff a decree for $130 and costs."

Mr. Barnard, the Attorney for the Agra, applied to appeal.

His Honour granted leave.

The Governor, in laying the estimates for 1867 before the Council, said:—

"I have not even ventured to strike out votes for ornamenting public grounds, planting of trees, and such things as are not merely necessary in the most meagre acceptation of the term, but are symptoms of a refined and civilised tone in the community. I do not believe I should truly interpret your wishes if I were to do so. I have therefore judged it better to meet the crisis by not abandoning any useful work or evident duty, merely because it entails expense. I prefer inserting all that I think consists with our duty, the position of the Colony, and the natural expectations of those whose affairs we administer—and trusting to you to make good the deficiency. I have therefore proposed an expenditure of $970,000, including $165,000 for public works, though I do not believe you will have really a revenue of more than $852,000.

There will thus be a deficit on the year of nearly $120,000, and I apprehend that you will find it expedient to make good that deficiency by increased taxation in some form, and I know of none less objectionable than the Stamp Act, which has proved a source of so much profit to the Singapore Government with so little injury to the community.

THE NEW ORDINANCES.

The New Ordinances were then intrdouced one after the other and read a first time.

They were:—

1st. The Estimate for 1867.
2nd. The Harbours and Coasts Ordinance.
4th. The Registration Ordinance.
5th. The Piracy Court Ordinance.
6th. The Order and Cleanliness Ordinance.
7th. The Vacation of the Supreme Court Ordinance.

With reference to the Ordinance for the establishment of a Special Court for the trial of pirates the acting Chief Justice said that he was strongly of opinion that the Legislative Council had no power to pass such a measure.

When all the Ordinances had been taken as read a first time the Governor said that he thought it would be better not to attempt the discussion of such a mass of legislation without due deliberation on its details. He would therefore adjourn the Council for the present without fixing another day for its next meeting, and he hoped that in the interval which would elapse the members would come freely to him and to the Attorney-General with the view of asking any questions in connection with the proposed Ordinances, or of making any suggestions which might occur to them. The Council then adjourned.

On the Governor's proposals for new taxation the *Overland Trade Report* says:—

"It was understood that there was a considerable deficit in the accounts, and that at the meeting of the Council, which was long expected, the Governor would bring forward some financial measure by means of which the treasury could be recruited. When the time came, he not only brought forward his budget, but a quantity of legislation as well, directed towards the suppression of the various evils which have so long been rampant in Hong Kong. He explained that he had considered it advisable to bring forward all the Bills then laid on the table *en bloc*, because the estimates were to some extent modified by them, and it was better that the members of the Council should have an opportunity of considering the financial proposals and the draft ordinances at the same time. The total estimates for the year amounted to 803,600 dollars. In contemplating the measures necessary for meeting this expenditure the Governor reviewed the accounts for the last six years, showing that in the year 1863 the expenditure for the first time exceeded the revenue. In every year since then there had been a deficit, and the accumulations of the land premiums had now been entirely swept away. The Governor argued, therefore, that inasmuch as the expenditure must be permanently in excess of the revenue, the only way of meeting the present financial difficulty was to raise more money by taxation. The first six months of this year the expenditure will have exceeded the revenue by $75,000, and at the conclusion of the year a deficit of $100,000 may be expected. These calculations, indeed, which are those of the Auditor-general, are more favourable than some that have been prepared by other officers of the Government. Under these circumstances, therefore, and in face of the possible necessity of borrowing money to meet the immediate obligations of the colony, the Governor considered an increase of taxation inevitable, and announced his intention of bringing forward a measure modelled upon the Stamp Act of Singapore. This Bill he will lay before the next meeting of the Legislative Council. In the meantime he laid on the table the series of ordinances above referred to. These were—first, the estimates for 1867, secondly, the harbours and coasts ordinance, which is directed to the removal of one of the grossest anomalies which have been observable hitherto in the administration of this colony. This is the freedom which native craft of all kinds have up to this time enjoyed of coming and going as they pleased in the harbour of Victoria without being subjected to any of the simplest port regulations to which civilised vessels have to conform. The result of this freedom has been that the harbour of Victoria has been one of the securest refuges for pirates which could be found anywhere along this coast. In future, under this ordinance, all junks entering the harbour will have to report themselves at the harbour master's office, state their character, and obtain a proper clearance before they will be allowed to leave. Another of the new Bills is intended to provide a special court, consisting of the chief justice, the admiral of the station, the senior naval officer at Hong Kong, the judge of the summary court, and two unofficial members, for the trial of piracy cases. Another ordinance provides for the registration of all Chinese houses in the colony and all native servants. Another for new police regulations directed to securing greater attention on the part of the Chinese to ordinary sanitary precautions. The ordinances together constitute what has been called a 'social revolution' in Hong Kong, but the revolution has been so much wanted that it is welcomed by all parties; and although, as will be seen by the comments of the local press, the proposal for a stamp act will be highly unpopular, there is a general disposition to acknowledge in the heartiest manner the energy which the Governor has shown in grappling with difficulties which encountered him on assuming the administration of this colony."

PHILIPPINES.

MANILA.

Dates *via* Hong Kong are to the 23rd July. The London mail of 26th May arrived on the 8th July. The following letter gives some interesting items:—

"The only two items worthy of mention are, first, the failure of Government in receiving bids for the loan advertised to take place on the 20th of last month. As I wrote to you in my last, 1½ millions of dollars were required, Government fixing the rate at 96. The amount of coupons were of $1,000 each. The only bids offered were for $3,000 at par, which were accepted, and $25,000 at 90, which were refused. Under the idea that sufficient time was not given to the public to take the loan, another attempt is now being made, by keeping it open for ten days, fixing the rate again at 96. Whether this time the Government will be more successful is greatly doubted, but "*Vamos a ver*," as we say here. The second occurrence is the recal of our present Governor-General, which pleases everybody; for in the short time that the present incumbent has had his post, he has made himself disliked by high and low. The Indians or natives took a dislike to him during the first fourteen days of his stay for not assisting at a fire, a custom which has been so far followed by every Captain-General we have had.

"It is now some months ago that five or six Chinamen, principally the oldest and most influential residents, received a peremptory order to leave the islands by the next steamer, allowing them barely sufficient time to regulate their business. As this was a great prejudice to the foreign mercantile community who had dealings with these Chinamen, the whole body met together, and the different foreign Consuls were requested to lay the matter before the Governor. As we have only two diplomatic Consuls here, those of France and England, and the latter only a Vice, the Governor thought fit to snub them, and went so far as to insult one of the Consuls of another Power, refusing at the same time to grant their request, or even allow the Chinamen time enough to regulate their affairs, saying moreover that the interests of commerce were no concern of his. Of course, as you can well imagine, this affair created quite a sensation here in Manila, and by the following steamer not alone did the reports of the Consuls to their Governments go home but likewise everybody who had friends in Government service at Madrid wrote to them, giving them, of course, different versions. The Governor committed at the time a great blunder by not reporting the matter to the home authorities. In the meanwhile the Chinamen were first allowed a week, then a fortnight, and at last only two of them were ordered to leave, and they returned again in six weeks.

"On the different reports reaching Madrid the affair created quite a sensation. It came before the courts, and the different opposition papers had great articles about it, and the result was that another General was appointed. This would have been all very well had the Government notified the present one here officially of it, but it only sent an order to have a steamer waiting at Singapore by a certain day, and it is supposed that the now General brings the order, relieving the present one himself. The Captain-general is very much disgusted with the affair, and thinks it most dishonouring to evacuate his position in this manner. Our rainy season has fairly set in, and for the last fourteen days we have had a continued spell of wet days."

MALACCA STRAITS.

SINGAPORE.

The *Straits Times* of 6th August has the following summary of news:—

The London mail of the 26th June arrived here by the P.

Digitized by Google

and O. steamer *Northam* on the morning of the 28th July—an exceptionally short transit; by this opportunity we had telegrams from London to the 18th idem, and these have since been extended by way of Calcutta to the 19th idem.

The political concerns of the Settlement have again been brought into prominent notice—affording room for considerable discussion—owing, first, to the appearance of the annual Government Administration Report, and, second, to the receipt here of the parliamentary papers which were laid on the table of the House on the introduction of the Bill for the transference of the control of the Settlement from the India to the Colonial-office. The latter document, which is doubtless in the possession of those at home interested in the welfare of this place, has given general satisfaction here, as the recommendations it contains are as a rule in accordance with the expressed public opinion. The interruption to the passage of the Bill which the change of Ministry has occasioned is to be regretted; but it is hoped that this will not be for long. The Administration Report, the only authentic record we possess of the progress and condition of the Settlement, is the work of the local Government, and has this year been issued somewhat earlier than usual. The picture it presents is in all respects satisfactory; financially it exhibits a *bona fide* surplus of revenue over actual necessary expenditure of some £10,000, and comercially shows a continuance of that steady increase of trade which has marked the Settlement from the first.

The Governor and suite continue at Penang. Sir Benson Maxwell, who this year completed his term of office as Recorder of Penang, has accepted the recordership of Singapore, and was sworn into office on the 28th of July. During his stay of three weeks here he got through the criminal session, and disposed of nearly all the civil business of the Court. He has returned to Penang to open the session there, and only waits the appointment of a judge for that division of the Court to take up his residence here. Sir Benson Maxwell's appointment to the judgeship of Singapore gives general satisfaction, his temporary administratson of its duties since Sir Richard McCausland's departure having produced a favourable impression.

The weather for the last month has been most exceptional, characterised by heavy and continuous rains, indeed, bringing the climate back to something of the kind that must be remembered by residents twenty years ago.

A small steam pleasure yacht named the *Indrabayoo*, built for the Rajah of Laroot, measuring 63 feet in length, 10½ in breadth, and 6 in depth, has been successfully launched from the shipbuilding yard of Mr. G. Lyon, at Tanjong Rhoo.

On the 14th of July the British ship *Grenada*, John Herd, commander, from Singapore to Liverpool, near the Gaspar Island, went on a well-known reef, but got off eighteen hours after, having thrown overboard about one hundred tons divers merchandise. The captain declared that the ship was perfectly tight, and continued his voyage on the 15th. The passengers on board are one English lady, one English and two Dutch captains.

Births, Marriages, and Deaths.

(Announcements for Subscribers are made free of charge.)

BIRTHS.

BOURNE—On the 20th June, at Yokohama, the wife of Mr. William Bourne, of a son, prematurely.

DAVIDSON—On the 17th July, at Hong Kong, Mrs. W. M. Davidson, of a daughter.

GYE—On the 20th July, at Shanghai, the wife of James Gye, Esq., of a daughter.

HUGHES—On the 14th July, at Hong Kong, the wife of Emilius Hughes, Deputy-Assistant-Commissary-General, of a son.

MACMILLAN—On the 12th July, at sea, the wife of Captain MacMillan, of the British barque Kalahome, of a son.

WELLS—On the 26th July, at Singapore, the wife of Mr. Graham Wells, of a daughter.

WILLIAMS—On the 3rd August, at New Harbour, Singapore, the wife of Mr. J. Williams, of a daughter.

MARRIAGES.

DE WICHTRACH—YOUNG.—On the 6th Sept., at St. Mary Abbotts, Kensington, by the Rev. W. J. du Boulay, Rowland de Steiger, son of the late Baron Alexander de Steiger de Wichtrach, of Berne, Switzerland, to Catherine Cecilia Christie Young, eldest surviving daughter of W. O. Young, Esq., of 1, Palace Gardens-terrace. No cards.

HOOGLANDT—PISUISSE.—On the 3rd Sept., at Maestricht, Holland, William Hooglandt, Esq., of Singapore, to Marie Louise, eldest daughter of the late Colonel Henry Pisuisse, and granddaughter of the late General Baron Ralph Dundas Tindal.

KNOX—RICE.—On the 23rd Aug., at Loghill Church, county of Limerick, by the Hon. and Rev. Aubrey Spring Rice, Octavius Newry Knox, Esq., third son of the Hon. John and Lady Mabella Knox, to Lucy, fourth daughter of the late Hon. Stephen Edmond Spring Rice, of Mount Trenchard, in the same county.

TRIGGS—KERR.—On the 6th Sept., at St. Barnabas, South Kennington, by the Rev. J. Wallis, M.A., the Rev. G. C. Triggs, curate of Old Stockwell, to Emily Eva, second daughter of the late Crawford Kerr, Esq., of Hong Kong, China, and London.

WOOD—WILL.—On the 4th Sept., at St. Mary's, Stoke Newington, by the Rev. Thomas Jackson, rector, Mr. William Wood, Chartered Bank of India, Australia, and China, to Christina Cook, youngest daughter of Mr. Thomas Will, Bloomfield Villas, Park-road, Stoke Newington, late of Aberdeen. No cards.

DEATHS.

BOWRA—On the 4th Sept., suddenly, at his residence, Durrington Lodge, Surbiton, William Addenbrooke Bowra, late of Hong Kong, China, in his 50th year.

CASWELL—On the 3rd August, at Singapore, Thomas, eldest son of the late James Caswell, Esq., of Sydney, New South Wales.

CLARKE—On the 9th July, at the Murray Barracks, Hong Kong, Ellen Clarke, 20th Regt., aged 18 months.

CARR—On the 11th July, at the British Hotel, Hong Kong, Eliza, wife of Henry John Carr, aged 49 years.

COX—On the 12th July, at the General Hospital, Hong Kong, Charles Cox, Colour Sergeant, 2nd Batt. 20th Regt., aged 37 years.

DAVIDSON—On the 18th July, at Hong Kong, the infant daughter of Mr. and Mrs. W. M. Davidson.

DAVIS—On the 7th Sept., at Hollywood, Gloucestershire, after a long and painful illness, Emily, the affectionate wife of Sir John F. Davis, Bart., K.C.B., late Governor of Hong Kong.

DOCKSON—On the 7th July, at Hong Kong, John Dockson, gunner, R.A., aged 26 years.

DUTTON—On the 16th July, at Canton, Mr. S. Dutton, photographer.

FIELDING—On the 6th July, at Hong Kong, Charlotte Mann Fielding, the beloved wife of Captain James C. Fielding, Ceylon Rifles, and fourth daughter of Gother M. Parsons, Esq., late Ceylon Civil Service.

GARDNER—On the 10th July, at Macao, Johann Eduard Emil, son of William Gardner, Hamburg Tavern, Queen's-road, aged 13 months.

HARVEY—On the 24th Aug., at Bearehill, Brechin, Francis James, third son of John Harvey, Esq., Blackheath-park, aged five years and six months.

LINDSAY—On the 16th July, at the General Hospital, Hong Kong, Patrick Lindsay, private 2nd Batt., 20th Regt., aged 26 years.

REYNVAAN—On the 15th July, at Canton, Appoloneus Johannes Reynvaan, of Spring-gardens, aged 43 years.

STOAKES—On the 11th July, at the Victoria Gaol, Hong Kong, Henry Stoakes.

EXPORT OF TEA AND SILK TO GREAT BRITAIN.

1866-67.

	From Kanagawa.	From Shanghai and Hankow.	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales.
From June 1, to 30, 1866.....		10426907	18356616		2368289	31151812	2715
Corresponding period last season.....		6469021	10486720		1382000	18337741	

SHIPMENTS SINCE.

	Ship.	From.		
June 21 ...	Hoang Ho	... Hankow	... 710,680	
— 24 ...	Sir Lancelot	... Do.	... 1,148,267	
— 25 ...	City of Aberdeen	... Shanghai	... 723,024	
— 25 ...	Lennox Castle	... Foochow	... 994,033	
— 25 ...	Laurel	... Do.	... 904,748	
— 25 ...	Napoleon III.	... Hankow	... 913,104	
— 28 ...	Fire Queen	... Do.	... 957,200	
— 29 ...	Ottawa (mail str.)	... Shanghai, &c.	... —	1,697
— 30 ...	Gossamer	... Do.	... 929,250	
— 30 ...	Burdwan	... Do.	... 976,669	
— 30 ...	Sovereign of India	... Foochow	... 1,034,452	
— 30 ...	Amber Witch	... Do.	... 353,842	
July 5 ...	Alma	... Canton	... 635,023	
— 6 ...	Island Queen*	... Do.	... 563,417	
— 8 ...	J. R. Worcester	... Shanghai	... 925,801	
— 8 ...	Taymouth Castle	... Canton	... 849,770	
— 9 ...	Zingra	... Foochow	... 640,000	
— 11 ...	Pakwan	... Shanghai	... 1,030,635	
— 11 ...	Victoria	... Canton	... 40,000	
— 11 ...	Maitland	... Foochow	... 1,069,000	
— 12 ...	Delhi (mail str.)	... Shanghai, &c.	... —	1,923
— 16 ...	Coulnakyle	... Do.	... 739,640	
— 16 ...	Cinderella	... Do.	... 595 044	
— 18 ...	Fusiyama	... Do.	... 780,284	
— 18 ...	Devana	... Foochow	... 1,089 900	
— 18 ...	Everest	... Do.	... 760,400	
— 19 ...	Vigil	... Shanghai	... 734.171	
— 19 ...	Lauderdale	... Hankow	... Not reported.	
— 20 ...	Star of China	... Shanghai	... 1,061,004	
— 24 ...	Alphee (Fr. mail str.)	... Do., &c.	... —	1,089

* Put back injured in a typhoon; repairing.

EXCHANGES ON LONDON.

[For dates, see first page.]

		Bank.	Private.
At Yokohama	6 months sight.	4s. 5½d.	4s. 6½d.
At Shanghai (per Tael.)	6 ditto	6s. 2½d.	6s. 4d. to 6s. 4½d.
At Canton, At Hong Kong, At Macao	6 ditto	4s. 6d.	4s. 7d.
At Singapore	ditto	4s. 5½d.	4s. 6d. to 4s. 7d.
At Manila	ditto	4s. 0d.	4s. 0d.

☞ At Shanghai, bills on India, Rs. 297 per 1,000 taels. At Hong Kong Rs. 216 to 217 per $100. Bar silver at Shanghai, tls. 118·2; at Hong Kong, 11 per cent. prem. Mexican dollars at Shanghai, tls. 71·8 per 100; and exchange on Hong Kong, 28 discount. Hong Kong and Shanghai Bank shares, — to — dis.; Gas Company, — per cent. prem.; Honk Kong and Whampoa Dock, — per cent. prem.; Steam Shares, — per cent. discount; Union Dock Company, — per cent. dis.

The latest telegrams quote Exchange at Shanghai 6s. 1d. and Hong Kong 4s. 4d.

COMMERCIAL REPORT.

CHINA AND JAPAN IMPORTS.

HONG KONG.

An active business has been continued throughout the fortnight in cotton manufactures, without, however, any marked improvement in rates, owing to the large stock, and willingness of holders to meet the market. Chinese have been the principal buyers of Grey Shirtings for shipment to the North. Woollens: An active inquiry has sprung up for Long Ells, which have accordingly advanced rapidly in price, particularly scarlet sorts, of which there are very few in stock. Moderate sales have also been made of Spanish Stripes and Lastings. Camlets have not been wanted. Metals have been neglected; no sales of Nail Rod or Bar Iron are reported; Lead remains unchanged. Coals: The market has been flooded by the late large arrivals, amounting to thirty one ships in six weeks, bringing about 30,000 ton of Coals. The only sale reported is a

Digitized by Google

forced one of 3,000 tons at $9 25 to cover freight; holders, however, will not hear of submitting to a decline, and a large quantity has, consequently, been landed and stored. There is at the moment little or no demand, and the few offers that have been made have ranged from $1 to $2 below the nominal quotations.

YOKOHAMA.

Since the date of our last report the mails of the 10th and 17th May have arrived, bringing advices of a financial crisis at home unexampled for severity during the experience of the present generation. The greater part of the news having reached us by telegram, there is reason to fear that the full extent of the mischief is not yet known, and the consequent uncertainty felt as to the position of various banks and commercial firms connected with the East, is productive of much inconvenience. The effect of this state of things upon our import market, added to the depression previously existing from other causes, has been to induce large sales of goods at rapidly decreasing prices, and it was not until the French mail brought advices of a better feeling in the Shanghai market, that some of our importers ceased to force off their stocks at whatever rates could at the moment be obtained. Grey Shirtings had previously been placed as low as $3.45, but the Shanghai quotations showing a considerable margin upon this price have checked further operations, and induced the re-export of some 40,000 pieces which will materially relieve this market. Other goods have participated in the depression, especially Camlets and Taffachelass, of which the supply is now very considerable. We hear of a sale of the former to some extent at a price much below our quotations. Cotton Yarn is somewhat firmer the last few days, owing to the falling off in shipments from home, and the increasing demand for consumption. Of articles in fair inquiry we may mention Turkey Red Cloth, Velvets, Figured Orleans, and Sugar, which are saleable at a slight reduction upon the prices previously current. A small parcel of Lead has been placed at our quotations. Three arrivals have taken place from the United Kingdom during the fortnight. The new tariff came into operation on the 1st inst., and appears to give satisfaction as far as imports are concerned. The bonded warehouses have also been used to a small extent, but it is as yet too soon to give an opinion as to how the system will work.

CHINA AND JAPAN EXPORTS.

YOKOHAMA.—TEAS.—Buyers kept out of the market at the commencement of the fortnight, and forced the native merchants who were in want of funds to realise at a reduction of $2 to 3 per picul. The French Mail news afterwards caused a slight disposition to purchase, and about 3,000 piculs have found buyers. The crop this year is expected to be large, and even in excess of that of last year. Export from January 1, 1866, 3 159.150 lbs.; 1865, 3 233,000 lbs.

SHANGHAI.—Black Teas: Since the departure of last mail there has been a good inquiry for Congous, nearly 30,000 chests having found buyers at irregular prices; we may quote, however, an advance of two taels on previous rates for all good teas. The demand has been chiefly for medium to fine Ningchows (Monings), and common to good Oonams. There have been very few Oopacks settled, holders deciding to ship them rather than accept a loss on Hankow cost. One chop of fine quality has been taken at tls. 43 for Russia. Stocks continue heavy, but teamen remain firm. Settlements have been as follows:—12,800 chests Oonam, at tls. per picul 23½ to 32½ equal to Sterling per lbs. 1 5 to 1 11; 12,100 chests Ningchow at 28½, to 36½ equal to 1.8 to 2.1¼; 2,600 chests Oopack, at 30 to 34, equal to 1. 9¼ to 2. 0; 2,200 chests Hohow and Kaisow kinds, 22 to 31, equal to 1.4 to 1.10, 29,700 chests. Re-shipments, 35,100; stock, 34,000 chests. Total settlements, with re-shipments from the River ports, from 1st June to date, 112,400 chests against 83,500 chests last year. Green Teas: Three chops of Pingsuey have been settled at tls. 35, 37, and 40½ respectively, prices on about a par with the opening rates of last season. Four chops of New Shanghae-packed Fychows have also been taken at tls. 32 to 37½, and two old chops of coarse quality at tls. 20 to 24 per picul. Musters of new Moyunes may be expected in about in about five weeks. Settlements have been as follows:—3,800 half-chests, as above. Re-shipments, 89,000 half-chests. Stock, 6,500 half-chests. Total settlements, with re-shipments from Kiukiang, from 1st June to date, 13,900 half-chests, against 8,800 half-chests last year.

HANKOW.—An active business had been done in Congous during the fortnight, at prices showing no material change on previous quotations. The second crop Oopacks were arriving freely, and being considered superior to the past two seasons' growth in both strength and quality, had attracted attention, some 20 chops finding buyers at from tls. 24 to 27¾ per picul. Settlements for the fortnight were 24,000 chests, at the following prices:—Oonans, common to fine, tls. 18¼ to 28 per picul equal 1 4¾ to 1 18¼ lbs. sterling. Oopacks, fair to fine (first crop), tls. 23½ to 34 per picul equal 1 1¼ to 2 3; Medium (second crop) tls. 24 to 27¾ per picul equal 1 8¾ to 1 11 lbs sterling. Arrivals.—1866, 223,800; Settlements, 203,600; Stock, 20,200 chests. 1865, 1,70,600; Settlements, 145,300: Stock, 25,300 chests.

SILK — SHANGHAI. — Notwithstanding the receipt of advices by telegram, which under ordinary circumstances would have had the immediate effect of lowering prices, the Chinese, being fully impressed with the truth of the reported shortness of the supply of silk this season, will not dispose of their stocks unless tempted by offers which show a profit on former cost, and are nearly equal to the present rates ruling in the country. The result has been that purchases made at the close of the mail show an advance of from tls. 35 to 45 per picul on the former quotations. Tsatlee: Chops No. 1, tls. 560 to 565; chops No. 2, tls. 540 to 545; chops No. 3, tls. 520 to 525; market No. 3, tls. 500 to 510; market No. 4, tls. 480 to 490; market No. 5 and common, tls. 460 to 470 per picul. Taysaams: Chops No. 1, tls. 465 to 485; No. 2, tls. 445 to 450; No. 3, tls. 425 to 430; No. 4, No. 5, and common, tls. 400 to 410 per picul. Yuenfa: No. 1, tls. 475 to 480; No. 2, tls. 460 to 465; No. 3, tls. 440 to 445; No. 4 and common, 400 to 425 per picul.

YOKOHAMA.—The market continues quiet, only a few parcels of mixed new and old silk had been settled; Nos. 1 to 3 Mybash costing about $720 per picul. The present steamer has 100 bales engaged, and is expected to take 740 bales Chinas and Japans. Settlements for the past fortnight 800 bales. Stock, 5,000 bales.

SHIPPING INTELLIGENCE.

ARRIVALS.

At YOKOHAMA.—From Amsterdam: July 12, Gloria. (Reported per telegram). From Liverpool: Receipe.

At SHANGHAI.—From New York: July 19, Golden State. (Reported per Telegram). From London: Aurora Australis, Polmaise, Wild Deer.

At FOOCHOW.—None.

At HONG KONG and CANTON.—From London: July 15, Gresham. From Liverpool: 22, Adelia Carleton. From Shields: 12, Arracan. From Sunderland: 13, Runnymede. From Cardiff: 14, Pocahontas. From Newport: Congress. From New York: 12, Christopher Hall; 15, Samuel Russell; 17, Supply. (Reported per Telegram). From London: Invincible. From Sunderland: Corrientes.

At MANILA.—From Newcastle: July 10 Westward Ho.

At SINGAPORE.—From Cardiff: August 2, Luctor et Emergo, Yedo. From Newcastle: Fop Smit. From Sunderland: George Shotton. (Reported per Telegram). From Clyde: Lochleven Castle.

At PENANG.—None.

DEPARTURES.

From YOKOHAMA.—None.

From SHANGHAI.—For London: July 17, Fusiyama. 19, Vigil, 20, Star of China.

From FOOCHOW.—For London: 9, Zingra. 11, Maitland. 18, Devana. For Liverpool: 18, Everest. For America: None.

From HONG KONG and CANTON.—For London: July 17, Victoria.

From MANILA.—For New York: July 10, Sooloo, Sailor Prince. 20, Rangoon. 19, Jane Leech (via Cebu). For Boston: 14, White Swallow.

From SINGAPORE.—For London: July 27, Dovercourt. 31, Benvoirlich.

From PENANG.—For London: July 23, Oribe. Aug. 1, Balaklava, Benvenue.

VESSELS LOADING.

At YOKOHAMA.—For London: Conference.

At HANKOW.—For London: Helen Nicholson.

At SHANGHAI.—For London: Agamemnon (s.s.), Challenger, William Melhuish, Nelly, Illimani, Knight of Snowdon, Antipodes, Sir W. F. Williams, Peterborough, Lansdowne, Coral Nymph, Agamemnon, Blencathra. For Liverpool: Trebolgan. To United States: None.

At FOOCHOW.—For London: Ornate (full), Philomela, Naomi, Dewa Gungadhur, Northfleet.

At HONG KONG.—For London: Melbreck, Valdivia (full), Mary Nicholson, Cedars, Solent.

At MANILA.—For Liverpool: Benjamin Bangs. For Cork: Equinox, Prudhoe. For New York: Lady Blessington, Rattler. For Boston: Franklin.

At SINGAPORE.—For London: St. Andrew's Castle. For Liverpool: Blandina Dudley, Huntley Castle, Edinburgh Castle. For Falmouth: Maria Wilhelmina. For New York: Dunmore (*via* Penang), Jacmel packet.

At PENANG.—For London: Elizabeth.

FREIGHTS AND CHARTERS.

At YOKOHAMA.—To London: Cotton and Tea, £2 10s. to £3 per ton; very little freight offering.

At HANKOW.—For London: The rate is reduced to £5 per ton.

At SHANGHAI.—To London: Tonnage in abundance, and freights have receded to £3; a better demand exists for coasting purposes.

At FOOCHOW.—To London: £2 to £2. 10s. per ton.

At HONG KONG and CANTON.—For London: The Melbreck has been engaged full at £2 per ton to load at Whampoa, and the Solent is filling up at same rate. The estimated number and tonnage of disengaged vessels in Hong Kong, according to the circular of G. Holmes, is 70, representing 41,205 tons.

At MANILA.—The settlements show a decline on previous rates, the following being the engagements of the fortnight:—The Jane Leech for New York, at £2 5s. for 350 tons Clayed Sugar, and £4 5s. per 20 cwt. or Hemp; the latter being shipped in Cebu. The Lady Blessington for New York, at £3 5s. per 20 cwt. for a full cargo of Hemp; Benjamin Bangs, for Liverpool, at £2 7s. 6d. for Clayed, £2 12s. 6d. Unclayed Sugar, and £3 per cwt. for Hemp; Westward Ho, Melbourne, at £2 per 20 cwt. for Unclayed Sugar.

At SINGAPORE.—To London: Sugar, £2. Measurement, £2 5s. per ton; tonnage plentiful.

At PENANG.—To London: Light cargo, £2 10s.; dead weight, £20s. per ton.

VESSELS PASSED ANJER.

From ENGLAND and CONTINENT to CHINA, &c.—July 11, Silesia, Cardiff to Shanghai; 13, Conrad, Sunderland to Japan; 15, Invincible, London to Hong Kong; Eleanor, London to Japan; 17, Harkaway, Liverpool to Batavia; 19, St. Andrew's Castle, London to Singapore; City of Quebec, London to Shanghai; 20, Albatross, Cardiff to Hong Kong; Minnie, London to Japan; 20, Dorothea, Hamburg to Amsterdam; 21, Esperanza, Cardiff to Shanghai; 21, Banian, London to Hong Kong; 22, Luneberg, Hamburg to Singapore; Maria Elizabeth, Cardiff to Batavia; 23, Cornelia Hendrika, Cardiff to Singapore; Royal Berkshire, Plymouth to Shanghai; Coral Queen, Sunderland to Hong Kong; 18, Aquarius, Glasgow to Batavia; 19, Susanna, Rotterdam to Batavia.

From CHINA, &c., to ENGLAND and CONTINENT.—July 11, Wiona, Singapore to London; Bastian Pot, Singapore to London; Ada, Foochow to London; Grenada, Singapore to Liverpool; 13, Flying Spur, Foochow to London; Oithona, Manila to London; 16, Deerfoot, Macao to London; 16, William Cundall, Manila to Falmouth; 17, Jeanette and Cornelia, Batavia to Scheidam; India, Batavia to Rotterdam; 18, Robert Lowe, Singapore to London; Presto, Batavia to Amsterdam.

From UNITED STATES to CHINA, &c.—July 14, Lota, New York to Shanghai.

Digitized by Google

TRANSPORT BY WATER ACROSS THE ISTHMUS OF SUEZ.

The Suez Canal Company having avowed its determination to keep the transport of the fresh-water canal in its own hands, has now announced the name of its agents at Marseilles and elsewhere, through whom alone the merchandise of the whole world sent by that route must pass. The company adds its assurance that the route will be open without favour to all the world, and we are therefore at a loss to conceive why it does not adopt the customs of ordinary commerce, and accept merchandise from any one who will forward it; but, perhaps, there is a fear of too great a pressure.

THE arrangements which have been in progress for the resuscitation of the Agra and Masterman's Bank are nearly completed.

WE understand that it is under the consideration of the directors of the Bank of Hindustan to reconstruct the bank, reducing the nominal amount of liability, &c. This course has been urged by shareholders, in the press as well as in private, and no doubt would be beneficial to all concerned.

MR. ROBERT HUNT, the Inspector-General of ustoms, returns to Shanghai by the next mail (French).

The Chartered Mercantile Bank of India, London and China have notified that their business will be carried on at the new banking house, 65, Old Broad-street, E.C., on and after Tuesday, the 18th instant.

In reference to our notice in another column of the steam service from Java to Queensland, we find by the mail in to-day that the Government had accepted the tender of Messrs. Bright Bros. for the steamer *Hero* to run for six months, that is, three voyages. The tenders for the service are reported as—James Coleman, four steamers, at 10s. 6d. per mile; Bright Brothers, steamer *Hero*, for [?] per month; A. S. N. and Netherlands India companies, jointly, £43,000 per annum; Van Delden, on behalf of the Dutch company, £30,000 per annum, for three paddle steamers.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, SEPT. 7.

The question who will be the successor of Mr. Sloet van den Beele, the Governor-General of Java, still occupies our political circles; the more so, since the last Java papers told us that he should wish to return as soon as possible to the mother country. When the fate of the India Budget is known, we, perhaps, shall also know the name of the Governor-General. At this moment nothing can be said thereabout with any authority.

Amongst the Bills laid before the members of Parliament is one regulating the granting of land in India, on the principle of quit-rents. This Bill, however, will not come into discussion in this session, which must end on Saturday, the 15th, because on every third Monday in September the new session must be opened, when the discussions about the Address of reply to the Speech from the throne are followed by those about the budget for the following year. It is, however, probable that the Bill confirming the plan of the Government to end to the company of Exploration of the State Railways a um of two and a half million of guilders will be debated in his session. I need not say that the plan to aid this company, which is involved in financial difficulties, meets with a strong opposition.

The Minister of the War Department had several audiences with his Majesty the King; the *Nieuwsbode* says that this fact relates to the plan of that Minister to increase the credit wanted by that department for the service for next year. Those warlike measures create a disagreeable feeling throughout the country.

The arguments of the last Java papers have produced here a very painful impression, they nearly being uproarious, in consequence of the great disappointment caused by the defeat of the Liberal Cabinet in respect to the Culture Bill. Undoubtedly the discontentedness will increase, when the result, obtained till now by the colonial debate about the East India budget, will be known in Java. During ten years the Liberals are fighting for introducing their principles in the Government of our colonies, but still the Conservatives triumphed over them, and once more they obtained a victory in the last days. The principal point of the East India budget, the to be or not to be of this Cabinet, was resumed in section F. The Second Chamber had to approve of or condemn the measure of the actual minister of the Colonial department, by which the personal services which the natives must render to the heads were maintained, contrary with a resolution of the former minister by which they were abolished. During four days this principle was defended and condemned in the Second Chamber; numerous motions were proposed by the Liberals, and, notwithstanding they were defended energetically, they all were lost. With thirty-five against thirty-two votes the Conservative principle was approved of. Of course this victory was again obtained by the divergence among the Liberal party. It was again Mr. Thorbecke, the former leader of this party, who helped the Conservatives; he and four other Liberals voted against the principal motion, that of Mr. van Heukelom, which proposed that the Second Chamber should condemn the revoking of the resolution by which these personal services were abolished. The Conservatives obtained another triumph, with regard to the consignation system, the Liberals being of opinion that it is just that the products must be sold in Javaand not here, and proposed that the Chamber would declare that this system ought to be avoided as much as possible. Mr. Andreae (a Conservative), however, amended this motion, and added the clause, that this measure could not go so far that our trade, navigation, and treasury should be prejudiced. Of course the Liberals were obliged to vote against this murdered motion of Mr. Blussie. When I now add that the Minister declared again that it was his firm intention to maintain the Governments cultures of coffee and sugar, that the Conservatives protested with the greatest success against the opinion that India ought to be governed in India and not in the Hague, then, indeed, I must acknowledge that the Liberals, within a long period of ten years, did not advance very much, and it cannot excite much surprise that people in India become impatient, and that they fervently wish to have their own government, like our West-Indian possessions have.

The new Japan tariff of import and export duties was published here on the 1st inst. It gives generally much satisfaction, and it is trusted that the trade with Japan will revive by this liberal measure.

P. S.—ROTTERDAM, SEPT. 8.—Mr. Rochussen propo nd ment to decrease the subsidy which was to be granted to the steam line between Java and Australia, from 200,000f. to 100,000f.; this amendment was passed by 49 against 9 votes. The general opinion was that this line would not prove to be so advantageous for Javn that such a high subsidy could be approved. Some members thought it preferable to grant a high subsidy for a steam line between Java and the mother country.

Mr. de Laat de Kanter proposed an amendment to decrease the amount destined to pay the high freight to the Dutch merchantmen for conveying their twin produce from Java to one of the Dutch harbours with, 335,000f., and to charter at the lowest freight possible. This amendment was also approved of. Finally the E.I. Budget was approved of 50 against 5 votes.

RUSSIA, GERMANY, &c.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, SEPT. 6.

The British Government has forwarded to the Senate of Hamburg, through H.M.'s Consulate in this city, a sextant for presentation to Capt. Ernst Denicke, of the Hamburg barque *Therese*, in acknowledgment of his services in saving the crew and passengers of the British ship *Parsee*, lost in the China Seas, and his humane conduct and kindness to them whilst on board his vessel. In like manner they have sent another sextant to be presented to Capt. Bendix Bendixen, of the Hamburg barque *Amoor*, as a reward for having, at the peril of his own life, succeeded in saving the crew of the British ship *Palmerston* when in a sinking state, also in the China Sea.

The great annual fair at Nijni-Novgorod has commenced, and, notwithstanding the ravages of the cholera—the fear of which has no doubt prevented many, who otherwise regularly attended the fair, from making their appearance there this year—promises good results. Last year the quantity of iron brought for sale was 4,000,000 poods; this year there is less by 600,000 poods, but a good demand has sprung up, and two million poods have been already sold at 2 roubles 75 copeks for sheet iron, and 1 rouble 49 copeks for bars. The sales of tea have also commenced. Formerly this was an event of the greatest importance in the annals of the fair, and no business was done till the tea had arrived and the prices were fixed; but latterly, partly owing to the facility of importing the so-called Canton tea (meaning that shipped round the Cape of Good Hope), and partly to the falling off in the demand for cloth and other manufactures on the part of the merchants of Kiachta, who make their purchases now, to a great extent, in other markets, the tea trade at the fair has lost much of its former *prestige* in regulating the market prices. The first sales of Kiachta tea—to the extent of

Digitized by Google

12,000 chests—were made at 115 to 117 roubles per chest, whilst Canton tea is selling at from 90 cop. to 1 rouble per Russian lb. The middle men or dealers, mostly Muscovites *pur sang*, have not yet begun to make their purchases, and, indeed, a great many of them have not yet arrived. The high prices of tea paid this year are not so much in consequence of short supplies—for the stock is no less than 44,000 chests, of which 9,000 are buds—as owing to the fluctuations in the exchanges, by which the value of the Russian rouble is greatly depreciated in other countries. Canton tea now competes largely with that of Kiachta brought overland through Siberia, and the dearer the former the more advantageous becomes the competition for the latter. This year some descriptions of Canton tea command higher prices than the Kiachta, though in general the quality is not superior. Of the so-called *Kirpitchni* tea only 7,000 chests have been this year brought to the fair, and have not yet found purchasers. It is said that M. Alexandrow, a merchant of Kazan, had made an offer of 65 roubles per chest, which was refused, the holders demanding considerably more. The advantages in favour of the Kiachta traders, consequent in the fall in the exchanges, as compared to the importers of Canton tea, are balanced by the losses the former have to submit to in buying metallic currency at the fair to take home with them. Of sugar 7,000 tons are on sale; the description known as Koenig sells at 9 r. 80 cop. per pood, which is 1 r. 40 cop. more than it fetched last year. Other sorts are selling at 9 r. 35 cop. to 9 r. 40 cop. per pood. In manufactured goods large quantities of cloth have already changed hands, and the prices realised for camel's hair cloth and Sermyaga (coarse woollen cloth used by the peasants) are 15 per cent. cheaper than last year. Manufactured tobacco from Saratov, packed in boxes of 1 pood 10 lb., is in good demand and sells freely at 15 roubles per box for the best quality, 8 r. for the second, and 4½ r. for inferior. Saratov cigars and cigarettes are also in favour, the former selling easily at 15 r. per 1,000, and the latter at 27 r. per box containing 10,000. By the last advices the weather was cold and rainy, and the cholera gaining ground, 96 persons having been attacked with it on the 22nd of August.

COMMERCIAL.

COFFEE.—There is a lively demand for this article, and increased confidence is felt. Sales of the fortnight, 55.000 bags of different descriptions, besides 100.000 lbs. of Porto Rico. No alteration in prices.

SUGAR.—Raw is in slack request, and prices can with difficulty be supported. The dealings in Refined were limited to 20,000 loaves, as there was no more in the market. The demand was chiefly for shipment to the north of Europe.

RICE.—Market firm, with a good business in cleaned grain. There have also been some sales by private contract of rough, among which were 6,000 bags of Bassein per Titania (to a steam mill in this city), 7,850 bags Arracan per Carl and Auguste, and 8,000 bags per Alert from Rangoon.

SPICES.—Several large purchases of Cassia Lignea have been made at rising prices, and nothing is to be had now under 11¼ sch. bco. Ginger commands more attention, and 246 chests of Cochin were easily placed at remunerative rates. Of Cassia flores 50 chests lately to hand, per Uranus, sold readily at 20½ sch. bco. There is an improved demand for Pepper, and 1,000 bags Singapore were taken out of the market at a higher figure.

SPELTER.—A better feeling prevails, and though the sales were not large higher prices were obtained. Among the sales reported were:—

2,000	centners for	September, October at	13 Mks	10	Sch. Bco.
1,500	,,	do. do.	13 ,,	11	,,
2,000	,,	October, November	13 ,,	12	,,
1,000	,,	Special Marks	13 ,,	15	,,

DISCOUNT.—The Money Market continues easy, and discount remains low, say 3½ per cent. Owing to the abundance of money and the prospects of a durable peace all funds and railway shares have risen considerably, though many of them are still below the prices they fetched before the war.

SHIPPING.—ARRIVED.—August 29, Carl and Auguste, from Akyab; do., Alert from Rangoon; Sept. 2, Voladora, from Iloilo; do., Selma, from Maulmain.

SIR WALTER FARQUHAR.—The will of Sir Walter Minto Farquhar, Bart., M.P., formerly of Gloucester-square, but late of Berkeley-street, Berkeley-square, was proved in the London Court on the 14th ult., by the acting executors—namely, Dame Erica Catherine Farquhar, the relict; Sir Walter Rockcliff Farquhar, Bart.; and Martin T. Smith, Esq., of Lombard-street; power being reserved to the testator's son, Sir Eric Robert Townsend Farquhar, Bart. The personalty was sworn under £25,000. The will is dated Feb. 8, 1860, and the testator died June 18, 1866, at the age of fifty-seven. Sir Walter, after making some small pecuniary bequests to his wife and younger children, leaves the silver centrepiece and salvers presented to his late father by the inhabitants of the Mauritius to be held by his wife for her life, and after her Ladyship's decease, bequeaths the same to his eldest son, Sir Eric, and leaves to his relict, Lady Farquhar, all the remainder of the plate, together with the jewels, furniture, and carriages. All the residue of his estate, real and personal, he leaves to his eldest son, Sir Eric, Paid Attache to H.M. Legation at Peking.

DR. HENRY NORTON SHAW, late secretary to the Geographical Society, and member of several other learned bodies, has been appointed Consul at Islay, in Peru.

Naval and Military.

The paddle-wheel steam-frigate *Leopard*, 18, Captain Charles T. Leckie, arrived in Plymouth Sound on the 7th inst.; left Nagasaki March 26, arrived at Shanghai March 29, and left April 3. Her subsequent dates were—Singapore, May 8; Mauritius, June 9; Simon's Bay, July 11; St. Helena, July 29; St. Vincent, Aug. 17; and Madeira, Sept. 1. She brings the crews of the *Rifleman* and *Algerine*, paid off at Hong Kong, thirty-five invalids, two lunatics, and two prisoners.

The Sylvin, which is fitting out as a surveying vessel for China and the Corea, will sail in October most probably.

The Merchantman and Gosforth have been engaged for the conveyance to the Cape of Good Hope of nineteen officers, seven ladies, and 453 men, with about 100 women and children. The Akbar, after discharging her troops at Colombo, will call at the Cape of Good Hope for the purpose of conveying the troops ordered to England.

The Dart, 4, screw despatch gun vessel, commissioned at Portsmouth by Commander Marcus Lowther, is completing her stores and general equipment for service on the West Coast of Africa.

The appointment by the Admiralty of Capt. Astley Cooper Key, C.B., Governor of Royal Naval College, Portsmouth, and commanding the Excellent gunnery establishment, to the new office of "Acting Director-General of Naval Ordnance," fulfils the pledge made on the subject by Sir John Pakington and his colleagues during the recent Admiralty inspection at Portsmouth, and, it may fairly be presumed, is the first step towards the establishment of a permanent Naval Ordnance-office, for the arrangement and supply of the armament of Her Majesty's ships without interference on the part of the authorities of the War Department. To the Navy this is one of the most important appointments.

By the death of General Sir Charles Menzies, K.C.B., K.H., Colonel of the Royal Marine Artillery, Col. John Hawkins Gascoigne, C.B., becomes Major-General, and a general promotion takes place throughout the corps.

Captain Sherard Osborn, R.N., C.B., having resigned the very lucrative appointment which he held in India, is now in England, and is desirous, we understand, of placing his services at the disposal of the Admiralty in a position where they can be made most available for the public interests.

A couple of the old Imperial Chinese guns captured during the late war with that country have been cut in halves in the Royal gun-factories at Woolwich, by the suggestion of Brigadier-General Lefroy, R.A., President of the Ordnance Select Committee, with a view of ascertaining the exact nature of the materials and the method of construction employed. The inspection proves that the same system of manufacture had been adopted in both guns, consisting of a wrought-iron tube, with solid and rounded ends, having a 9-inch smooth bore. The outside of the tubes is rough and excessively uneven, and appears to be specially prepared in that manner for the reception and consolidation of a body or outer casing of brass, with which the tubes are thickly enveloped. Each of the guns appears to have stood some service, and is still in good condition. They are to be deposited in the Rotunda at Woolwich, of which Brigadier-General Lefroy is Curator.

The ship *Akbar* has been engaged for the conveyance to Colombo of the troops mentioned in our issue of the 26th July.

His Royal Highness the Duke of Edinburgh will very shortly commission Her Majesty's ship Galatea at Devonport. The Galatea is a frigate, and mounts 26 guns; she has a nominal horse power of 800, and is 3,227 tons burthen, or about 1,000 tons heavier than Nelson's old flagship and three-decker, the Victory. We believe that the Prince has selected as his commander the late First Lieutenant of Her Majesty's ship Racoon, Commander Hugh Campbell, who was promoted to his present rank on the 18th July last.

THE ROUTE TO THE FAR EAST.

(THE TIMES.)

Captain Tyler's report to the Postmaster-General on the use of an Italian route for the conveyance of the Eastern mails fully confirms the statements of several of our own correspondents on this important subject. By giving the Italian line over Mont Cenis, and throughout the Peninsula from Susa to Brindisi, the preference over the Marseilles route, Captain Tyler assures us there would be a gain in the conveyance of the mails from London to Alexandria of 35½ hours, even in the present state of the carriage road over Mont Cenis; upon the completion of the summit railway now in progress over the same mountain, the gain would next Spring be 36½ hours; and, again, there would be an advantage of 42½ hours when the great tunnel under the mountain is opened, towards the end of 1871. Captain Tyler calculates, besides, that the time will be better kept on the Italian route, both "because land transit may be performed with greater punctuality than sea transit," and also "because the sea passage from Brindisi to Alexandria would be more certain than that from Marseilles to Alexandria, as the worst part of it, across the Gulf of Lyons, would be avoided." The fulfilment of all these anticipations, however, depends on the friendly disposition of the French Government, and on the influence it may exercise on the railway companies of the empire, and especially on the Lyons and Mediterranean lines; for these companies have a vital interest in forwarding all the traffic in the direction of Marseilles, and have hitherto evinced no little jealousy of the Mont Cenis route, even after they gained a certain control over it by the purchase of the Victor Immanuel Railroad across Savoy. Captain Tyler confidently expects the most earnest co-operation of M. Vandal, the Director-General of the French Posts. But it would be vain to expect too heroic a self-denial; the opposition of the great railroads interested in the Marseilles route and of the Messageries Imperiales would not be without weight in the councils of the French Government; and, at all events, nothing is more conducive to the establishment of a good understanding with our neighbours than the means we may possess of making ourselves independent of them. To remove all obstacles towards

Digitized by Google

he furtherance of the traffic by the Mont Cenis Route, we have only to prove that there are other lines which might, in case of need, equally answer our purpose.

Up to the year 1859 Austria was in possession of Lombardy and Venetia, and all the efforts of Italy were directed to a scheme for a railway either across the St. Gothard or the Luckmanier. In 1859 the possession of Milan and Como gave her the choice between either of those two passes and that of the Splugen. Now, the cession of Venetia, if, as it is to be hoped, it be coupled with a good understanding with Austria, adds to the above three a fourth line—that of the Brenner. From Ostend, over any of these four passes, the Overland Mail could, with no great trouble, be conveyed by nearly as short a line as that of Mont Cenis. The project of a railway across the St. Gothard or the Luckmanier has been entertained by the Sardinian or Italian Government for more than twenty years, and their well-meant endeavours have only been baulked by the jealousies of the Swiss Cantons, each of which, Ticino, Uri, and Grisons, consulted their local interests to the detriment of the general welfare. The acquisition of the Splugen, far from mending matters, only gave rise to new dissensions; but the cession of Venetia has taken from the Swiss the monopoly of the Alpine Passes, and if Italy and Austria come to a good understanding for their mutual advantage, not only may the Brenner be passable, either by a summit railway, on Mr. Fell's plan, or by a tunnel, at nearly as early a period as Mont Cenis; but the prospect of success in that quarter will stimulate the zeal of the other lines, and the Alpine chain may ten years hence have nearly as many railway lines as it has now carriage roads.

CHIN-KIANG INSTEAD OF HANKOW.

(To the Editor of the *London and China Telegraph.*)

SIR,—The forcible remarks in your last issue as to the risk to the underwriters of ships loading teas at Hankow, induced me to call attention to the risks of navigation between Woosung and Shanghai, which are patent to anyone having a knowledge of the navigable disabilities of the Woosung river. Would not Chinkiang be a good substitute for either of the above ports whereat to load teas brought down by steamers from Hankow? The rise and fall of water is considerably less, and while at Hankow vessels cannot swing at all, at Chinkiang they do. The river is very much wider than at Shanghai, and capable of affording anchorage for a large fleet; laden ships can get to sea quicker, while inward bound vessels, with a good offing and standing well to the eastward, can lay right up for Silver Island, the only barrier being the Langchau Crossings, but which taken at fair flood offers far less obstacles than the various intricacies of the Woosung river.

Chinkiang, it must be remembered, is nearer to Hankow; it is at the entrance to the Grand Canal, and was formerly a great entrepot of native trade, while geographically it is decidedly preferable to Shanghai as a depot for Hankow, as can be seen by reference to the map.—Yours faithfully,

London, Sept. 8, 1866. ALPHA.

THE CHINA CLIPPER RACE.

We give the following articles to show the general interest taken in this event. There are of course several errors in them which we need not point out to our readers, and which are too numerous to allude to.

(DAILY TELEGRAPH.)

We English are in the habit of thinking that we know something about yachts, and our amateur sailors who face the Channel gales and are dashed by the Channel brine have no more attractive pastime than a competition for the cup when the breeze is stiff and the long rolling swell grows angry and troubled. That all such contests are popular is not surprising. It is easy to appreciate the sport which takes the form of a stern struggle for mastery before the eyes of admiring crowds—whether it is seen in the long swift stride round Tattenham-corner, or the measured pull of Mortlake, with Oxford and Cambridge neck and neck, and citizen steamboats following hard in the rear, or in the beating round the Nab Light with canvas swelling like the outspread plumage of some ocean bird. Every step in the contest, from the careful start to the keen exitement of the close, can be watched. The suspense, though great, is short-lived, and the interest has not time to flag. But a new excitement is now formally brought to our notice. What is to be thought of a race 16,000 miles long, taking more than three months to complete? Cowes to Cherbourg, though not a long run, is generally considered sufficient for our yachtsmen. Quite enough for purposes of pleasure, it is, however, only holiday work at the best. Mightier contests, involving weightier issues, are wanted nowadays. Those who merely play at sailors—our dandies of the billow and breeze—must submit to yield the palm is gallantry, skill, and endurance to the men whose business it is to go down to the sea in ships, whose work is a constant grappling with her frowns or the wooing of her smiles, and to whom the ocean race is only one short episode in a life of battle, hardship, and dangerous vicissitude. The public is now furnished with a specimen of a hard-fought contest, of which the field is not the channel, but the ocean, or rather several oceans; a contest protracted from nearly a hundred dawns to a hundred sunsets, through nights of anxious labour and watch in tropic seas and around stormy capes, becalmed on a waveless surface or tossed and baffled by adverse winds. An ocean race is no child's play—it is a matter of business in which people wholly differing from sporting men are concerned. Careful and provident shipowners—hard-headed Scotch captains—cool, cautious, wakeful merchants, eager for a profitable venture—and Mincing-lane brokers, taking what may be termed a professional interest in the first season's tea, just as brewers do in the earliest hops—are strongly and personally concerned in the competition which was decided on Thursday last. Yet so deep is the national feeling for such trials of skill and speed, so much is a contest of any kind a matter of "sport" with us, that an ocean race is now the Derby of all our seaports; the mercantile marine entering with fierce zest into the rivalry; and betting on the Serica or the Fiery Cross being as familiar as taking odds about Lord Lyon or Savernake.

The annual despatch of the earliest teas from China has always been an interesting event, and a prize has usually been offered to the ship which outstrips all its competitors, and brings its cargo first to market. There is nothing new in the fact of such a race as that decided last week, nor has it been even peculiar to the China trade. The leading cargo of lemons from Messina or of raisins from Malaga was, in its degree, also a subject for competition, and a premium generally rewarded the fortunate skipper who first reached Fresh Wharf. But it is in the special circumstances and details that the struggle between the three clippers has presented so many points of interest. Nine swift ships laden with the first crop, left Foo-chow-Foo on dates varying from the 29th May to the 6th June last; but only four of the nine really competed for the prize—the Fiery Cross, the Ariel, the Taeping, and the Serica. Three sailed on the 30th May. The Fiery Cross started on the 29th; but, though she had a day's clear start of her rivals, she was becalmed in the Atlantic for twenty-four hours, and lost the race. The others, leaving China at the same time, sailed almost neck-and-neck the whole way, and finally arrived in the London docks within two hours of each other! A struggle more closely contested, or more marvellous in some of its aspects, has probably never before been witnessed. The Taeping, which won, arrived off the Lizard at literally the same hour as the Ariel, her nearest rival, and then dashed up Channel, the two ships abreast of each other. During all that Wednesday they gallantly ran side by side, carried on by a strong westerly wind, every stitch of canvas set and the sea sweeping their decks as they careered before the gale. Off Dungeness the following morning the pilots boarded them at the same moment, and at the Downs steam-tugs were in waiting to tow them to the river. It was at this point that the fight was really decided. Both the vessels were taken in tow almost simultaneously, and again they started neck and neck. But the Taeping happened to have a steam-tug of greater power than her neighbour, and to that fortunate accident, rather than her own sailing qualities, she owed her success. She reached Gravesend first, the Ariel at her heels, and the Serica a good third; and she entered the dock at a quarter before ten o'clock on Thursday morning, just half an hour in advance of the Ariel, and an hour and three-quarters before the Serica. The Taeping has thus secured the prize, which is an extra freight of ten shillings a ton on her cargo of tea, equal to about £500; and Captain M'Kinnon has gained what we suppose may be called the blue ribbon of the sea—a distinction which, beyond doubt, he amply deserves.

No sort of comparison can be drawn between such a race and other contests of animate or inanimate things with which we are familiar. Skill, pluck, coolness, dash, are all required in a jockey or a yachtsman, and even endurance enters largely into the list of qualifications. But the courage, "bottom," and dexterity requisite for any of those displays of manly effort have, so far as duration goes, but a limited field for their exercise. It is a spurt—a dash—a violent fit of mental and bodily exertion, and the strain is soon over. In the case of the ocean contest all those characteristics have to be displayed, united to infinite patience and almost sleepless watchfulness. For months the attention must never once relax; day and night the vigilance must be prolonged, and if the captain does not sleep with one eye open, he must at all events have a very efficient pair of deputy eyes in the person of his chief officer. Everything that goes to make a successful yachtsman is required, multiplied a hundred-fold; there must be ceaseless vigilance and skill for months together, with a careful observation of the minutest passing events, and a preparation for every possible future. Not merely an acquaintance with the science of navigation, but that knowledge of homely details which constitute what is called the practical man, is wanted to give any chance of success. The trim of the ship, the condition and arrangement of every sail and spar, a familiar acquaintance with currents, tides, and winds, attention to the health of his crew, are among the conditions essential to success in a man who has to fight so keen a battle as that just closed. No doubt all may be in vain, and the anxious racer may be encountered by some one little obstacle that baffles and upsets his most elaborate calculations. Thus, as we have remarked, one of the ships that left China on the competition, after having the best of it till far on through the Atlantic, was becalmed for twenty-four hours, while her captain had the mortification of seeing his fortunate rival, not many miles off, catch a fresh breeze, and leave him hopelessly behind. "The race is not always to the swift," and when man has done his best the elements may step in to show that his best is of little avail. None the less is the exercise of such qualities to be admired and cultivated. It brings out the best and most valuable points in the character of the British people; while contact with the forces of nature developes in that character qualities which ennoble and elevate, as well as powers which strengthen. We hope, therefore, that the great China race will long continue to be an annual event, affording a stimulus and encouragement to our hardy seamen, providing an additional link of connection between them and the rest of the community, and strengthening the interest which all feel in those who, through storms and calm, under Indian suns and amid Arctic snows, carry the flag and the renown of England over the waste of waters.

(THE TIMES.)

The truly marvellous race between the fleet of China clipper ships from Foo-chow-Foo for the premium offered by the London brokers for the first season's teas, and their almost neck-and-neck struggle during the whole voyage of upwards of 16,000 miles, is an event exciting a vast amount of interest in almost in every maritime port, both at home and abroad. It appears there were nine ships engaged in the contest, and not five as previously reported. They were as follows, together with the times of their respective departures from Foo-chow-Foo:—

Names and Tonnage.	Captains.	Where Built.	Owners.	Date of Sailing.
Ada, 685 tons ...	Innes ...	Aberdeen ...	Wade and Co.... ...	June 6.
Ariel, 853	Keay ...	Greenock ...	Shaw and Lowther ...	May 30.
Black Prince, 750 ...	Inglis ...	Aberdeen ...	Findlay and Co. ...	June 3.
Chinaman, 688 ...	Downie ...	Greenock ...	Park Brothers ..	June 5.
Fiery Cross, 689 ...	Robinson ...	Liverpool ...	J. Campbell	May 29.
Flying Spur, 731 ...	Kyrie ...	Aberdeen ...	Robertson and Co. ...	June 5.
Serica, 708	Innes ...	Greenock ...	Findlay and Co. ...	May 30.
Taeping, 767... ...	M'Kinnon ...	Greenock ...	Roger and Co. ...	May 30.
Tartsing, 815... ...	Nutsheid ...	Glasgow ...	Findlay and Co. ...	May 31.

Digitized by Google

The struggle was between the Fiery Cross, Ariel, Taeping and Serica. The Fiery Cross obtained a start of one day over the others. The Serica, Ariel, and Taeping crossed the bar of Foo-chow Foo in company together, the 30th May. The Taitsing started the following day. There was a fair wind (N.E.) blowing, which the Fiery Cross kept to 19·20 N., when they met with a few hours calm and southerly wind. N.E. wind, fresh, again set in, which carried them to the Pascells reef, on the 3rd of June, though they were not sighted. The Serica, Taeping, and Ariel met with similar weather. The Fiery Cross saw nothing of them until noon of the 7th of June, in lat. 9 37, when she passed a large ship on the opposite tack, believed to have been the Ariel. To the southward of the Pascells they met with strong S.W. winds. As far as we have been enabled to ascertain, the ships passed the lighthouse at Anjer, Straits of Sunda, as follows:—Fiery Cross, at noon on the 18th of June; Ariel, on the morning of the 20th of June; Taeping, on the afternoon of the 20th of June; Serica, at 6 P.M. on the 22nd of June; Taitsing, at 10 P.M. on the 22nd of June; Black Prince, on the 29th of June.

At this time the Fiery Cross was evidently holding the lead, while the Taitsing, which left Foo-chow-Foo on the day after the others, had caught up with the Serica, the Fiery Cross heading both by two days. From Anjer they carried good trade winds to the meridian of Madagascar. The Fiery Cross passed Mauritius on the 30th of June, the Ariel on the 2nd of July.

The Cape of Good Hope was sighted by the Fiery Cross on the 15th of July at 10 P.M.; the Ariel rounded the Cape the next day. Wind, S.E. to E., and N.E. The Serica rounded the Cape on the 22nd.

The Equator was passed—Fiery Cross, 6 P.M. on the 4th of August and Ariel on the 5th.

On the 9th of August, in lat. 12·20 N., the Fiery Cross signalled the Taeping, and continued in company till the 17th, with wind variable and light. In lat. 27·52, long. 36·54 W., a fresh breeze sprang up, and took the Taeping out of sight from the Fiery Cross in four or five hours. The Fiery Cross was becalmed, and was not making one knot per hour for twenty-four hours. This circumstance is alleged to have lost her the race. On the 29th she reached lat. 41·5 N., long. 35·51 W., and at 10 A.M. on the 6th of September she sighted the Isle of Wight, it bearing N.N.W., with a wind W.S.W. blowing hard.

The Ariel and Taeping, which had lost sight of each other for 70 days' found themselves on Wednesday morning, at eight o'clock, off the Lizard running neck and neck up the Channel under every stitch of canvas that could be set, with a strong westerly wind. During the whole day the two ships kept their position, dashing up the Channel side by side in splendid style, sometimes almost on their beam ends, every sea sweeping their decks. On approaching the pilot station off Dungeness next morning they each fired blue lights to signalise their position. At daybreak the pilots boarded them at the same moment, and the race was continued in the same exciting manner till they arrived in the Downs, where they both took steamtugs to tow them to the river. The ships had to shorten sail to enable the tugs coming up and picking up the hawsers to take them in tow. This was about 8 o'clock A.M., the tugs starting almost simultaneously, and both ships still neck and neck. The Taeping, however, was fortunate enough to have a superiority in the power of steamtugs, and reached Gravesend some time before the Ariel. The Serica followed closely upon them. She passed Deal at noon, and got into the river with the same tide which carried the Taeping and Ariel up the river to the docks, when the result of this extraordinary race was declared to be as follows:—

Taeping, docked in London Docks, 9·45 P.M.	1
Ariel, docked in East India Dock, 10·15 P.M.	2
Serica, docked in West India Docks, 11·30 P.M.	3

The Taeping, therefore, was the winner of the premium, about £500 the bills of lading of each ship setting forth that 10s. per ton extra was to be paid if first sailing vessel in dock with new teas from Foo-chow-Foo. The Fiery Cross arrived in the Downs on the 7th, and was compelled to bring up to an anchor on account of a heavy gale blowing, when she remained some time. She, however, managed to get into the London Dock by 8 o'clock on Saturday morning, some 28 hours after the Taeping. The fifth ship, Taitsing, arrived in the river yesterday forenoon.

During the past few days the excitement occasioned by the probability of the arrival of the first ship in this great annual ocean race from China was unprecedented. The friends of each vessel have been supporting their favourite by betting considerable sums. During no previous year has so much interest been centred in the result of this race, and from the fact of so many Clyde-built ships being engaged in the competition Scotchmen generally have largely partaken in the speculation which has existed at almost every maritime part both in Britain and China. It will be remembered that last year the ships Fiery Cross and Serica left Foo-chow-Foo for London on the 28th of May, both having been towed to sea by the same tug, and that both vessels arrived off the Isle of Wight simultaneously on the 10th of September after a passage of 106 days. By a stroke of good fortune, however, the tug sent out by the owners of the Fiery Cross sighted her, took her in tow, and arrived in London one tide before her rival, the Serica, the latter having failed to sight the tug on the look-out for her.

Singular to observe, the Taeping, Ariel, and Serica were all built by Messrs. Steele and Co., of Greenock. The Taeping and Ariel were constructed on the composite principle of wood and iron. The Serica is iron built.

The cargoes of the ships were—Taeping, 1,108,709lb. of tea; Ariel, 1 230,900lb.; the Serica, 954,236lb.; Fiery Cross, 854,236lb.; and the Taitsing, 1,093,130lb.

The time occupied on the voyage by the three ships has been ninety-nine days, being seven days shorter than the time occupied by the Fiery Cross and Serica last year.

The Ariel, which was a new ship, was the first favourite among the shippers in China.

(STANDARD.)

We are now in possession of some further particulars relating to the late extraordinary ocean race. According to these the "entry," instead of being confined to the five ships spoken of in our article of Monday, included also four others—viz., the Ada, belonging to Messrs. Wade and Co.; the Black Prince, belonging to Messrs. Findlay and Co.; the Chinaman, to Messrs. Park Brothers; and the Flying Spur, to Messrs. Robertson and Co. Messrs. Findlay had, therefore, no less than three ships engaged in the contest, Messrs. Shaw and Lowther having two—the Ariel and Fiery Cross—and the other four belonging to four different owners. Practically the race was confined to the five vessels originally mentioned—the Chinaman, Ada, Black Prince, and Flying Spur having left Foo-chow-Foo five, six, three, and five days respectively after the last of this "first flight," which all started on three consecutive days, the three winning ships sailing on one day and almost at the same hour. It should be borne in mind that this is not a time race, no allowance whatever being made for difference of start. Its object, indeed, is not to test the relative speed of the vessels—though, so far as the captains and owners are concerned, this is, of course, one great point at issue—but simply to ensure the earliest possible delivery of the new season's tea; and thus the prize is awarded, not to that vessel which makes the quickest run, but to that which at whatever time she sailed, first passes through the gates of the East India Docks. Of course, from a sporting point of view, this condition must be taken into consideration, and in estimating the performance of the various ships it must be borne in mind that the ship which gains this prize has not necessarily made the shortest passage. The Ada, for instance, might have beaten the Fiery Cross by more than seven days, and would yet have lost the prize. In the present instance the vessels are placed in the order of their speed, so that this allowance does not come into question; but it might possibly be of importance.

So far as expectation was concerned the race this year was supposed to lie between three ships, among which the eventual winner was not included. Last year it had been a neck and neck affair between the Fiery Cross and the Serica, the former winning by the good fortune—or perhaps we ought to say good management—which enabled her, on arriving in the Channel, to pick up her steam tug some hours before her competitor. It was therefore fairly to be supposed that both these vessels would show well to the front on the present occasion, and the Fiery Cross having got away with a lead of some twenty-four hours, had perhaps slightly the advantage over her rival. The claims of both vessels, however, to public favour were overshadowed by these of the Ariel, a new and larger vessel, belonging to the same owners as the Fiery Cross, and built by them for the special purpose of outsailing her. This she in effect did, the Fiery Cross, though making a splendid passage of a hundred and one days—just five per cent. quicker than her winning voyage of last year—did not even succeed in getting "a place." In her turn, however, the Ariel was beaten by the Taeping, though whether outsailed or not does not appear to be quite so certain. So far as we have as yet been able to ascertain, the Ariel, which left port in company with the Taeping, and entered the East India Docks twenty-six minutes after her—therefore losing not only the £500 prize, but a sum at least equally heavy in bets—was at all events, to some extent, the victim of circumstances. Accounts differ, and until we have an opportunity of actually comparing the five logs it will be impossible to decide with certainty. According to one well-informed authority, however, the Ariel, which had already, in passing Anjer, gained a few hours upon her competitors, was, at a latter period of the race, several days in advance; when, in crossing the line, she fell in with a calm which lasted long enough to place her competitors once more on equal terms. Again she got ahead, and again the unpropitious fates threw obstacles in her way until, off Scilly, she once more encountered her ultimately successful rival. Up Channel was, of course, a race of the most exciting description, the one idea of both captains being to "carry on till all is blue, and what she can't carry she must drag." The wind was fresh, and every opportunity offered for showing what these splendid vessels could do when fairly put to it; and we can well imagine that neither word nor canvas was spared in the exciting race. Even in this last spurt the Ariel claims to have drawn ahead of her competitor, arriving off Dungeness some hours before her. But again untoward fate intervened. Not a pilot was to be found, and she was kept rolling and tumbling about in the short seas with her maintopsail to the mast, till again the Taeping ranged alongside, and neck and neck they once more started up the river. And here the Ariel had for the last time resumed her place in the van, when the very moon took up her parable against her and held her back on the very threshold of victory. Arrived at the dock gates two hours before her pertinacious opponent she found that time and tide, proverbially indisposed to wait for any one, were yet bent on making her wait for them. It would be two hours before there was water enough for her to enter, and for two hours she lay, an anxious Peri at the muddy gates of the Isle of Dogs Paradise, till Father Thames should give permission for her to enter. But before the two hours were out the lighter-built and less heavily-ladened Taeping was alongside. Fourteen feet of water would serve her turn, while her bulkier rival required four feet more, and while the Ariel still lay at the very foot, as it were, of the winning-post, the other slipped in and carried off the prize.

Such, so far as we have just been able to learn it, is the story of the great fifteen thousand mile race of 1866, kept up, neck and neck, for ninety-nine days, and won at last, through momentary lack of a few inches of water, by twenty-six minutes and something like a hundred and fifty yards. It is, as we have said, possible that in some respects the account here given may be modified by subsequent comparison of the various logs; and we hope that such comparison will be speedily and carefully made, not merely for the gratification of a very pardonable curiosity as to the real facts of this extraordinary feat, but as being likely to throw light upon various interesting and important points of navigation. So far, however, as the general outline is concerned, our information is probably very nearly complete, and certainly no nautical novel by Captain Marryat or Fenimore Cooper, or any other of the wonder-purveyors of our earlier days, ever ventured on a more exciting or sensational incident. We may add, in conclusion, that the tea brought home by the five leading vessels was as nearly as possible five and a quarter millions of pounds; the largest cargo, 1,230,900 lb., being carried by the Ariel, and the smallest, 854,236 lb., by the Fiery Cross, the difference between the cargoes of the Ariel and Taeping being no less than 122,191 lb. This difference cost the Ariel the race; but, on the other hand, the larger amount of freight will no doubt more than make good the loss.

Digitized by Google

NOTICES TO CORRESPONDENTS.

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be authenticated by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

A REGISTER is kept of the addresses of all persons connected with the FAR EAST and reference can be made to the same by personal application at the office or by letter.

Any information required by Subscribers, in reference to Commercial or General matters in CHINA, JAPAN, SINGAPORE, *and other parts of the* FAR EAST, *will be supplied on application at the Office, where files may be seen of the Journals published in those countries.*

THE LONDON AND CHINA EXPRESS.

PUBLISHED on the departure of the Mails *via* Marseilles on the 10th, 17th, and 26th, contains a Summary of European, American, and General News; Commercial and Shipping Reports, and Special notices of Trade with the FAR EAST.

Subscription 54s. per annum, including Postage. Export Supplement 12s. extra.

The London & China Telegraph.

LONDON, SATURDAY, SEPT. 15, 1866.

—o—

THE HYDRA-HEADED REBELLION AGAIN.

WARS and rumours of wars again disturb the tranquillity which seemed for a time to have settled upon the Chinese Empire. Hardly had the devastating hand of Taiping misrule been stayed, before in the North, North-West and West armed bodies of insurgents sprang into existence clamouring for separate political rights or immunity from Mandarin oppression. In truth the indiscriminate levy of local taxation at the will and pleasure of the provincial authorities would appear to lie at the root of all disturbances in China. The people are naturally industrious and contented, but the fire of resentment and cupidity is speedily kindled whenever and wheresoever a demagogue can be found to excite popular feeling and raise a watchword of defiance against the prevailing misrule. The Nienfei were, however, worn out rather than subdued, and the Mahometans having in a measure obtained what they desired, subsided into at least temporary loyalty. Then for a brief space the Empire remained at peace, undisturbed by internal commotions, and on terms of reciprocal friendship with foreign Powers. Writers in the public press in China had gone so far as to prophesy that a new era was about to dawn, and that with the present leaders of State policy the future of China was assured. But to accept this view we should have had to ignore the important lessons taught us by history—lessons written legibly upon the ruined monuments of antiquity, and upon the mutilated remains of the once noble literature of the Chinese Empire.

At no period whereof we possess authentic records was China free from internal convulsions, due doubtless, at least in part, to the effect of excessive localisation in spite of the influence of a central government based upon principles theoretically excellent. At the present day when all the institutions of the country are tottering; when the Crown itself is in jeopardy and may at any moment become the property of a talented adventurer, the state of things is much worse. It is not too much to say that from the highest official to the lowest, in every department of the State, in every relation of life, corruption reigns supreme. We are not therefore surprised to learn that even in the neighbourhood of the treaty ports of Shanghai and Chinkiang the standard of rebellion has been raised, and thousands of villages smarting under the sense of wrong, and anxious for a change of some sort, have enrolled themselves amongst the insurgents. Again at Ningpo a decisive protest has been entered against the war-tax on opium, and another against certain illegal imposts upon the fisheries. That these did not result in a popular demonstration, the murder of the Chief Magistrate for instance, was due to the promptitude wherewith the authorities fell into the views of the people, and conceded the privileges which they had no right to withhold. A few months before similar circumstances in a remote part of China had led through a similar train of consequences to the temporary overthrow of the local government. Here then was a warning, unheeded, however, as such warnings generally are. It was perhaps fortunate that the position at once assumed by the aggrieved parties at Ningpo was so determined that the officials had no choice but to submit. Otherwise, in defiance of Major-General COOKE'S battalion, the opportunity for an organised resistance would not have been suffered to pass unheeded, and foreign interests at the port would have materially suffered. Luckily for the European merchants the battle-field selected by the insurgents who have appeared in the vicinity of Shanghai is not within the producing districts, and we are therefore able to look on the possible contingencies from a perfectly disinterested point of view. Judging by previous cases we may assume that a large body of Imperial troops having been transported at an enormous expense to the scene of operations, an understanding will be arrived at by the officers in command of the respective armies, and a due amount of treasure having been frittered away and diverted into the ever-gaping official pouch, the necessary concessions will be made, and the successful warrior who has conducted the "campaign" on the Imperial side will be decorated with a *shuang yen ling tai* or invested with the *huang ma-kua*. Meanwhile woes unnumbered will have fallen on the honest trader, the industrious agriculturist, and in fact upon all not directly connected with one party or the other.

It is then fair to ask what object have the people in joining in these and similar movements. The unthinking will immediately answer—"plunder." It is perfectly true that amongst the adherents of every great cause there are found some animated by selfish and other unworthy motives, but we are not therefrom justified in judging of the entire protesting mass by the opinions or actions of certain of its component individuals. Beneath the constitutional apathy of a Chinaman there lies a sense of civil rights, based in part upon the natural sense of equality implanted in every breast, and partly also upon that patriarchal principle which might at first appear to militate against the existence of any such feeling. Hence each one asks with the sage, "If an officer cannot control himself "how can he control others?" and replies, also in the words of the Analists, "the rulers have been in fault, and the people "have in consequence become contentious." Blind obedience to superior power does not lie within the creed of Chinese political morality, and this because the patriarchal relation implies the existence of reciprocal duties. We conclude, therefore, that when oppression is carried beyond a certain point, when the rights of the subject are completely swamped by the privileges of the ruler, the Chinese are inspired to fight for a principle, and that to this are to be attributed the large numbers that flock from far and near to join the insurgent colours wherever they may be displayed. But for the active co-operation of the English and French the Taiping rebellion would never have been completely crushed out, and, in a more limited sense, but for the same co-operation the Nienfei might have re-enacted in the North the horrors which had changed the South into a howling wilderness. Discipline, however, did its work, and the trained soldiers of the Taku and Tientsin camps found the task of routing ill-fed and ill-armed rebels a tolerably easy one. But it may soon happen that European Powers will no longer consider it advantageous to prop the trembling edifice of the Chinese State, and then must come ruin—dissolution—partition. We anticipate such an event with mingled feelings. Sooner or later it must arrive; but against the death agonies of an expiring Empire which has weathered the storms of nigh fifty centuries, we must place the anticipations of a new life springing into being—of untold wealth poured into the lap of the West as the result of the development of the East.

FROM JAVA TO QUEENSLAND.

IN our Rotterdam correspondent's letter it will be seen that the Government have introduced a vote of 200,000 guilders, which was reduced on a proposed amendment to 100,000, towards a steam company to run a line of steamers from Batavia to Queensland *via* Torres Straits. This vote has been taken in anticipation of the contracts for the line being entered into shortly by the Queensland Government, who have invited tenders for its performance once a month both ways. The Queensland Government, in order to test the feasibility as well as the difficulties of the direct northern steam route through Torres Straits to Europe for mails and passengers, chartered the steamer *Souchays* to perform six double voyages in the year between Batavia and Brisbane, commencing at the beginning of the present year, and up to the latest intelligence this service has been regularly done without any casualty or hindrance of importance. The sum paid for this service was reported at Batavia to be as high as £40,000; but this large sum can hardly be correct. From the *Souchays* being an iron-bottomed vessel and fouling rapidly, and a large coal consumer, she is slow, and can take but little freight; and few passengers have of course as yet taken this route to Europe. The principal part of the voyage along the coast of Australia northwards from Brisbane is made by the "inner passage," that is, inside the great range of coral reefs, in smooth water, and with perfect safety.

Digitized by Google

THE JAPAN CONVENTION AND TARIFF.

OUR diplomatic failures in the East have been numberless. Concessions gained by what we usually term "fair means"—that is by peaceable persuasion—have always turned out worthless, and treaties wrung from reluctant despots at the sword's point have invariably been so systematically evaded as to become in a very short space of time little better than waste paper. It is greatly to be feared that in China this will always be the case; inherent bigotry and prejudice are difficult enough to overcome under any circumstances, but when these obstructive forces are strengthened—as in the case of the Chinese—by an utter blindness to their own interests, they become absolutely invincible. The extent to which this blindness is persisted in by the Chinese is most extraordinary; no better exemplification of it can be quoted than the fact that while receiving a splendid revenue from foreign trade, collected without either trouble or risk through the Customs, they have even been plotting to destroy that trade, or failing its destruction to cripple and maim it by every imaginable species of petty extortion and restriction. In Japan it must be admitted that our path has hitherto been by no means free from similar difficulties. The system of exclusion and isolation was there carried to even a greater extent than in China, and so discouragingly did the first efforts of diplomatists result that there were not wanting people who predicted that the newly inaugurated era of a foreign intercourse would shortly come to a sudden and violent termination. But by degrees—and not by slow degrees either, if we take into consideration the proverbial sluggishness of the Oriental mind—these difficulties have gradually melted away, until the newly-signed Convention threw down the last barriers that separated the people of Japan—an enterprising and intelligent people they are too—from their fellow-citizens of the world. "The Government "of Japan," says one of the opening clauses of this Convention, "is desirous of affording a fresh proof of its wish to promote "trade and to cement the friendly relations which exist between "their country and foreign nations." As a matter of course, all treaties commence with some such magniloquent phrases, but it is pleasant to be able to think that in the present instance these are not mere empty words. We have good reason to know that a very large and influential class among the Japanese really are desirous to promote and develop a friendly intercourse with us. With regard to the Government, be their motives what they may—and there is no reason to doubt that self-interest is one of the strongest—the ready way in which so many and such important concessions have been granted, without the necessity of any pressure beyond that of friendly argument and persuasion, is a sure sign that their sentiments have undergone a very great change, and one which must have a beneficial effect on our future relations with them. Experience has taught them the advantages to be derived from intercourse with the representatives of Western commerce and civilisation; and they freely admit the advantages and their desire to profit by them. In China, on the other hand, all our efforts to enter into closer communion with the people meet with an obstinate resistance. This is the position behind which we find them firmly entrenched—"We don't want you here, "but you have got a footing, and we can't expel you. We "must therefore make the best terms we can with you, and "look on your presence as an evil to be endured, because it is incurable." It seems to us that the whole secret of this difference between the two nations may be summed up in these few words: the one is open to conviction, and the other is not.

By this time all the articles of the Convention should be in full operation, with the exception of the sixth, that which stipulates for an amendment of the currency laws at present in operation, and this will not come into force until the 1st of January, 1868. It is to be regretted that the arrangements necessary to such a change cannot be completed at an earlier date, for it is in all respects a most desirable one. The establishment of an English mint in Hong Kong was the only possible remedy for the multitudinous inconveniences arising from a mixed dollar currency in a country having no silver or gold coinage of its own; but there is no reason for making our commerce in Japan dependent upon that establishment. Japan does possess a coinage of its own, and a very convenient one; the supply of it has hitherto been far from adequate to the requirements of a rapidly increasing trade, but with such improved means and appliances as may readily be obtained from Europe it can soon be made perfectly efficient, and so render unnecessary the importation of any foreign circulating medium. From Nagasaki we already hear that nearly all transactions are carried on in bous, and that dollars are rapidly coming to be looked on as "curious." Of the other eleven articles of the Convention the most difficult to get into satisfactory working order will be the fourth, which stipulates for the establishment of bonded warehouses. It is extremely probable that the building at first provided by the Government will not be such as to rank as first-class risks for fire insurances; and misunderstandings may arise regarding the rates of storage to be charged. These however are but minor troubles and will no doubt soon disappear. The tariff being based on an approximate duty of five per cent. is, it need hardly be said, an equitable one; and the Convention as a whole must tend greatly to the advancement of both native and foreign interests.

THE JAPANESE CURRENCY.

ON several occasions, in dealing with the subject of Japanese currency, we have referred to the reports of the late Mr. James Arbuthnot on the subject. Had those reports, ranging in date from December, 1862, to December, 1863, been issued, even with ordinary promptitude, they might have proved of essential service in leading to an expression of mercantile opinion on one of the most important subjects of discussion between the Japanese and foreign Governments. We should not have failed to analyse them with that care due to the high reputation of Mr. Arbuthnot, and so far, we conceive, have done some service to the interests involved in the settlement of the question. But the news of the completed convention with Japan arrives simultaneously with the publication; and, although we are far from saying that the subject-matter of these reports was not taken into consideration by the Home Government, and allowed to shape the instructions sent out to the English Minister and Plenipotentiary, we cannot but feel that the benefits of the information it conveys have been, to a great extent, neutralised from the absence of that previous publicity which, in the case of public documents, so far from being an act supplementary to the proper exercise of the functions of the several departments of Government, has always been regarded, and properly so, as a means to an end in enabling Ministers of the Crown to form a proper judgment and act in more complete to public interests than would otherwise be possible.

THE FRENCH IN SIAM.

Since the publication of our issue of the 5th instant we have seen the following notice in *Galignani*, from which it will be seen that we have by no means over-estimated the acts and intentions of the French. The writer of the article is however in error in stating that the concession had been refused to the English merchants, and the statement that the French propositions had been received with marked favour, "inasmuch as the reasons which caused just "apprehensions in the mind of the King in the case of Eng-"land are not applicable to France, who does not aim at "any territorial conquests in those regions," is simply rodomontade:—

Advices from Bangkok give news of that capital down to July 14. The question of piercing the Isthmus of Kraw, which separates the Gulf of Bengal from that of Siam, had again come under consideration. A concession for that object had formerly been applied for by an English company, but had been declined by the Court of Bangkok in consequence of some representations addressed to the King of Siam by the Bishop of Mallos, then residing in Paris, to the effect that it would be dangerous for the preservation of the whole Siamese territory to separate the northern from the southern portion; and the more so that this latter part, very remote from the capital by reason of the difficulty of communications, lay immediately under the hand of England, who already possessed important establishments in the Malay Straits. A French company has now submitted a new project to his Majesty, and been received with marked favour, inasmuch as the reasons which caused just apprehensions in the mind of the King in the case of England are not applicable to France, who does not aim at any territorial conquests in those regions. English agents, however, are still making efforts to obtain from the King the concessions originally applied for by their fellow-countrymen. In the north of Siam difficulties have arisen on the subject of a vast territory bearing the name of Tchieng-mai forming an independent kingdom, but still recognising to a certain extent a Siamese protectorate. The Burman Government having raised pretensions to suzerainty over that territory, a diplomatic correspondence has taken place, and the belief was that the result would be favourable to Siam. Lastly, the early return to Bangkok was announced of M. Aubaret, the French Consul, said to be the bearer of an autograph letter from the Emperor Napoleon to the King, and also the arrival of a mission charged to obtain an assurance that the scientific expedition which was to leave Saigon to reach China by the river Me-Kong would be received with kindness in all the parts of the kingdom it would have to traverse.

The Consul for Siam writes to *The Times* as follows:—

"Sir,—An extract from *Galignani's Messenger*, in to-day's impression of *The Times*, professes to give information from Siam. It is wholly un-

Digitized by Google

worthy of credit; it is carefully concocted for a particular purpose, and calculated to mislead those not acquainted with the country and Government, which are essentially British in interest and feeling.—I am, Sir, yours obediently, "D. K. MASON, Consul for Siam.

"September 6, 1866."

THE P. AND O. COMPANY'S FLEET.

We have to note the following movements in this service:—Our readers will be glad to learn that the *Nemesis*, which made such a protracted passage from Galle to Aden in June, is to come home for a general overhaul and repair. The *Candia* was appointed to leave Calcutta with the first mails in Sept. The *Malacca*, screw, sailed on the 25th August, for Bombay and China, followed by the *Sunda*. These vessels are fitted specially for the China service, with accommodation on deck for passengers, and large space for cargo. They are about 1,600 tons and 300-horse power, and on the trial steamed over 11 knots fully laden. The new steamer, *Surat*, will be despatched for the Calcutta station early in October, under command of Captain Dundas. She is now on a trip to Alexandria, under command of Captain Jamieson. The *Ellora*, on the Australian station, will be relieved by the *Geelong* or *Emeu*. The *Nyanza* is in dock under repair. No more vessels building at present, and the increase of the Bombay and Suez line is still doubtful.

THE NETHERLANDS INDIA STEAM COMPANY.

WE are glad to find by our last advices from Singapore and Java that the lines of this company (the concession for which, our readers will remember, was in the first place granted to Mr. H. Oliver Robinson) are now in perfect working order. The operations are of more importance than generally believed, and show such an amount of foresight and enterprise on the part of the Dutch Government that we think English people will be disposed to say that the Dutch are not quite so slow as some people compute them. We very much doubt if we can show such a distinct case of Government expenditure for the benefit of any of our colonies. The measure was most complete, and we believe that the Dutch Government, as well as the merchants, already reap large advantages from the regular communication maintained between their possessions. The head-quarters of the Netherlands India Steam Company are at Batavia, and their operations are performed by Ten efficient steam vessels—which we have noticed from time to time as they were despatched—which are all specially adapted for the service, being designed and constructed for the navigation of shallow, tranquil seas and a warm climate, where coal is costly, and *iron-bottomed* vessels foul with extraordinary rapidity. The principal features of these steamers are their light draught of water, small consumption of fuel, coppered bottoms, and special ventilating arrangements.

The lines of the company are thus divided:—

Two voyages monthly, between Batavia and Singapore, calling at Muntok and Riouw, carrying the European mails.
Four ditto between Batavia and Sourabaya, calling at Samarang.
One ditto between Sourabaya and the Moluccas, Celebes, and Timor.
One ditto between Batavia and ports on the West Coast of Borneo.
Two ditto between Batavia and ports on the West Coast of Sumatra.
One ditto between Sourabaya and ports on the South Coast of Borneo.

For this service the Company receive from the Dutch Government a subsidy per mile run, which amounts to about £30,000 per annum, and the exclusive transport of all Government troops, stores, and civil servants at liberal rates. All public cargo and passengers are of course to their benefit in addition. The construction and despatch of the steam vessels, and the inauguration of the lines have been effected by Mr. Robinson, and we know of no company which has been so quietly and so successfully put in motion, and it reflects the highest credit on those concerned. The only point now is to find it a financial success for the shareholders, and so far there is every reason to believe that it will be so.

THE RANGOON AND SINGAPORE TELEGRAPH.

The last advices from Singapore state that the scheme for connecting the Rangoon lines with Penang, Singapore, Siam, Java, and Australia was still in progress. Application had been made to the respective Governments through whose territories the lines would have to pass, and on the receipt of this, further steps would be taken in the matter. Of course the first section which would have attention would be the one from Rangoon, to Penang and Singapore; no doubt the sanction of the Government of India has been obtained for this and we may expect to see matters put in train shortly for its accomplishment. Our readers may remember that it was at one time decided on by Government to lay a submarine between these places, and the cable was actually made and afterwards used in the Malta and Alexandria line. The enterprise, if undertaken by a company, should certainly be supported in some shape by Government, as its importance as a stepping stone to China cannot be overrated.

Since writing the above we have seen the following in *The Times'* correspondent's letter from Melbourne:—

The attention of the Victorian Government has again been called this month to the very important subject of telegraphic communication with India and Europe. Mr. Alexander Fraser, accredited to these colonies by the Netherlands India Steam Navigation Company, has submitted to the chief secretary plans and estimates of cost which, if founded on accurate data, will secure us the proposed good, and at a very large profit to all who may be financially connected with the enterprise. The company request our co-operation in a plan which shall connect South Australia with Adam Bay, through Victoria, New South Wales, and Queensland, via Cape York and Burketown. A submarine cable would be laid from Adam Bay to the Island of Timor, and another similar cable from Timor to the northern coast of Java, and so thence to Singapore, from Singapore to Malacca, thence to Moulmein, and from Moulmein, by way of Calcutta, to Europe. The details of cost, at per mile over this whole route, have been submitted by Mr. Fraser, bringing the gross amount (including a liberal allowance for extra charges) to £289,750. Mr. Fraser believes that if the colonies embraced in the plan will vote a reasonably moderate subsidy *pro rata*—on the principle long since applied to their postal system—the Anglo-Australian and China Telegraph Company might be willing to execute the whole work under guarantees to be agreed on, or in conjunction with any company which may be formed in the colonies. The subject is certainly acquiring additional importance with each successive year. I believe that both Great Britain and the Australian colonies are merely commencing to open up what must hereafter be a vast and constantly-growing trade with the excessively populous, rich, and fertile islands of the Indian Archipelago. The rapidly-increasing settlement of Queensland and Northern Australia has already made Sydney a sort of metropolis in relation to these newer communities; and the man who remembers merely the Sydney of fifteen years ago would be now surprised, were he to revisit that city, at the noble fleet of steamers and other craft regularly employed in running backwards and forwards between Port Jackson and Brisbane and Rockhampton. Again, these northern towns—the latter mere bush some half-dozen years back—are pushing their trading enterprise through Torres Straits in among the numerous islands of that region, which is every day becoming better known to, and more intimately connected with, us. The electric telegraph would be more efficacious than fleets and armies in teaching these tropical millions the solid benefits of an enlightened commerce with other nations."

THE CHINA STEAMSHIP AND LABUAN COAL COMPANY.

OUR correspondents at Singapore and Manila advise us that the steamer *Japan* has now been put on the line, in addition to the *Mona*, and that they were both doing well, and giving great satisfaction to the respective communities, inasmuch as this chain of communication is by far more direct than *via* Hong Kong. We are glad to find that the negotiations of the company ended so favourably as to procure from the Spanish Government certain concessions of duties on imports The company's vessels run in connection with the mails of the Messageries Imperiales, while the Spanish steamers still run between Manila and Hong Kong, in connection with the P. and O. Co.'s service, by which our post-office forwards all correspondence if addressed simply "Manila."

The China Steam Company also propose to continue alternate voyages to Amoy, and also to keep up a regular communication with Sarawak by the *Teenchang* and *Labuan* steamers. A time-table of the sailings of the company's steamers has been published, arranged by the company's marine superintendent, Mr. Pitman, showing the dates of arrival and departure at the various ports of Singapore, Manila, Amoy, Sarawak, and Labuan. The trade with Labuan since the steamers had called regularly had much increased, as it was found to be a common *entrepot* for a large part of Borneo. The steamer *Eagle* had called and coaled 320 tons. The price of coal at the island was raised to $8, but contracts had been made at $7¼ to $7½ H.M.S. *Salamis* had also called *en route* to China.

Mr. Sinclair, the company's manager and superintendent at Labuan, had arrived out, and the clearing for the intended railway from the coal mines to the harbour was being actively proceeded with, and Mr. Morel, C.E., to whom the directors have entrusted the construction of the line, has left by the Overland mail for Labuan, to superintend its construction. The rolling stock will shortly be shipped from this country, and Mr. Morel expects to have the line in working order before this time next year. There are several bands of bituminous shale in connection with the seams of coal at present working, which will produce large quantities of oil, and the distillation of coal oil will prove highly profitable to the company in a short time.

Digitized by Google

Mr. Sinclair, writing from Labuan, reports:—

"I have made a careful examination of the petroleum springs. They are situated about two and a half miles S.W. from our present coal jetty, and about half a mile from the sea on the west side of the island. I enclose you a tracing from a section showing the position of the oil springs and the coal seams near them, also the borehole which is now in progress. Where the oil springs is marked, on tracing there are several small feeders of water issuing from the sandstone, all having petroleum with them. I commenced a boring at the base of the hill, a short distance from the springs, and on piercing through a bed of fire clay gas came off strongly; afterwards at a depth of nineteen feet a feeder of water and oil came off, accompanied with gas. The boring is now down twenty-one feet; there is still a small quantity of oil coming off, and a good deal of gas.

"If a trade for Labuan timber in China can be established, at the prices mentioned to me, there can be no doubt that its export will be very profitable to this company. At present the best way for exporting timber is in logs or balks, squared in the jungle by the Malays. These logs we can get delivered, at either Port Victoria or here, by contract, the contractor having the use of our buffaloes to haul the timber from the jungle to the beach.

"I learn that Messrs. Gibb, Livingstone, and Co. have chartered a ship of about 600 tons, to come here for coals and timber. This ship is now due, but as the monsoon is against her coming here, she may be longer than the usual time. I expect to send about 100 tons of timber by her. I think this may be a lucrative branch of the business of the company.

"I am much more sanguine of increasing the quantity of coal in a short time than I was when I left you in London.

THE CHINA CLIPPER RACE.

Once more this exciting and most interesting event is accomplished. Last year it will be remembered that the *Fiery Cross* and *Serica* both left Foochow on the 24th of May and arrived off the Isle of Wight on Sept. 10 in 109 days. The *Fiery* by obtaining a tug got first into dock and claimed the prize. This year the *Fiery* got away on the 29th May, the *Ariel* 30th, *Taiping* 30th, *Serica* 30th, and the *Taitsing* on the 31st. They passed Anjer in the following order:—*Fiery*, 18th; *Ariel* and *Taeping*, 20th; *Serica* and *Taitsing*, 22nd. On the 6th Sept. the *Ariel* and *Taeping* were reported off Deal at 8 A.M., with a strong breeze, going faster than a tug could tow them. When the wind headed them off they took steam up the river. At 1 P.M. the *Serica* was reported as in the Downs, and the same night they all docked, the *Taeping* in the London Docks at 9.50 the *Ariel* in the East India at 10.15, and the *Serica* at 11.30 in, the West India. The *Taeping* consequently gains the prize of 10s. per ton extra by twenty-five minutes!! We presume this also decides the bets. This in a passage of some 15,000 miles is almost incredible; that the ships must be very evenly balanced in sailing powers and have equally good *whips* seems evident. It is much to be regretted that the efforts made by shippers in China, and the subsequent toil of the captains, have not been rewarded by a better result than a loss of some £20,000 to £25,000 on each cargo. When will our merchants in China learn how to buy at rates which will reasonably leave a profit? Why toil in a country with the thermometer at 90 for the benefit of the Chinese?

The next day, the 7th, the *Fiery* was announced off Ramsgate and on the morning of the 8th she also docked. The passages stand thus:—*Ariel*, *Taeping*, and *Serica*, 99 days, *Fiery*, 102 into dock. Some dispute arose as to the proper claimant to the extra 10s. per ton, on the ground that the *Ariel* had to wait for water before she could get into dock, but the docks are the final test, inasmuch as a vessel is of no use without being in a position to discharge her cargo. On the 10th the *Taitsing*, Capt. Nutsford, which left Foochow on the 31st May—a day after the others—arrived at Gravesend and docked in the West India Docks at 1.30 P.M., being 103 days.

The *Ariel*, *Taeping*, and *Serica* were all built by Steele and Co., Greenock, who are now building another for Messrs. Shaw, Lowther, and Maxton. The *Fiery*, as our readers well know, is a Liverpool built ship, owned by Messrs. Campbell; the *Serica* and *Taitsing* are owned by Messrs. Findlay; the *Taeping* by Mr. Rodger, of Glasgow; and the *Ariel* by Messrs. Shaw, Lowther, and Maxton.

The reports of the vessels are as follows, except the *Taeping*, which has not been sent in for publication:—

"ARIEL," CAPT. KEAY.—Crossed the bar of the Min about noon of 30th May, closely followed by *Taeping* and *Serica*, all in company the next day. *Taeping* continued close astern and on the quarter till 2nd June, when we shaped course to go west of the Paracels, the *Taeping* continuing down the sea to eastward; on the 10th June met again on opposite tacks N.E. of the Natunas, *Ariel* about two miles to windward; continued working southward three days in company, during the 13th (which was squally), parted near the coast of Borneo. Passed Anjer 7 A.M. of 20th June; meridian of Mauritius 2nd July; Cape of Good Hope 16th; the Equator 5th Aug.; had very light N.E. trades, calms, and baffling N. and N.E. winds from 27 N. to 40 N., 38 deg. W., thence to 20 W. 47 N., unsteady, moderate and light, often running from N.E. to S.E. Abreast of St. Agnes light at 3 A.M. 5th Sept.; 5.30 A.M. *Taeping* again in sight about five miles to S.S.W. On the 6th 5.30 A.M. pilot came on board off Dungeness, *Taeping* about one mile astern. Arrived at the East India Docks about 9 P.M., but had to wait for water before we could enter.

"SERICA," CAPT. INNES.—May 30th, crossed the bar of the Min, in company with the Ariel and Taeping. Had light northerly winds to the south of the Paracels, from thence strong S.W. winds. Passed Anjer 6 P.M. on the 22nd. Carried good trades to the Meridian of Madagascar. Rounded the Cape; had light S.E. trades. Crossed the line on the 6th Aug., 68 days out. Had westerly winds to the Cape de Verd Islands (75 days), from thence a strong N.E. trade to 27 N. on the 18th. Had calm and light airs to the Western Islands (Aug. 30th); from thence home, strong westerly winds.

"FIERY CROSS," CAPT. ROBINSON.—May 29 left Foo-chow-Foo; towed out, and took fine wind to 19 20 N. Had a few hours' calm and southerly winds; then took N.E. wind again, fresh, to the Paracels. June 3—Southerly winds. 7th, noon, lat. 9 37, saw a large ship on opposite tack; supposed to be the Ariel. 20th—Off Anjer Lighthouse. Passed Mauritius in lat. 22 41 S., long. 58 W., July 15, 6 P.M. Sighted Cape of Good Hope light. 20th—Lat. 15, 14 S., long.—W. Aug. 4, 6 P.M.—Crossed the Equator. 7th—Fell in with the Taeping. 17th—Lat. 27 53 N., long.—; ship going not more than one knot per hour for 24 hours; parted company with Taeping.

"TAITSING," CAPT. NUTSFORD.—Sailed from Foo-chow-Foo May 31, rounded the Cape of Good Hope July 25, crossed the Line Aug. 12, and arrived off Portland Sept. 9.

The ships which next cleared from Foochow, and may now be looked for, are the *Ziba* (for Liverpool) June 2, *Black Prince* 3rd, *Flying Spur* 5th, *Chinaman* 5th, *Ada* 6th, *Falcon* 7th, *Belle of Southesk*, 9th, *Yang tze* 10th. From Hankow the first ships with the new season's Monings are the *Eliza Shaw* and *Min*, which left Hankow on the 7th and 9th June. The first ship which cleared—the *Guinevere*—having been lost in the Yang-tze.

The Singapore Gas Company have contracted for the laying down of mains in Fort Canning, Singapore, for the use of the troops there, also for mains along the roads leading to the private residences of merchants, &c. The increase of consumption in the town has been considerable.

THE OVERLAND ROUTE.

(To the Editor of *The Times*.)

SIR,—We shall feel obliged by your insertion, in the columns of *The Times*, of the following account of the treatment the passengers by the mails of the 20th and 28th ult., from Southampton and Marseilles, experienced at the hands of the Egyptian Transit and Peninsular and Oriental Companies on the road from Alexandria to Suez.

It may be premised that the passengers by both boats were in quarantine, owing to some cases of cholera at the ports they started from.

At about six o'clock in the evening of the 3rd inst. we were put on board a lighter and discharged at the Alexandria Railway station. The accommodation professing to be suitable provided for us first-class passengers was something between beast trucks and fourth-class carriages. On remonstrating, we were assured by Mr. Betts that we should be provided with everything we might want in the shape of food and drink, to be handed in through the windows at the stations where our train was to stop. At the first station we were unable to obtain even water. Subsequently, to avoid our importunity, the train was brought up a mile or so short of the stations, nor were we informed how long any stoppage might last, and so could not venture any distance from our cages. At about seven o'clock the following morning we arrived perfectly exhausted at Suez, where the whole flock of us, herded together during the journey across the desert for some 14 hours, without any necessary conveniences, were immediately huddled on board a lighter exposed to a tropical sun without a pretence of an awning, and after 45 minutes' tow scrambled up the sides of the steamer *Bengal*.—We are, Sir, your obedient servants,

EGERTON MILMAN, Major-General.
G. H. L. MILMAN, Lieut.-Colonel, Royal Artillery.
F. W. WALKER, Capt. and Lieut. Scots Fus. Guards.
A. H. SWENY, Captain, 2nd Grenadiers.
F. H. THOMPSON, Captain, Royal Artillery.
W. H. DICKEY, M.D.
H. H. ASHTON, 36th Regiment.
J. J. OSMER, Captain, 36th Regiment.

Mrs. EGERTON MILMAN.	PATRICK BUCHAN.
A. R. SWENY.	S. DAWES PATERSON.
CHARLES CHEQUE.	W. LAIDLAW.
WILLIAM ROBERTSON.	THORNTON WARNER.
H. P. DRUMMOND.	EDWARD W. STONEY, C.E.
THOS. J. EVANS.	Mrs. and Mr. M'KINLEY MILTON.
JAMES WILSON.	

Peninsular and Oriental ship *Bengal*, Aden, Aug. 10.

THE P. AND O. COMPANY'S REPLY.

(To the Editor of *The Times*.)

SIR,—The attention of the directors has been drawn to the letter which appears in *The Times*, signed by a number of passengers on board the company's steamship *Bengal*, complaining of the treatment they had experienced at the hands of the Egyptian Transit and the Peninsular and Oriental Companies.

In reply I am instructed to state that the name of the Peninsular and Oriental Company cannot be fairly associated with this complaint. From the time of leaving the side of the company's steamers at Alexandria to the time of reaching the side of the *Bengal* at Suez the passengers were entirely in the hands of the Transit Administration, and the agents of the

Digitized by Google

Peninsular and Oriental Company, owing to the existing quarantine, were unable even to approach them, and without power to render them assistance of any kind.

In justice to the Transit Administration and to Mr. Betts, its superintendent, it ought, however, to be stated that the imposition of quarantine on all ships arriving from English and French ports has placed the authorities in a position of great difficulty. Either the passengers had to be detained in quarantine at Alexandria (a measure which would have resulted in the entire stoppage of the overland route in consequence of the frequency of the arrivals and the want of lazaretto accommodation) or to be forwarded through Egypt in quarantine.

The latter course, as the least of two evils, has been adopted, but the ordinary appliances for the conveyance of the passengers from ship to ship are no longer available. The use of the harbour steamers, of the ordinary railway carriages, and of the stations is strictly prohibited, and hence the inconvenience experienced by the subscribers of the letter.

The directors have spared no efforts, through their agents, to mitigate the discomforts arising from this state of things, and they are able to report that since the date of the letter now under notice the arrangements for the "transit in quarantine" have been much improved.—I am, Sir, your obedient servant, C. W. HOWELL, Secretary.

Peninsular and Oriental Steam Navigation Company,
122, Leadenhall-street, London, E.C., Sept. 11.

CAPTAIN NOLLOTH.—The *Army and Navy Gazette* says:—We published last week the address of a body of English merchants in China to Captain Nolloth, Royal Navy, on his leaving for England, and that officer's reply. Captain Nolloth has, we are glad to find, arrived in this country in better health than was expected by his friends. Captain Nolloth had the satisfaction of organising a dockyard at Hong Kong, and after having brought it into excellent working condition on the simple pay of a captain, he has been subjected to the mortification of handing it over to his successor, who has been nominated as a commodore of the second class, and who will only have to carry out the plans already in operation. A residence of nearly five years in a climate which has an exceedingly bad reputation, and a zealous discharge of important duties, should have some weight with a Board of Admiralty that aims at being strictly impartial, in the event of Captain Nolloth being desirous of seeking for further employment.

Monetary and Commercial.

The Mexican dollars brought by the St. Nazaire packet, *La France*, have been sold at 59¼d. per ounce, showing an advance of ⅛d. The silver market is firm, in consequence of a demand for Germany, whither the above will be forwarded after being refined.

The Fine Silver brought by the *Atrato* from the West Indies has been sold at 60⅛d. per oz. standard, a rise of ⅛d. per oz. upon our last quotations. Refinable bars have been disposed of at 61⅛d. per oz. standard, being also ⅛d. per oz. higher. £7,600 has been shipped per *Oneida* to the Brazils. There is a total absence of demand for the East.

In consequence of the calls on the shares of the P. and O. Co., owing to the high rate of discount having prevented the directors renewing loans on debentures on moderate terms, the new shares have declined from £16 prem. to £10. There is also an impression outside that the palmy days of the P. and O. Co. are over. The competition on the French and Italian lines, the Bombay line, the Panama and San Francisco line to China, to open in January, the new Panama route to Australia, and the proposed route by Java to Queensland, are looked on as dangerous to dividends.

In reference to the operations effected by some influential creditors of the Agra Bank (who had prior news of the failure) in selling bills to the Shanghai manager, and procuring payment for the same, we understand that these bills were returned by last mail by the official liquidator of the Agra, and we believe that one of the firms engaged in the matter withdraws entirely from the position assumed.

On the 7th inst. the following was in *The Times*:—

It is understood that the Agra and Masterman's Bank have received favourable accounts from the Hong Kong branch. It appears that, provided no unlooked-for obstacles are interposed, the manager feels confident he can close all the accounts without a single bad debt, and probably without the loss of a single dollar. The liquidation of the Shanghai branch is likewise expected to be satisfactorily carried through. Thus far all the circumstances connected with this undertaking, upon which the fortunes of hundreds of families more or less depended, tend to support the impression that its stoppage and its fearful consequent sacrifices, direct and indirect, might, with the exercise of a very moderate amount of firmness and courage on the part of the financial community have been averted. At the same time it will be well to remember that the ruin was solely due to the machinations of the class of speculators with whom and their operations the Stock Exchange Committee consider it would not be expedient to interfere.

The *Economist* has the following:—"The French Government has received information that French cloth is selling well in China, and that at Kiu Kiang and Hankow in particular, a considerable quantity has just been sold. French exporters are recommended to make the article as suitable as possible to the taste of the Chinese. !

The following reports of meetings, &c., have been issued:—

At the meeting of the London and Glasgow Engineering and Iron Shipbuilding Company (Limited) the report, which was adopted, stated that in January last all branches of the company's business were in full operation, and that the directors, looking at the work performed, considered the position of the undertaking such as to warrant them in recommending the payment of an interim dividend for the half-year at the rate of 6 per cent. per annum. It was anticipated that a larger amount would be available for division at the end of the financial year, on the 30th of June last, but a combination of exceptional circumstances, including the strike in the ship-building trade on the Clyde (now at an end), and the monetary crisis, has prevented the realisation of this anticipation. Although the accounts do not permit the declaration of a further dividend this year, £1,000 has been written off the preliminary expenses, and £344 is left to be carried forward, after allowing for the distribution already made. The directors were recommended to reduce the nominal amount of the shares from £50, with £20 paid, to £10, with a proportionate amount paid.

At the meeting of the Tahiti Cotton and Coffee Plantation Company (Limited) the report was adopted. It stated that, after writing off all preliminary and office expenses, a profit is netted of nearly 10 per cent. on the capital paid up, derived from the produce of an eighth of the land now bearing. There is every reason to anticipate that the expectation of the shipment of cotton to the value of upwards of £100,000 this year will be fully realised. Should the balance of shares still to be issued be taken up, the profit made would be made available for dividend, instead of being applied, as in the present instance, to defray the expenditure required to raise future crops.

The ordinary half-yearly meeting of the Hunasgeria Coffee Company (Limited) was held on the 29th August. The directors have placed the accounts before the shareholders up to the 31st of March for Ceylon, and relatively to England up to June 30th. Owing to the suspension of Messrs. Hallett and Co., the company's bankers, the directors are unable to declare any dividend beyond that paid for the half-year ending Dec. 6, 1865. The yield of the estate has been 10,000 cwt., which is now on its way to England. After some discussion the resolution for the adoption of the report was carried unanimously, and the meeting separated.

The report of the directors of the English and American Bank (Limited), presented at the first ordinary general meeting, announced a dividend on the deposit of £5 per share, at the rate of 2s. 6d. per share, free of income-tax. This will absorb £3,809 9s., leaving £2,032 17s. 1d. to be carried forward to the new profit and loss account.

The Board of Trade Returns for the month and seven months ended July 31st still manifest a comparatively favourable appearance. The total declared value of exports for the month of the present year was £14,957,834, against £14,113,410 in 1865, and £14,394,364 in 1864; which shows an increase of £844,424 over the former period, and of £563,470 over the latter. For the seven months of the present year the total was £107,815,664; in 1865 it was £88,242,048, and in 1864 £92,441,950; which is an increase of £19,573,616 over 1865, and of £15,373,714 over 1864. The Enumerated Imports show a still greater increase, the value for the month of June being £23,243,701 in the present year, against £15,407,688 in 1865, and £21,498,185 in 1864. The value for the six months of the present year is £115,273,358, against £75,340,872 in 1865, and £98,610,176 in 1864, being an increase of £39,932,486 over 1865, and of £16,563,182 over 1864. The trade with the ports and countries in the Far East contributes the figures following to the returns before us:—

EXPORTS TO CHINA AND HONG KONG.

	Quantity for the Month ended 31st July. 1864.	1865.	1866.
Cotton yarn	322,610	3,840	388,080 lbs.
Cotton manufactures	5,192,717	12,910,816	16,191,591 yds.
Worsted stuffs	1,371,718	1,767,961	1,373,773 „
Woollen & Worsted cloths.	214,455	221,105	139,922 „
Lead	566	107	102 ton
	Quantity for the Seven Months ended 31st July.		
Cotton yarn	1,271,582	872,702	2,912,506 lbs.
Cotton manufactures	42,084,813	68,354,658	101,973,487 yds.
Worsted stuffs	7,834,588	10,008,406	12,276,389 „
Woollen and worsted cloths	1,052,217	1,015,499	1,097,659 „
Lead	4,253	1,037	4,185 tons
	Value for the Seven Months ended 31st July.		
Cotton yarn	£153,266	£82,925	£285,187
Cotton manufactures	1,172,415	1,516,497	2,534,318
Worsted stuffs	513,791	758,534	823,338
Woollen and worsted cloths	175,084	172,670	187,456
Lead	93,962	22,647	92,010

The Cotton Manufactures forwarded to other ports and countries in the Far East during the month of July, and their value during the seven months of the respective years, are represented by the figures following:—

	Quantity for the Month ended 31st July. 1864.	1865.	1866.
Ceylon	957,232	391,165	3,821,786 yds.
Singapore	940,280	1,736,058	5,920,344 „
Java	1,078,144	2,191,206	3,027,990 „
Philippine Islands	80,922	2,694,983	58,720 „
	Value for the Seven Months ended 31st July.		
Ceylon	£268,937	£151,057	£342,940
Singapore	505,971	595,216	736,373
Java	418,898	394,569	739,639
Philippine Islands	334,646	436,237	314,747

Digitized by Google

Of Cotton Yarn the quantity exported to Singapore during last July was 252,550 lbs.; and during the seven months 811,920 lbs., against 933,390 lbs. in 1865, and 581,308 lbs. in 1864. To Ceylon 148,000 lbs. were exported in July, and 492,978 lbs. in the seven months of 1866, against 116,392 lbs. in 1865, and 126,100 in 1864. With, as follows, the

	Value for the Seven Months ended 31st July.		
	1864.	1865.	1866.
Ceylon	£20,200	£9,818	£57,451
Singapore	70,133	86,867	81,664

IMPORTS.

For the first time in the present year China appears in the list as forwarding us a small parcel of Raw Cotton. The returns present the following figures in relation to a material so important to our manufacturing interests:—

From	Quantity for the Month ended 31st July. 1864.	1865.	1866.
Egypt	88,609	134,448	70,729 cwts.
British India	281,224	275,454	509,942 „
China	71,959	46,043	13,496 „
Total from all parts	577,656	585,209	1,075,244 „
	Quantity for the Seven Months ended 31st July.		
Egypt	796,853	904,319	690,267 „
British India	1,889,997	1,411,296	2,888,141 „
China	483,328	256,928	13,496 „
Total from all parts	4,124,624	3,694,062	7,932,986 „
	Value for the Six Months ended 30th June.		
Egypt	£8,952,379	£6,193,841	£5,466,635
British India	15,023,536	5,880,043	11,737,547
China	3,570,152	957,866	—
Total from all parts	37,858,292	20,478,572	47,348,759

Of Unrefined Sugar the quantity imported from Java and the Philippine Islands during the month of July last was 3,828 cwt. of the 2nd quality, 859 cwt. of the 3rd quality, and 69,376 cwt. of the 4th quality. The quantity and value of this import from Java and the Philippine Islands has been as follows during the years named:—

	Quantity for the Seven Months ended 31st July. 1864.	1865.	1866.
Of all qualities	95,526	453,525	263,169 cwts.
	Value for the Six Months ended 30th June.		
Of all qualities	£105,735	£415,318	£164,122

Of Hemp from the Philippine Islands the import during the month of July was 985 cwt., and the quantity and value for the seven months and the six months is represented by the figures following:—

	1864.	1865.	1866.
Quantity to 31st July (cwts.)	98,076	145,562	28,312
Value to 30th June	£130,783	£149,177	£59,517

Of Coffee we received from Ceylon in the month of July 6,049,254 lbs., the general return for the three years being as follows:—

	1864.	1865.	1866.
Quantity to 31st July (lbs.)	36,972,517	38,259,126	37,637,536
Value to 30th June	£1,081,163	£1,023,562	£1,003,138

The quantities of the articles named remaining in the Bonded Warehouses of the United Kingdom on the 31st July were as follows:—

	1864.	1865.	1866.
Coffee (lbs.)	24,918,340	26,499,736	34,078,900
Unrefined Sugar (cwts.)	2,865,072	3,470,886	3,865,849
Tea (lbs.)	100,466,432	101,092,945	97,720,786

The present Returns give us the Declared Value of the Exports of British and Irish Produce and Manufactures for the half-year ended the 30th June; and also the Computed Real Value of the Merchandise Imported during the same period. The figures relating to ports and countries in the Far East present the following results:—

To	Exports during the Half-year ended 30th June. 1864.	1865.	1866.
Egypt	£3,031,297	£2,782,160	£3,864,470
China (exclusive of H. Kong)	1,435,531	1,718,225	2,630,041
Hong Kong	873,027	791,932	1,391,916
Ceylon	444,320	291,367	491,176
Singa. and Eastern Straits	783,891	853,943	944,437
Netherlands India (Java, &c.)	518,747	455,190	825,490
Philippine Islands	430,984	524,358	413,201
Siam	11,493	15,204	4,088
Cochin-China, Camboja, and Tonquin	—	—	940
Japan	162,554	704,713	794,881
From	Imports during the Half-year ended 30th June.		
Egypt (including the transit from India and China)	£11,040,841	£8,964,947	£7,990,788
China (exclusive of H. Kong)	6,916,934	5,108,789	5,554,151
Hong Kong	1,800,091	499,608	96,576
Ceylon	1,420,099	1,255,170	1,228,912
Singapore and Eastn. Straits	913,506	863,088	718,792
Netherlands India (Java, &c.)	8,378	—	3
Philippine Islands	269,987	790,730	306 140
Native Territories in Borneo.	6,634	19,842	10,008
Siam	14,522	9,372	7,929
Japan	791,389	415,510	180,748

MANCHESTER MARKETS.

Grey Shirtings 7lb. 11s. to 11s. 6d., 8¼lbs. 13s. to 14s. 3d.; Cotton Yarn, 16s.-24s., 1s. 6d.; Maddapollams, 5s.; Long Cloths, 12s. 9d.; T-Cloths, 8s. 3d.; White Spot Shirtings, 14s. 6d.; White Brocade do., 14s. 6d.; White Damasks, 26s. 6d. nominal.

In shipping yarns the market is still very quiet, though there is some disposition for business at lower prices than spinners are willing to accept. Some few orders have been given out during the week of fair extent, relieving spinners to a moderate extent of stock. This branch of the market closes quiet. In home trade yarns there has been rather more inquiry, and a few offers for quantity of about ¼d. per lb. decline on Tuesday's rates. There has been no great deal done, but still there are evidences of a disposition to operate. In cloth we have had a very flat market. But few offers can be obtained, and those only at a considerable reduction on seller's quotations. Although these offers do not tend to much business, they have been in some instances accepted. Prices for most kinds of Indian goods are quoted decidedly weaker. There is no new feature in the market, and there seems to be little or nothing to account for this depression, except it be discouraging telegrams from India. A telegram from Calcutta, Sept. 4, quotes Manchester goods exceedingly low, and we have similar advices from Bombay. The anticipation of still lower rates of discount is supposed to have some influence adverse to business, but no doubt the great hindrance is the absence of any temptation. Money is now cheap enough to offer no obstacle if prices were lower, or if there was confidence in their maintenance.

BANK AND MISCELLANEOUS SHARES.

Shares.	Joint-Stock Banks.	Paid.	Closing Prices.	Prices Sept. 10.
£50	Agra and Masterman's	£25	—	—
20	Asiatic Bank Corporation, new shares	10	5 to 7	1 to 3
25	Bank of Egypt	All	28 to 30	28 to 30
80	Chartered Bank Ind., Aust., & China	All	17 to 19	17 to 19
25	Chartered Merc. of India and China	All	36 to 37	36 to 38
20	City Bank	10	15 to 17	15 to 17
20	Eastern Exchange	5	4 to ½ dis	3 to 1 dis.
100	Hindustan, China, and Japan	25	3 to 5	2 to 4
20	Land Mortgage Bank of India	4	1 to ½ dis.	¾ to ¼ dis.
50	London and County	20	64 to 66 x.d.	64 to 65 x.d.
50	London Joint Stock	15	42 to 44	42 to 44
100	London and Westminster	20	92 to 94	93 to 95
25	Oriental Bank Corporation	All	45 to 46	46 to 48
50	Union of London	15	46 to 48	46 to 48
	MISCELLANEOUS.			
P 5	Bombay Gas	All	3½ to 4½	3¾ to 4½
—	Ceylon Deb., Nov. 1868, 6 per cent.	100	101 to 103	102 to 104
—	Do. Do. 1878	100	104 to 106	105 to 107
20	Ceylon Company	10	1 dis. to par	1 dis. to par.
20	Do. A shares	2	1 dis. to par	1 dis. to par.
10	Ceylon Coffee Estates Co.	10	—	—
20	China Steamship & Labuan Coal Co	11	10 to 9 dis.	8¾ to 7¾ dis.
10	Credit Foncier & Mobilier of England	8	3¾ to 3¼ dis.	3¾ to 2¾ dis.
20	Egyptian Com. & Trading Company	9	5¾ to 5 dis.	5¾ to 5 dis.
20	General Credit & Finance Company	6	2¼ to 1¾ dis.	1¾ to 1¼ dis.
10	Hong Kong Gas	All	2 dis to par	2 dis. to par
20	International Finance Society	5	1¾ to 1¼ dis.	1¾ to 1¼ dis.
5	Oriental Gas	All	4¾ to 5¼	5 to 5¼
10	O. Inland Steam	All	1 to 2	¼ to 1¾
50	P. and O. Steam Company	All	65 to 68	62 to 64
50	Do. New	40	9 to 11 pm.	8 to 10 pm.
5	Singapore Gas	5	par	—
20	Société Financiére d'Egypte	10	8 to 6 dis.	9 to 7 dis.
10	Upper Assam Tea	7½	6 to ¼ dis.	7 to 5 dis.
10	Do.	All	3 to 5	3 to 5
100	West India Steam Company	60	108 to 111	109 to 113

ARTICLES OF IMPORT.

TEA.—Prices have receded for nearly all descriptions. The effect of the further reduction in the value of money to five per cent. has been more than neutralised by the accounts of the excessive export from China and the increased anxiety shown both by importers and the trade to quit stocks of old Teas before the new season's arrival. The last public sales comprised 47,736 packages, of which 40,773 packages were printed without reserve, and these have passed slowly at lower prices for nearly all descriptions. The new season's Teas, per Erl King, have proved very difficult of sale, especially the Congous, which are only taken in small parcels, even at a decline of about 1d. to 2d. per lb. on the opening prices; whilst several parcels Pak Ling Teas, (arrived Overland,) have been sold without reserve, at public auction, at from 2s. 1d. to 2s. 4d. per lb. The *Taeping*, *Ariel*, *Serica*, *Fiery Cross*, and *Taitsing* have arrived in dock, and the samples of them are in the market, but there seems but little disposition to operate, even at 1s. 10d. to 2s. 3d. The dealers seem determined not to be "bitten" as they were last year. Broken-leaf and dusty kinds of Congou, also siftings, have sold a shade lower, the leafy kinds have been firmly maintained. Fair to good common have sold about ½d. to ¾d. per lb. lower, as also fair flavory kinds. Medium Kaisows have sold at full prices, but fine to finest, both old and new season, have been heavy of sale at lower prices. Common to fair black-leaf kinds have sold at about ½d. per lb. decline, also the medium qualities. Good to fine Monings and Wopaks have sold, at public auction, at about the previous reduction in price. New-make Canton kinds, of fair quality, have sold about 1d. per lb. lower, and those "Overland" at about 2d. per lb. lower for good to fine. Amoy kinds show no alteration. Common to fair Oolongs remain as before. A few fine, ex "Erl, King," have found buyers at former prices. Souchongs show no alteration. Flowery Pekoes remain almost in a nominal state, even at the very low prices ruling. Scented Teas show no material alteration common to fair qualities selling steadily. In Uncoloured Japans there has been no change to report. In Green Teas there has been a fair business doing. The demand both from the trade and exporters remaining good, prices have been firmly supported, the chief demand being for the finer qualities of Moyune Tea. Hysons have been rather more inquired for at the low prices current. In Canton Teas there is no change. The stock in the United Kingdom on the 31st August was estimated at 79,500,000 lbs., against 84,000,000 lbs. last year. The quantity afloat at 34,804,735 lbs., against 25,500,000 lbs.

SILK.—Speculation in silk has continued, and No. 3 Tsatlees have been run up to 32s. 6d.; Maibash (Japan), 36s. There is too much reason to fear that these prices, being for the moment purely speculative, will lead to an inflation of prices in China, which on arrival will leave a loss. The latest telegrams from Shanghai, 19th August, quote No. 3 Tsatlees at 580 taels, which, at exchange 6s. 2d., is equal to 32s. Now at this rate it is pretty certain that manufacturers will curtail their purchases to very small

Digitized by Google

limits; in fact, the deliveries already prove this. The bales by the last and present mail cost only about 25s. to 26s., and of course leave a handsome profit. The quantity on board the mail just arrived is about 830 bales, and the following one brings about 2,660 bales. The total quantity for the season is estimated at 25,000 to 30,000 from Shanghai, 7,000 Canton, and 10,000 Japan, say 50,000 bales, although this is a very moderate supply, being some 12,000 bales short of the last year's export, still at the present rate of delivery it is quite as much as the market will absorb. The deliveries from the 1st to the 14th inst China 1,463 bales, Japan 280. Piece Goods:—A small assortment of Pongee Handkerchiefs at the Sales on 5th inst. were the only China Piece Goods. Some of these were nice useful goods, and buyers readily took them at high rates for the best lots; inferior Handkerchiefs were less noticed, and 247 pieces were bought in; the sold quantity was 1,049 demi-pieces, at the following rates:—

Plain White...	7¾ to 8 yds. × 28/29 in.	11¾ to 13 oz.	21s to 28s 6d.
	6½ „ 7 „	„ 24/25 „ 6 oz.	9s 10d.
Figured White	7¾ „ 8 „	„ 28/29 „ 9½ to 13 oz.	20s 4d to 26s.
	8 „ „	„ 28/29 „ 6½ oz.	11s 10d.
Figd. Crimson	7¼ „ 7½ „	„ 26/27 „ 6¾ to 7¼ oz.	12s to 13 0¾d.

Pongee Silks, Black Silk Handkerchiefs, none.—Damasks, 13 pieces, but not sufficient for a quotation, good Damasks are worth 105s. to 110s.—Of Crape Shawls, 564 plain white, from 6½ to 13¼ oz., were offered, but all bought in, the limits being rather above the ideas of the trade.

CHINA.	Usual Imports. s. d.		s d.
CHINA:—Tsatlee, No. 1 & 2	32 6	to	33 6
„ No. 3 & 4	29 0	to	32 0
„ Hangchow	26 0	to	28 0
Yucnfa and Hamin, No. 1 & 2	28 0	to	30 6
„ „ „ No. 3 & 4	23 0	to	26 6
Taysaam, No. 1 & 2	27 0	to	29 0
„ No. 3 & 4	17 0	to	25 0
Long Reel	19 0		23 6
Skeins	21 0	to	21 6
Canton	19 0	to	23 6
JAPAN:—Mibush & Sinchew, No. 1 & 2	32 0	to	35 0
No. 3 & 4	30 0	to	31 0
Ida, Bricks, No. 1 & 2	30 0	to	32 6
No. 3 & 4	25 0	to	28 0
Sodai, No. 1 & 2	29 0	to	30 6
No. 3 & Inf.	23 0	to	27 6

According to a circular of Messrs. Arles, Dufour and Co., of Lyons, the silk market during the past month has been in a satisfactory state, a fresh advance having been obtained, which may be estimated from 3 to 5 per cent. on European, and from 8 to 12 per cent. on Asiatic silk. The latter sorts have thus returned to, and in some instances even exceeded, the highest rates current in January last, while European still remain about 5 per cent. below. This movement is ascribed to an exceptional scarcity of silk at a moment when generally the most important arrivals are taking place, both from the silk-growing quarters of Europe and from China. Manufacturers are obliged to purchase for their daily wants, being without stock; but they act reluctantly, as they are unable thus far to obtain anything like paying rates for their goods, which remain in slack demand in all quarters.

COTTON.—There has been great dulness throughout the past week. During the week 700 bales Tinnivelly sold at 9d. to 10d. for fair to good fair, and 10¼d. for good to fine. Quotations at Liverpool—Middling Orleans 13½d., and fair Dhollerah at 9d. per lb. The sales at Liverpool this week have reached 49,570 bales, of which the trade have taken 34,090 bales, and speculators and exporters 15,410 bales. Telegraphic advices from New York to Sept. 3 quote middling uplands 33 cents.

SUGAR.—Increased heaviness has been observable in the market during the present week, and business has continued of light amount at prices tending in favour of the buyer. The supply of colonial descriptions by auction has been of trifling extent, viz—695 bags low, to good brown, Mauritius, chiefly bought in at 28s. 6d. to 29s.; and 796 bags, Natal, went off as follows:—common to fine brown 26s. to 30s. 6d., low to good middling yellow, 31s. to 33s. No sales of Penang or Manila.

COFFEE.—The colonial market at the opening had a somewhat quieter appearance, but has since assumed greater steadiness, and most of the parcels in auction went off at full rates; common sorts sold at a slight reduction. Of Plantation Ceylon, 140 casks and 40 bags sold at 78s. 6d. to 83s., and of Native Ceylon 2,900 bags were nearly all disposed of at prices; for good ordinary 64s. 6d. to 66s., and for fine 70s. to 70s. 6d. 448 bags Manila Coffee have been withdrawn. The stock of Coffee in the United Kingdom on the 1st inst. was 17,800 tons.

RICE.—Full prices continue to rule. A cargo of 1,300 tons Rangoon sold for the Continent at 10s. 9d., showing an advance of 6d. per cwt.

PEPPER.—Demand very slack, 1,502 bags Black Singapore at public sale met few bids, and only 260 bags of extra good quality brought 3½d. to 3⅝d., remainder going at 3⅜d. to 3½d., 2,538 bags Penang and Batavia were nearly all bought in at 3¼d. to 3⅜d. By private contract about 800 bags Eastern have been sold, Singapore at 3⅜d. to 3½d., and Penang 3¼d. to 3⅜d. In white there is nothing to report.

SAGO.—In auction 1,476 boxes found buyers at steady prices; small fair pearl 17s. 6d. to 18s. large grain 17s. 6d.

TERRA JAPONICA.—2,800 bags Cutch Pegue sold at 30s. to 31s. for good quality but slightly out of condition.

HEMP (MANILA.).—Scarce; prices high and trade limited. 1,600 bales at auction, which sold at £46 10s. to £48 10s. per ton.

HORNS.—Buffalo: 31 tons Madras, 21 tons Calcutta, and 1¼ tons Siam sold at 47s. to 49s. per cwt. for 3 to 3½ lbs. average, and 24s. to 40s. for 1½ to 2 lbs. average. Deer: Firm; 16 tons Madras, 4 tons Calcutta, and 1½ tons Ceylon sold at 49s. 6d. to 64s. per cwt. for 1¾ to 1¼ lbs average, and 41s. 6d. to 44s. for 2½ to 2½ lbs. average.

CARDAMOMS.—Very quiet; 27 cases Malabar at aucton all retired.

CAMPHOR.—Steady, but quiet. Business limited at £6 10s. per cwt. Japan, and £6 2s. 6d. China, landing weights.

DRUGS.—Cubebs: Very flat; 52 bags at auction retired. Dragon's Blood: Of 24 cases at auction one-fourth sold at £3 15s. to £6 5s. per cwt. for low to middling lump. Rhubarb: Demand improving and prices are realised not previously obtainable. Of 106 chests at auction three-fourths sold at 9s. per lb. good flat; 3s. to 6s. ordinary; and 1s. 10s. to 2s. 5d. low and inferior.

SPICES.—Cloves: 102 bales Zanzibar in auction were withdrawn. Nutmegs: 27 cases in public sale were disposed of at a decline of 1d. to 2d. per lb.

CINNAMON.—Quiet; 41 bales Ceylon offered were only partly taken.

COCOA-NUT OIL.—Improving; 47 casks Cochin and 841 casks Sydney at auction.

OILS.—Anniseed: Has further improved in value; prices 9s. 1½d. per lb. on the spot and 9s. 3d. for arrival. Cinnamon: Quiet, one case at auction retired. Citronelle: Of 43 cases at auction, half sold at 3½d. per oz. Lemon Grass: Abundant, 4 cases at auction sold at 1s. to 1s 2d. per oz.

JAPAN WAX.—Good quality scarce; 225 boxes ordinary at auction retired.

INDIA RUBBER.—Business unimportant, owing to absence of supply; 62 bags Assam at auction retired.

GUMS.—Benjamin: Flat, and 45 cases Sumatra all retired. Damar: Quiet, and 50 cases at auction retired. Gamboge: Still continues scarce, and 1 case at auction sold at £22 10s. per cwt.

GUTTA PERCHA.—Continues very dull; of 93 baskets at auction a few only sold at 5d. per lb. for ordinary reboiled.

TIN.—Prices declining: Closing terms £83 per ton for Banca, and for Straits £81 per ton.

MISCELLANEOUS.—Blacklead: At auction, out of 310 barrels a few only sold at 12s. 6d. to 14s. 3d. per cwt. for fair lump, and 9s. to 9s. 3d. for dust. Ebony Wood: Steady, and of 46 tons Ceylon at auction one-third sold at £7 to £12 5s. per ton. Galls: For Turkey prices higher, China rather lower, and Japan steady but in more adequate supply. Of 200 cases China half were sold at 63s. to 64s.; of 944 cases Japan half sold at same price. Musk: Prices firm and desirable qualities in good demand; 92 caddies Tonquin sold at 33s. 6d. to 34s. per oz. for fine picked, and 24s. 6d. to 25s. for middling. Rattans: Flat; 12,696 bundles Penang all retired. Soy: Cheaper, and at auction out of 46 casks recently arrived a few sold for 3s. to 3s. 1d. per gallon. Tortoiseshell: Auctions have comprised one case ordinary Penang, sold at 10s., and two cases Singapore retired. Vermilion: Cheaper, and of 28 boxes at auction a few sold at 3s. 6d. per lb.

ARTICLES OF EXPORT.

IRON.—The quotations in London are for Welsh bars £6 5s. to £6 10s.; nail rod, £8 10s. to £8 15s.; hoops, £9 10s. to £10; sheets, single, £10 10s. to £10 15s.; Staffordshire bars, £8 10s. to £8 15s.; rails, £6 5s. to £6 10s.

STEEL.—Swedish keg, £15 15s.

COPPER.—Sheet and Sheathing, £94 to £96 per ton; yellow metal, 7¼d. per lb.

TIN.—£88 for block; £89 for common bars. Tin plates, best charcoal, I.C., 32s. to 33s.

LEAD, &c.—English pig, W. B., £22 15s.; shot, patent, £23 10s. to £24; sheet, £21 10s.; spelter, £20 5s. to £20 10s.; zinc, English sheet, £27; quicksilver, £7.

The following is from the Circular of Messrs. French and Smith:—At length we can report a decided improvement in the tone of this market, owing to the reductions of Bank rate to 8 per cent. on the 16th ult., to 7 per cent. on the 23rd, and to 6 per cent. on the 30th ult., and the prospect that now we may expect a very easy money market for a long time to come. Iron: Has not participated in the improved rates generally obtained in other metals. Copper: The improvement in this metal has been very decided. A large business has been done for consumption and shipment, and also a large quantity has been brought for investment. On the 27th ult. the English smelters declared an advance of £5 per ton, and late on the 3rd inst. a further advance of £3 per ton was declared. At these rates the market is very firm, especially for unmanufactured copper. Yellow Metal: Was advanced on the 27th ult. ¼d. per lb. Tin: Has largely benefited by the cheap rate of money. English: On the 29th ult. the smelters advanced their prices 3s. per cwt.; but as they were previously accepting orders at 5s. or 6s. below their list rates, the real advance was fully 9s. per cwt. In Foreign there have been many transactions, and we quote to-day 84s. 6d. to 84s. for Straits, and 85s. for Banca. Tin Plates: Are in good demand and prices advancing, and the manufacturers are well supplied with orders. The shipments last month were 150,000 boxes, against 95,000 boxes in August, 1865. Lead: There have been some good orders for shipment, without, however, much alteration in price; but the market is very firm. Spelter: Has recovered in price from £19, the lowest price reached during the month, to £20 10s., the present quotation. The stock on the 1st inst. was 6,628 tons, against 7,389 tons on 1st September, 1865. Quicksilver: Remains unchanged.

EXPORT OF BULLION TO CHINA &c.

The following return shows the shipments of bullion from Southampton from the 1st January by the P. and O. Company's mail steamers.

	Gold.	Silver.
Shanghai	—	£85,584
Foo-chow-Foo	—	4,448
Amoy	—	—
Hong Kong	—	136,166
Singapore	£5,650	46,910
Penang	—	—
Yokohama	—	900

FROM MARSEILLES.

(BY THE P. AND O. COMPANY'S STEAMERS.)

	Gold.	Silver.
Singapore	£144	—
Penang	—	—
Hong Kong	—	—
Foo-chow-Foo	—	—
Shanghai	—	£55,462
Yokohama	—	10,522

PER FRENCH MAIL STEAMERS.

	Gold.	Silver.
To Singapore	£11,098	£95,800
To Saigon	—	113,996
To Batavia	5,186	2,2 1
To Hong Kong	—	277,835
To Shanghai	—	74,408
To Yokohama	—	—

Digitized by Google

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Sept. 3	Tweelingen	Bruyrs	Banjoewangie	Texel.
— 2	Voladora	Villavaso	Yloilo	Cuxhaven.
— 2	Selma	Buck	Moulmain	Do.
— 6	Taeping	McKinnon	Foo-chow-Foo	London.
— 6	Ariel	Keay	Do.	Do.
— 6	Serica	Innes	Do.	Do.
— 8	Fiery Cross	Robinson	Foo chow-Foo	London.
Aug. 11	Flore	Lafontaine	Macao	Havana.
— 16	Donna Maria Pia	Souza	Do.	Do.
— 17	Luisa Canevaro	Carvaesa	Do.	Do.
— 17	Carmeline	Gallet	Canton	Do.
— 22	Enoch Train	Lane	Manila	New York.
Sept. 8	Europa	Hansen	Bassein	Falmouth.
— 9	Prince Alfred	Thurkell	Rangoon	Do.
— 10	Lockett	Topham	Shanghai	Liverpool.
— 10	Taitsing	Mitford	Foo-chow-Foo	London.
— 8	Egidia and Pauline	Hoogland	Rangoon	Off Falmouth.
— 10	Vanguard	Scott	Shanghai	London.
— 11	Turandot	Meinert	Manila	Falmouth.
— 11	Palestine	Park	Colombo	London.
— 11	Regina	Linthorne	Ceylon	Do.
—	Medina	—	China	Deal.
— 12	Charlotte Ann	Bruce	Colombo	Do.
— 11	Stuart Wortley	Nicholson	Yloilo	Plymouth.
— 10	Helios	Hansen	Rangoon	Falmouth.
— 12	Wm. Chandler	Brewn	Bassein	Do.
— 12	Madagascar	Ginga	Manila	Do.
— 10	Galatea	Petterson	Bassein	Do.
—	Sea Wave	Warden	Akyab	Copenhagen.
— 13	Ida	Tatlock	Colombo	London.
— 13	Sardinia	—	Bassein	Liverpool.
— 13	Belochee	—	Do.	Do.
—	Rifle	Elliot	Manila	Queenstown.
—	Congo	—	Do.	Do.
—	Merwanjee Framjee	—	Rangoon	Do.
—	Wave Queen	—	Do.	Do.
—	Scottish Chief	—	Akyab	Do.
— 13	Desdemona	Poingdestre	Singapore	London.
— 13	Thomas Dryden	Thompson	Rangoon	Deal.
— 13	Wild Flower	—	Colombo	Do.
— 12	Aurora	Giet	Rangoon	Liverpool.
Aug. 28	Rocket	—	Padang	Boston.
Sep. 14	Devonvale	Adams	Penang	Deal.
— 14	Twilight	McAlly	Rangoon	Falmouth.
— 14	Fortuna	Loftus	Singapore	Liverpool.
— 15	Britannia	—	Ceylon	London.
— 15	St. Thomas	—	Sarawak	Do.
— 15	Strathmore	—	Singapore	Deal.
— 13	T. B. Lemon	Reany	Rangoon	Queenstown.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Sept. 5	General Michiels	Lucas	Batavia	Sunderland.
— 4	Geo. Douthwaite	—	Galle	Shields.
— 6	Engel	Appel	Batavia	Liverpool.
—	Diana	—	Do.	Shields.
—	British Constitution	—	Galle	Do.
— 12	Jubilee	Kerr	Shanghai	London.
— 10	Marseilles	Clements	Galle	Liverpool.
— 13	Avon	Edmonds	Colombo	London.
— 13	Cornelis Smit	Wiedenaar	Singapore	Swansea.
— 10	Hotspur	—	Yokohama	Shields.
— 15	Ophir	Hean	Galle	Liverpool.
— 15	Chloris	Lund	Singapore	Do.

(*See Commercial Postscript.*)

LOADING.

At LONDON.—For Yokohama: Havelock. For Nagasaki: Kagosima. For Nagasaki and Yokohama: Chrysolite. For Manila: Angela. For Shanghai: Fiery Cross, Taitsing, Sir Harry Parkes, Taeping. For Hong Kong and Canton: Her Majesty, Canadian, Ariel, Serica. For Singapore: Rushing Water. For Singapore and Penang: Spirit of the Deep. For Penang: Champion, Katinka. For Colombo: Palestine, Granville, Thames, Frances, Frances, Akbar. For Galle: Colombo, Cochin, Beypore, Calicut, Cannanore, and Mangalore, Star of Ceylon. For Cape of Good Hope, Batavia, and Shanghai: Erl King, str.

At LIVERPOOL.—For Yokohama: Constantia. For Shanghai: Maiden Queen. For Singapore: Advance, Indiaman. For Manila: Maria y Vicente, Sales. For Batavia and Sourabaya: Helena Henriette, Jane Kilgour, Amazon. For Colombo: Empress. For Galle: Seafield. For Mauritius, Penang, Singapore, Hong Kong, and Shanghai: Achilles, str.

At GLASGOW.—For Manila: Odulia. For Batavia and Sourabaya: Finella, County of Ayr.

SPOKEN.

COURANTO (barque), Singapore to Liverpool, Aug. 1, 2 N., 23 W.
AURORA AUSTRALIS, London to Shanghai, July 2, 5 S., 106 E.
MARY ELLA, Shields to Shanghai.
SNARESBROOK, for Singapore, 46 N., 11 W.
ESPERANZA, Cardiff to Shanghai, May 16.
ALLENDALE, Sunderland to Japan, May 17, 2 N., 23 W.
JULIE, Japan to Rotterdam, July 19, 35 S., 22 E.
RED RIDING HOOD, London to Hong Kong, Aug. 8, 8 N., 24 W.
KONINGIN DER NEDERLANDEN, Cardiff to Singapore, June 14, 30 S., 26 W.
ST. VINCET DE PAUL (Fr. ship), Bordeaux to Saigon, July 7, 9 N., 28 W.
BONITO, Singapore to London, 130 days out, 13th, 1 N., 22 W.
SOPHIA KONIGEN D. NEDERLANDER, Card. to Sing, June 14, 30 S., 6 W.
MONICA, Singapore to London, June 7, 31 S., 34 E.
FANNY KIRCHNER, Singapore to New York, June 24.
MEDORA, Colombo to London, June 6, 24 S., 52 E.
LOVELY (?), Philippine Islands to Queenstown, July 10, 35 S., 22 E.
BELLE OF ARUNDEL, P'pine. Islands to Queenstown, June 12, 36 S., 25 E.
PETER DENNY, for Shanghai, August 8, 12 N., 27 W.
CORNELIS ANTHONIE (D. bq.), Rot'dam to Batavia, Aug. 1, 1 N., 22 W.
NYVERHEID, Newport to Hong Kong, Aug. 9, 14 N., 28 W.
SHEPHERD, Colombo to London, July 31, 9 S., 13 W.
MOORHILL (barq.), Penang to London, June 16, 9 S., 91 E.
DILKHOOSH (ship), London to Shanghai, Aug. 14, 14 N., 28 W.
LOWIS MEYER (Dutch barq.), Shields to Singapore, Aug. 13, 14 N., 26 W.
CROUCH BROTHERS, Colombo to Gibraltar, 24 S., 54 E.

FREIGHTS AND CHARTERS.

In outward berth freights from London we have no improvement to report, but rates remain firm at existing quotations. Coal freights from the out ports also continue steady at previous rates.

Current Rates of Freight for Vessels on the Berth:—To Yokohama: 40s. weight, 50s. meast. To Nagasaki: 50s. weight or mea. To Shanghai: 45s. weight, 45s. to 47s. 6d. meast. To Hong Kong: 40s. weight or meast. To Singapore: 30s. weight or measurement. To Penang: 40s. weight or measurement. To Ceylon: 25s. to 30s. weight, 35s. meas.

The current quotations for coal, &c., are as follow:—From Wear or Tyne per keel. For Hong Kong: £43. For Singapore: £32. For Shanghai: £50. For Saigon: £50. For Yokohama: £51. For Galle: £30. From Newport, Cardiff or Swansea, per ton. For Hong Kong: £2 2s. For Singapore, £1 9s. For Shanghai: £2 10s. For Saigon: £2 8s. For Batavia: £1 6s. For Manila: £1 15s. For Galle £1 5s.

The Admiralty have ordered the Canadian to be surveyed for the conveyance of the following Government stores from the River Thames to Hong Kong, viz., 40 tons naval masts and spars, 112 tons, heavy, and 98 tons, light, Naval stores, also 31 tons cordage, 4 tons sails, 10 tons bricks, 52 tons coke, and 3 tons anchors. And the Spirit of the Deep for the conveyance to Singapore of a naval sounding engine, about 3 tons, a chart house in cases measuring 13 tons, about 1 ton weight boat's davits, and a naval whale boat and gear.

CASUALTIES.

The Maria Catharina (Dutch barque), Westewink, from Newcastle to Batavia, with coals, struck upon the Goodwin Sands, and sprung a leak, and was obliged to put in at Nieuwe Diep, 4th Sept., where she will have to discharge.

The Geo. Douthwaite, Davie, from Shields to Ceylon, with coals, anchored off Yarmouth, 12th September, leaking a little, having been on the shipwash, but required no assistance.

The John Bamfield, Bastian, from London to Colombo, arrived at Scilly, 10th September, with sail split.

The Fortuna, Loftus, from Singapore, which arrived at Liverpool 14th September, had experienced much bad weather from the Mauritius to the Cape of Good Hope, with a severe gale from W. to W.N.W. from the 8th to the 22nd June, during which her deckhouse was gutted and cabins filled, &c. From the Western Isles also she had very rough weather, starting cutwater, losing quarter boat, &c.

MISCELLANEOUS.

At ST. HELENA.—Previous to July 28, Granville, from Canton, for Havana; Wild Flower, from Ceylon; July 23, Cataluna (s.), Valleo, from Macao, and left 26 for Havana; 24, Rifle, Elliot, from Zebu, and sailed 25 for Queenstown; 25, Ida, Tatlock, from Ceylon, and sailed for London; George Green, Spencer, from Batavia; 26, Fortuna, Loftus, from Singapore and Algoa Bay, and sailed 27 for Liverpool; 30, Gaulois, Lavignac, from Canton, and sailed Aug. 2 for Havana; Lorelie, Ingerman, from Zebu, and sailed Aug. 1 for Falmouth; Ava, Young, from Ceylon, and sailed Aug. 1 for London; Pieter Adolf, Jaski, from Singapore, and sailed Aug. 1 for London; Roman (s.), Dixon, from Southampton, and left Aug. 1 for Cape of Good Hope and Galle; Oscar, Larsen, from Java, put in with rudder damaged; 31, Moneka, Morgan, from Singapore, and sailed Aug. 2 for London; Neptune's Bride, Lowther, from Ceylon, and sailed Aug. 2 for London; Charlotte of Derby, Langmaid, from Batavia, and sailed Aug. 3 for Rotterdam; Aug. 1, Robert Dickson, Nielson, from Samarang; Vertrouwen, Dekker, from Batavia, and sailed 2 for Amsterdam; Wilhelm Daniel, Zeylstra, from Batavia, and sailed for Amsterdam; Jupiter, Kieviek, from Batavia, and sailed 3 for Amsterdam. July 28, Antares, Olivand, from Singapore, and sailed 30 for Belle Isle; Congo, Dinse, from Manila, and sailed 29 for Queenstown; Aldebaran, Meyboom, from Batavia, and sailed 30 for Amsterdam; Argonaut, Dreyer, from Tjilatjap, and sailed Aug. 1, for Amsterdam; Magallanes, Certens, from Manila, and sailed 30 for Santander; 29, Java Packet, Hellingman, from Batavia, and sailed 30 for Amsterdam; Franz and Elise, Huofeld, from Java, and sailed 30 for Amsterdam; Strathmore, Burke, from Singapore, and sailed Aug. 1 for London; Meg Merrilies, London, from Ceylon, and sailed 2 for New York; 30, Vanguard, Scott, from Shanghai, and sailed 1 for London.

AT CALLAO.—July 29, Uncowah, Ardano, from Macao.

COOLIE SHIPS FROM CHINA AT ST. HELENA.—The following vessels with Chinese coolies have arrived during the first week in July:—The French barque Denis, with 320 on board; no deaths reported. The Portuguese ship Donna Maria Pia, with 338; 13 deaths. The French ship Carmeline, with 588; 12 deaths. The Italian ship Luisa Canevaro, with 671; 20 deaths. All from Macao for Havana. And the English arque Pride of the Ganges, from Whampoa for Demerara, with 331; 2 beaths; making a total of 2,255 coolies and 47 deaths. These vessels put into this port for water and provisions, which they obtained and sailed again.

THE ACHILLES FOR CHINA.—This vessel (which has arrived at Liverpool) is the property of Mr. Alfred Holt, and was built and engined on the Clyde. She is 1,550 tons register, and is intended to form one of the line of steamers trading between this port and the Mauritius, China, &c., which has been established by the above gentleman. The Achilles was taken into the Sandon Dock, where the work of fitting her out will be completed. Captain Russell, who is to have command of her, brought her round from Greenock. The trial trip of the Achilles took place on the Clyde, and was in every respect a success. When she stopped to put about she was going eleven knots per hour.

Digitized by Google

THE BANK OF HINDUSTAN, CHINA AND JAPAN (Limited).

1, BANK-BUILDINGS, LOTHBURY, LONDON.

CAPITAL £4,000,000
Subscribed 3,696,100
Paid-up 893,682

DIRECTORS.

William Ferneley Allen, Esq., Alderman.
William Frederick Baring, Esq.
James Nugent Daniell, Esq.
William Harrison, Esq.
James Levick, Esq.
Sassoon David Sassoon, Esq.
J. Mackrill Smith, Esq.
Richard Spooner, Esq.
Philip Vanderbyl, Esq., M.P.
Henry Young, Esq.

BANKERS.

The Bank of England. | The National Bank.
The Alliance Bank.

EDINBURGH BRANCH.

DIRECTORS.

William Forbes, Esq., of Medwyn.
Patrick Arkley, Esq., of Duninald.
James Mackintosh, Esq., jun., of La Mancha, and late of Calcutta.
John A. Macrae, Esq., W.S., 39, Frederick-street, Agent

BRANCHES.

Bombay | Colombo | Shanghai
Calcutta | Hong Kong | Yokohama

Deposits received, subject to ten days' notice, on the usual terms, and for fixed periods at rates subject to special agreement.

Drafts issued, and Bills negotiated, payable in India, China, &c. Circular Notes and Letters of Credit, payable throughout Europe, are also issued for the convenience of Travellers per Overland Route.

The purchase and sale of Indian and other Securities, and the safe custody of the same, undertaken. Dividends, Pay, Pensions, Interest, or other moneys realised, and the registry of Indian Government Loan Notes effected, so that the interest may be paid in England.

Every other description of Banking and Agency business in connection with India, China, &c., conducted on the most favourable terms.

JOHN OUSELEY, General Manager.

CHARTERED MERCANTILE BANK of INDIA, LONDON, and CHINA.

Incorporated by Royal Charter.

Paid-up capital, £750,000. Reserve Fund, £250,000.

BRANCHES AND AGENCIES.

Bombay. Colombo. Penang. Hong Kong. Yokohama
Calcutta. Kandy. Shanghai.
Madras. Galle. Singapore. Hankow.

The Bank negotiates and collects bills and grants drafts payable at the places above mentioned, issues letters of credit and circular notes for the use of travellers by the Overland Route, terms for which can be ascertained at the Head Office in London.

The Bank will effect the purchase or sale of Indian securities, undertakes the safe custody of same, and the receipt of interest, dividends, pay, pensions, and other moneys for remittance through the Bank or otherwise.

The Bank receives money on deposit, on which interest will be allowed according to the length of time deposited. Particulars as to rates can be ascertained at the Head Office, 52, Threadneedle-street, London.

Office hours from 10 a.m. to 3 p.m.; Saturdays, from 10 a.m. to 2 p.m.

No. 65, Old Broad-street, London.

COWASJEE DINSHAW,

Close to the Landing Place. Depot of

EUROPEAN, CHINA, AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality. Bombay-made Soda Water and Lemonade. Perfumery, Confectionery, Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.

STEAMER POINT, ADEN.

Drawing and Reading-room free to Passengers.

THE "LONDON AND CHINA EXPRESS" ON SALE

TO IMPORTERS.

The undersigned beg to remind Importers of Wearing Apparel, and Boots and Shoes, of the many advantages which their long experience as Manufacturers and Shippers, their vast resources, and their intimate knowledge of the requirements of Foreign and Colonial Markets enable them to offer.

ASSORTED SAMPLE CASES FORWARDED ON RECEIPT OF REMITTANCE OR ORDER ON LONDON AGENT.

E. MOSES AND SON,

CORNER OF MINORIES AND ALDGATE, LONDON.

PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's Establishments at the above Port afford every facility for REPAIRING and SPARRING VESSELS, and for CLEANING and PAINTING Iron and Steam Ships.

Their large Granite Dock, 286 feet long on the blocks, is in complete working order, and at average spring tides can take vessels drawing 16 to 17 feet water. The Dock is fitted with a Caisson Gate and with a Centrifugal Steam Pump of great power, ensuring despatch in all states of the tide. An ample stock is kept on hand of Timber, Oregon Spars, Sheathing Copper and Yellow Metal, and of every description of material for Dockyard use.

The premises comprise an Engineer's Workshop, Brass Foundry, a large Smithy and Carpenter's Workshops, and the works are superintended by Resident Europeans, viz., a Shipwright, an Engineer and a Blacksmith. Dry, Godowns for the reception of vessels, stores, &c., when requiring to discharge them.

Amoy, March, 1865.

THE CHINESE COMMERCIAL GUIDE.

CONTAINING Treaties, Tariffs Regulations, Tables, &c., useful in the trade of China and Eastern Asia, with an Appendix of Sailing Directions for those Seas and Coasts, by S. WELLS WILLIAMS, LL.D. Fifth Edition.

Hong Kong, SHORTREDE and Co.; London Agent, F. ALGAR, 11, Clement's-lane, E.C. Price Two Guineas.

"CHINA MAIL" OFFICE.

No. 2 WYNDHAM-STREET (back of the Club):—

1.—THE EVENING MAIL,

A DAILY PAPER.

PRICE.—2 dols. per month.

TERMS OF ADVERTISING.—First insertion, Ten lines and under, 1 dol.; each additional line, 10 cents. Subsequent insertions, per week, 50 cents and 5 cents—"Auction" Notices are excepted, for which only One Charge per week is made).

2.—THE CHINA MAIL,

AN ORIGINAL WEEKLY PAPER.

(Every Thursday Night.)

PRICE.—15 dols. per annum; Single Copies, 44 cents.
ADVERTISING.—First insertion, Five lines, 1 dol.; each additional line, 20 cents. Subsequent insertions, 50 cents. and 10 cents.

The "China Mail" has been permanently enlarged in size, namely, from 4 to 6 full pages. It is the only weekly paper published in China which contains a complete summary of Hong Kong news as well as that from the treaty ports of China and Japan, and from Manila, Australia, India, and the Straits. Its circulation, which has of late considerably increased, extends throughout the coasts of those countries as well as to various parts of Europe. Great facilities are thus afforded to advertisers in this newspaper.

3.—OVERLAND CHINA MAIL.

Containing 8 FULL PAGES, and consisting of a reprint of the articles in the EVENING and CHINA MAILS, with Summary of News and Commercial Summary.

ONCE A FORTNIGHT.

(The Morning of the Mail's despatch.)

PRICE.—To Subscribers to the Weekly issue, 8 dols to Non-subscribers, 12 dols. Single copies, 50 cents.

ADVERTISING.—The same as in the Weekly. All "Notices of Firms" appearing in the Weekly will be inserted in the *Overland*, and charged for, unless otherwise ordered.

A. SHORTREDE & CO.

Hong Kong, May 17, 1866.

Now ready, 8vo, price 12s.

RUTTER'S METRIC SYSTEM OF WEIGHTS and MEASURES compared with the British Standard Weights and Measures in a complete Set of Comparative Tables; also, Tables of Equivalent Prices under the Two Systems, and of Chinese and Indian Weights compared with Metric Weights, &c.

By HENRY RUTTER,

Author of Exchange Tables and Arbitrations of Exchanges between England, India, and China.

Now ready, Ninth Edition, revised and enlarged, price 25s., cloth lettered,

RUTTER'S EXCHANGE and BULLION TABLES; being a complete Guide to Exchange Operations between England and the East, in sterling, rupees, and dollars, extended so as to meet the requirements of Shanghae rates under any possible variation. To which is now added an Appendix, containing a guide to the negotiation of short-sighted Bills; with other information relative to Exchanges between England, India and China.

By HENRY RUTTER, late Agent of the Commercial Bank of India, Hong Kong.

London: EFFINGHAM WILSON, Royal Exchange.

TUPPER AND COMPANY.

MANUFACTURERS OF PATENT GALVANISED IRON, in Sheets, Tiles, Iron Roofs Sheds, Cisterns, Pails, Gutters, Wire for Fencing, &c.

WORKS AT BIRMINGHAM AND LONDON.
OFFICES—61A, MOORGATE-STREET, LONDON.
Merchants' orders executed with despatch.

THE AGRA and MASTERMAN'S BANK (Limited).

NOTICE IS HEREBY GIVEN, that the FIRST DIVIDEND of 5s. in the £ will be paid at No. 35, Nicholas-lane, Lombard-street, E.C., on and after MONDAY, the 17th September, between the hours of 10 and 2 o'clock, to all Depositors and Creditors upon Current Accounts, and also all Bill-holders whose claims have been duly registered in London.

Payment will be made in the following order:—

BILL-HOLDERS' CLAIMS ... ... } On Monday and Tuesday, 17th and 18th Sept.
DEPOSIT AND CURRENT ACCOUNTS, LONDON, Nos. 1 to 1,500. } On Wednesday and Thursday, 19th and 20th Sept.
DEPOSITS ACCOUNTS, EDINBURGH, Nos. 1 to 400 ... ... }
DEPOSIT AND CURRENT ACCOUNTS, LONDON, Nos. 1,501 to 2,862 ... ... } On Friday and Saturday, 21st and 22nd Sept.
DEPOSIT ACCOUNTS, EDINBURGH, Nos. 401 to 732 ... ... }

All Dividends not applied for on the days above-mentioned will be paid on application at the Bank, on and after the 24th September, between the hours of 10 and 2 o'clock.

Every Creditor will receive a Circular Notice which must be produced, together with all Bills of Exchange, Circular Notes, Deposit Receipts, or Certificates of Indebtedness.

Bill-holders who have not sent in their Bills for Registration, are requested to do so forthwith in order that they may receive the First Dividend as soon as possible; for such purpose a further List will be prepared and payment of Dividend made about the middle of October, notice of which will be duly given.

H. H. CANNAN, Liquidator.

12th September, 1866.

ENGLISH GARDENS IN THE EAST.

THE Fourth Season has now confirmed the complete success of MR. CHRISTY'S Cases for conveying Fruit Trees, Vines, Plants, Flowering Shrubs, and Seeds, to the East, when shipped in the holds of Steamers like ordinary Case Goods. Mr. John Waterer, junr., the American Nursery, Bagshot, Surrey, or Mr. Christy, 28, Pall Mall, London, are prepared to execute orders for gentlemen in the East, and beg to call attention to the list of prices and conditions. FRUIT TREES, including PEARS, APPLES, PLUMS, CURRANTS, GOOSEBERRIES, PEACHES, NECTARINES, APRICOTS, CHERRIES, and QUINCES, per case, 10 Guineas.

	Guineas.
20 FRUIT TREES, with Ten Vines, per case	14
ROSES of the best kinds ... ... „	15
RHODODENDRONS and AZALIAS, &c.	15
GARDEN SEED (various) ... ... „	5 upwds.

The number depends on the size of the roots; the cases average 30 plants each.

All the above prices include freight, insurance, and all charges to any port where the P. and O. steamers call. The season for shipment commences about September and ends in January. All orders must be accompanied by a remittance or orders for payment. The name of the agent at the port of arrival must be furnished, to prevent delay in forwarding.

THE MONEY MARKET REVIEW'

A WEEKLY JOURNAL OF THE HIGHEST CLASS,

EXCLUSIVELY DEVOTED TO THE DISCUSSION OF COMMERCIAL AND FINANCIAL TOPICS.

PUBLISHED EVERY SATURDAY

TERMS OF SUBSCRIPTION.

PAYABLE IN ADVANCE.

Single Paper ... ... 6d. Yearly ... ... £1 6s.

BY POST.

Single Paper ... ... 7d. Yearly ... ... £1 10s.

*** Post-office orders to be made payable to FRANCIS FISHER, 23, Birchin-lane, Cornhill, London, E.C.

REVUE ORIENTALE,

Conducted by M. LEON DE ROSNY,

Professor of Japanese in the Imperial School of Living Oriental Languages of Paris.

DEVOTED specially to Ethnography, History, Literature, and Commerce of Asia, Africa, and Oceana.

The last issue (No. 57) contains, amongst other matters,—

THE INEXORABEE COURTESAN, a Hindoo Story translated by M. Garcin de Tassy, Member of the Institute of France.

COMMERCIAL RELATIONS of the EAST and WEST in Ancient Times, by M. A. Castaing.

OCEANIC STUCIES, by G. Delonore.

VOYAGE in the HOLY LAND, by M. F. de Saulcy, of the Institute.

ORIGINAL CORRESPONDENCE.

MISCELLANEOUS NEWS relating to the East.

Agents in London: TRUBNER AND CO.

HOLLOWAY'S PILLS.—Prostration of Strength.—When the system is weak and the nerves unstrung disease is certain to present itself unless some purifying and strengthening means be resorted to to avert the threatening mischief. In such cases no treatment can equal the treatment by these excellent Pills; no other plan can be pursued so well devised for ejecting all impurities from the blood without straining or weakening the constitution. Holloway's Pills so fortify the stomach and regulate the liver they raise the capability of digestion, and thus create new power. This is the reason why Holloway's Pills have gained their present popularity, and why they have been handed throughout the globe as a fresh source of life and strength.

Digitized by Google

RADLEY'S HOTEL,
SOUTHAMPTON,

IMMEDIATELY OPPOSITE THE RAILWAY TERMINUS AND DOCKS

THIS FIRST-CLASS HOTEL, so well-known to most Travellers from the East and West Indies, China, the United States, Brazils, &c., is admirably situated for their convenience, Mr. RADLEY having, by careful organisation, made those arrangements that have tended so much to establish its reputation.

Mr. R. employs no touters or paid agents, but his Porters are always in attendance to meet passengers on arrival, with carriages, &c., as usual. Rooms may be engaged by letter from Malta.

WALKER'S CRYSTAL CASE WATCHES.
PRIZE MEDAL, 1862.

JOHN WALKER,
CHRONOMETER, WATCH AND CLOCK MAKER
(BY APPOINTMENT), TO THE
English, Indian, Foreign, and Colonial Railways,
68, CORNHILL, AND 230, REGENT STREET, LONDON.

J. W. SOLICITS the attention of Military and Naval Officers and the Public of China to his CRYSTAL CASE WATCHES, as they are especially adapted for foreign use.

The CRYSTAL CASE WATCH is so constructed that it entirely obviates the necessity of a Hunting Case Watch, as it is much stronger and cannot so easily get out of repair. Description Pamphlets with List of Prices on application.

MESSRS. COLLARD & COLLARD

FIND it NECESSARY to CAUTION the Public against the EXTENSIVE FRAUDULENT USE of their NAMES in the COLONIES, and urge on Purchasers the necessity of Examining very Carefully the NAME-BOARD of any INSTRUMENT they may be Buying; but especially they recommend that in all cases Respectable DEALERS or PROFESSORS of MUSIC should be CONSULTED for GUIDANCE.

A Certificate of Authenticity accompanies every Instrument sent abroad by Messrs. COLLARD and COLLARD.

16, GROSVENOR-STREET, and 26, CHEAPSIDE, LONDON.

PRIZE MEDAL,
INTERNATIONAL EXHIBITION, 1862.
AWARDED TO
F. MORDAN,
FOR
IMPROVEMENT IN WRITING MATERIAL

F. MORDAN'S EVERLASTING GOLD PEN is now established in reputation as the most beautiful, useful, and truly economical Pen ever manufactured. Thirty years' experience has only increased the estimation in which it is held, and tested the value of the warranty given with it. F. MORDAN can now proudly point to a sale of upwards of 90,000.

F. MORDAN'S PATENT PNEUMATIC INKSTANDS, the most useful and simple ever offered to the public, perfectly protecting the ink from dust or evaporation.

F. MORDAN'S WRITING, COPYING, BLUE, BLUE BLACK, BLACK, COLOURED, and MARKING INKS, in bottles of new and useful designs, with patent spouts and stoppers. These bottles are rapidly superseding all others, there being no increase of price for these improvements.

F. MORDAN'S PERFUMED MAUVE INK for Ladies' writing.
F. MORDAN'S SCENTED SEALING WAX in fancy colours; also HARD INDIA WAX for warm climates.
F. MORDAN'S LIQUID GLUE, for mending Glass, China, Wood, Metals, &c.
F. MORDAN'S PREPARED LIQUID GUM, for Office use, and general purposes.

Merchants and Shippers can obtain Illustrated Catalogues on application at the Manufactory,

ALBION WORKS, 326, CITY ROAD, LONDON.

SOLID MAHOGANY FURNITURE FOR INDIA, CHINA AND THE COLONIES.

HEAL and SON are Manufacturing, ESPECIALLY FOR use in EXTREME CLIMATES BEDROOM FURNITURE, which is entirely Free from Veneer. A general Assortment always in Stock.

IRON AND BRASS BEDSTEADS
Suitable for all Parts of the World. Their Stock consists of 2,500 Bedsteads.

HEAL AND SON'S PATENT HORSEHAIR MATTRESS.
HEAL and SON have Patented an Improvement in the Manufacture of Mattresses, which prevents the material from felting into a mass, as is the case with all Mattresses made in the ordinary way. The Patent Mattresses are made of the very best Horsehair, are rather thicker than usual, and the prices are but a trifle higher than those of other good Mattresses.

HEAL AND SON'S ILLUSTRATED CATALOGUE
For INDIA, CHINA, and the COLONIES, of Bedsteads, Bedding, and Bedroom Furniture, SENT FREE TO EVERY PART OF THE WORLD to which there is Book Post.

HEAL and SON, Bedstead, Bedding, and Bedroom Furniture Manufacturers
196, 197, 198, Tottenham-court-road, London, W.

PEACOCK & BUCHAN'S COMPOSITION FOR IRON SHIPS.

THIS is now established as the best and cheapest Composition known for keeping the Bottoms of Iron Ships CLEAN and free from Corrosion or GALVANIC ACTION. Apply to the Manufacturers direct, at SOUTHAMPTON, or to their accredited Agents at all the principal sea ports of the world.

From Captain John Ralph Engledue, Managing Director of the Thames Iron Works Ship Building, Engineering, and Dry Dock Company, Orchard-yard, Blackwall:—

"The Thames Iron Works, Ship Building, Engineering, and Dry Dock Company (Limited),
"Orchard-yard, Blackwall, E., September, 26th, 1865.

"Messrs. Peacock and Buchan.

"Gentlemen,—I shall at all times have much pleasure in bearing testimony as to the value and superiority of your Compositions for Ships' bottoms.

"I have used the No. 2 extensively for the last fifteen years, more particularly on the bottoms of the iron ships belonging to the Peninsular and Oriental Steam Navigation Company, and in every instance successfully. It is easily applied, economical, keeps the bottom CLEAN, and also has the property of preserving the iron.

"I visited, in dock, an iron SAILING vessel, called the 'Chile,' a few weeks since, and found her bottom perfectly clean, which had been coated with your Composition for upwards of twelve months, having made a voyage to New Zealand and back, and in salt water the whole time.

"I have also used your No. 1 Composition for the bottoms of wooden ships, coppered, and found it most advantageous, making the copper last double the usual time, and then only taken off to recaulk.

"I have at various times tried preparations of copper on iron ships, and in every case found the iron and rivets damaged.—I am, Gentlemen, yours faithfully,

"(Signed) J. R. ENGLEDUE."

"Egyptian Navigation Company, Azeeziah Mussriah, 61, Mark-lane, 7th July, 1865.

"Messrs. Peacock and Buchan, 39, Upper East Smithfield.

"Dear Sirs,—I have received orders to send to Egypt three tons of your patent Composition for ships' bottoms, same as supplied me in July, 1864. I now wish to know the soonest time you could have this packed and ready for shipment, as there is one of the Company's steamers leaving London about the end of next week. Please reply by return, and state price,—I remain, yours obediently,

(Signed) D. ABDUL HAMID BEY,
"I. FRICKEN."

WIGGINS, TEAPE, AND CO.,
MANUFACTURERS AND EXPORT STATIONERS
10, ALDGATE LONDON.

ALL kinds of Paper and Stationery supplied in quantities on the lowest terms. NEWSPAPER PROPRIETORS SUPPLIED WITH PAPER FOR THEIR JOURNALS. Samples forwarded on application. References to the Proprietors or Agents of this Journal.

OUR SPECIALTY
PETROLEUM LAMPS.

DIETZ & Co.,

MANUFACTURERS and EXPORTERS of KEROSENE LAMPS in great variety, and all GOODS APPERTAINING TO THE LAMP TRADE.

DIETZ & CO.'S
CELEBRATED
FLAT-WICK KEROSENE BURNERS
Are too well known and appreciated in
INDIA, CHINA, AND JAPAN
to need further commendation.

DIETZ & Co.'S
LARGE CATALOGUE,
Containing 500 Illustrations of KEROSENE LAMPS
will be forwarded on application.

DIETZ & CO.,
4, ST. PAUL'S BUILDINGS,
CARTER LANE,
LONDON.

PRIZE MEDAL
SODA-WATER MACHINERY.

THE Book for 1865, containing twenty-eight leaves of Illustrations descriptive of all the Machines now in use, with advice before purchasing, to be obtained of any of the Agents of this Paper, price 6d., and through whom Orders can be sent.

For Larger Advertisement see the LONDON AND CHINA EXPRESS, 26th of each month.

IMPORTANT ANNOUNCEMENT

JOSEPH GILLOTT,
METALLIC PEN MAKER TO THE QUEEN

BEGS to inform the Commercial World Scholastic Institutions, and the Public generally that by a novel application of his unrivalled Machinery for making Steel Pens, he has introduced a NEW SERIES of his useful productions which, for EXCELLENCE OF TEMPER, QUALITY OF MATERIAL, and above all, CHEAPNESS IN PRICE, must ensure universal approbation, and defy competition.

Each Pen bears the impress of his name as a guarantee of quality; they are put up in boxes containing one gross each, with label outside, and the fac-simile of his signature.

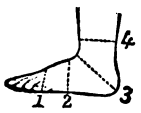
At the request of numerous persons engaged in tuition J. G. has introduced his WARRANTED SCHOOL and PUBLIC PENS, which are especially adapted to their use, being of different degrees of flexibility, and with fine, medium, and broad points, suitable for the various kinds of Writing taught in Schools.

Sold Retail by all Stationers and Booksellers. Merchants and Wholesale Dealers can be supplied at the Works, Graham-street, Birmingham; at 91, John-street, New York and at 37, Gracechurch-street London.

BASS AND ALLSOPP'S INDIA PALE ALES.
GEORGE JONES, No. 8, Billiter-street, London.

Present prices, 7s. 3d. per dozen quarts, and 4s. 9d. per dozen pints. Free on board, protected by his own and the Brewer's Labels and Patent Capsule.

Digitized by Google

ELASTIC  BOOTS.

W. SPARKES HALL & CO. beg to call attention to their PANNUS CORIUM BOOTS which are peculiarly adapted for India or any warm climate. They have the appearance of leather, and are cleaned with ordinary Blacking, but the material is much softer than any leather ever introduced. Pannus Corium Boots are now coming into general use in India, and will be found a great luxury to Ladies and Gentlemen in any climate with tender feet.

A Printed Circular, with full particulars of Prices, forwarded free to any part of the world.

W. SPARKES HALL & CO.,
BOOTMAKERS TO THE PRINCE AND PRINCESS OF WALES,
310, REGENT-STREET, LONDON.

N.B.—SELF-MEASUREMENT.—Stand on a sheet of paper and mark round the outline of the foot. Take the size of the foot in the places marked in the above drawing.

The Greatest Luxury in a Hot Climate!

PEARS'S TRANSPARENT SOAP

HAS enjoyed the highest reputation amongst the aristocracy for the past half century on account of its absolute PURITY and MILD and SOOTHING Properties. It renders the skin beautifully SOFT, WHITE, and CLEAR, and for its delightful perfume stands unrivalled. For Nursery use, and in all cases of delicate skin, it is strongly recommended by the Medical Profession.

PEARS'S TRANSPARENT SOAP is sold for WASHING, in Tablet Balls and Square Cakes at 1s., 1s. 6d. and 2s. 6d. each. The 2s. 6d. size Tablet and Square Perfumed with Otto of Rose.

SHAVING, in Round Cakes or in Sticks (in neat cases), at 1s., 1s 6d., and 2s. 6d. each.

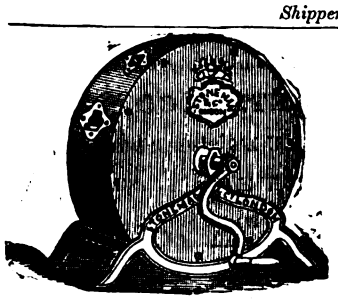
MANUFACTURED BY THE INVENTORS,

A. & F. PEARS, Soap Refiners, and Perfumers,

DEPOT:—91, GREAT RUSSELL-STREET, LONDON.

MANUFACTORY:—LANADRON WORKS, ISLEWORTH, NEAR LONDON.

Shippers Supplied on Liberal Terms.



THE CHEAPEST AND BEST

ROTARY KNIFE CLEANING AND POLISHING MACHINE

EVER INTRODUCED TO THE PUBLIC.

MANUFACTURED BY

MESSRS. STONEMAN & CO.,

(FROM KENT'S),

No. 3, POSTERN-ROW, TOWER-HILL, LONDON

1st Size, to Clean 9 Knives & 1 Carver—High Stands				£9	9	6th Size, to Clean 4 Knives & 1 Carver—High Stands				£4	4
2nd	,,	8	,,	,,	8 8	7th	,,	4	,,	Low Stands	3 3
3rd	,,	7	,,	,,	7 7	8th	,,	3	,,	,,	2 2
4th	,,	6	,,	,,	6 6	9th	,,	2	,,	,,	1 10
5th	,,	5	,,	,,	5 5						

A VERY LIBERAL DISCOUNT ALLOWED TO MERCHANTS AND SHIPPERS

Orders can be sent direct or through any of the Agents for this Paper.

ANGLO-GERMAN.

L. LACHENAL,

ENGLISH PATENT

20 YEARS MAKER OF WHEATSTONE & CO.'S

£1. 11s. 6d. to £4. 10s.

£2. 2s. to £20.

PATENT CONCERTINAS,

ADOPTED BY ALL THE LEADING PROFESSORS.

All Warranted, with Iron Screwed Brass Notes, &c.

Shippers and the Trade supplied on the most Liberal Terms.

DESCRIPTIVE PRICE LISTS POST FREE.

8, LITTLE JAMES STREET, BEDFORD ROW, LONDON, W.C.

GELLE FRERES PERFUMERY

CHIEF ESTABLISHMENT, 35, RUE DES VIEUX AUGUSTINS, à PARIS.

THE house of GELLE FRERES, celebrated for the superiority of its Perfumery, addresses itself to the fashionable world as much for its essentially hygeianic, refreshing, and tonic preparations as for its delicate and distingué perfumes.

STEAM WORKS AT NEUILLY SUR SEINE

1st Class Exhibition Paris Medal.

DEPOT: BLUMBERG & CO., 55, CANNON-STREET WEST, LONDRES.

DEPOT: H. BRULE, 23, RUE DE L'HOPITAL, BRUXELLES.

1st Class London Exhibition Medal.

Commission. **Articles specially Recommended.** **Exportation**

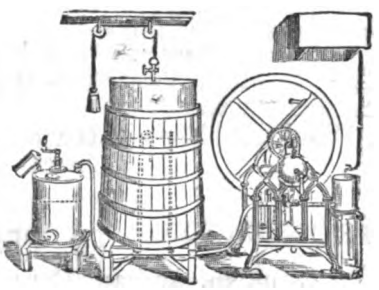
REGENERATEUR GELLE FRERES, a superior pomade for preserving, beautifying, and reproducing hair.
EAU D'ALBION for the toilet, an exquisite production from the juice of flowers and aromatic plants.
CARBOQUINA ROSE superior toothpowder, composed of carbon quinine and Province roses.
CUCUMBER SOAP for softening the skin, the best of all toilet soaps.
LAIT PROPHYLATIC to remove freckles and improve the appearance of the skin.
COMPOSITION ZOUAVE, for the instantaneous dyeing of the whiskers and moustache.
COLD CREAM, AU LOTUS LE LYBIE, to soften and refresh the skin.
NIGRITINE VEGETALE, an incomparable dye for the hair and beard, not staining the skin.
VIOLET ESSENCE and VIOLET WATER for the handkerchief.
CONCENTRATED EAU DE COLOGNE for the toilet.

SPECIAL PERFUMERY WITH A BASIS OF GLYCERINE,

SOAP, TOOTH-PASTE, POMMADE, CREAM FOR THE COMPLEXION, EAU DE TOILETTE.

To be obtained of all the principal Perfumers and Hairdressers in Europe and other parts of the world.

FURTHER REDUCTION IN PRICE—FIRST QUALITY.



SODA WATER MACHINES

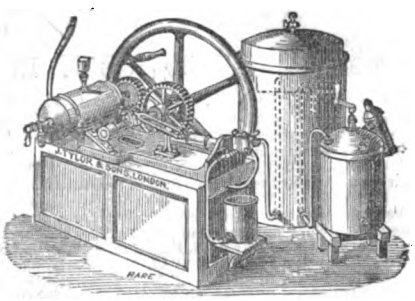
J. TYLOR AND SONS' EXHIBITION PATTERNS
JUROR INTERNATIONAL EXHIBITION, 1862.
PRIZE MEDALS LONDON, PARIS, AND DUBLIN.

Description	Dozens Daily.	Weight About	Measurement About	Price
Double No. 1	600	20 Cwt.	130 cubic feet	£110 0
Single ,, 1	300	12 ,,	90 ,,	54 10
Ditto ,, 2	200	10 ,,	70 ,,	50 5
Ditto ,, 4	150	8 ,,	55 ,,	41 15
Bottling Machine add	2 ,,	10 to 15 ,,		£8 8 0

Recipes for aerated waters are sent. Wire bottles, corks, acid, soda, whiting, essences, &c. Illustrated Catalogues free. Orders executed by any merchant, or on receipt of cash, including shipping charges, by the manufacturers.

J. TYLOR AND SONS, WARWICK-LANE, NEWGATE STREET, LONDON.

SODA-WATER MACHINE FOR REGIMENTAL MESSES, RESTAURANTS, HOSPITALS, HOTELS, &c.



THIS Machine makes 3 dozen an hour, and weighing only 2½ cwt., can accompany the Regiment from station to station. £25. Wood counter not included Catalogues free.

J. TYLOR & SONS,

MANUFACTURERS,

WARWICK-LANE, NEWGATE-STREET, LONDON.

BENSON, J. W., by SPECIAL APPOINTMENT to H.R.H. the PRINCE OF WALES.

BENSON, J. W., by SPECIAL APPOINTMENT to H.H. the MOHARAJAH OF BURDWAN

BENSON'S WATCHES. Prize Medal, 1865.

BENSON'S WATCHES, sent safe by post to all Parts of the World.

BENSON'S INDIAN WATCH, compensated for all Climates. Silver, 15 Guineas; Gold, 30 Guineas.

BENSON'S "EXACT" WATCH, for Extreme Temperatures. Silver, 25 Guineas; Gold, 40 Guineas.

BENSON'S Watch Pamphlet, *illustrated*, on every construction of Watch, with their prices.

BENSON, J. W., 99, Westbourne grove, and 25, Old Bond-street.

BENSON'S STEAM FACTORY for CLOCKS and WATCHES, 58 and 60, Ludgate-hill.

BOTTLED ALES AND WINES, &c.

"NO BUYERS for the BEST BRANDS unless RE-PACKED," in consequence of repeated BREAKAGE.—"Melbourne Journal of Commerce, Nov. 16. Heating and Breakage entirely prevented, and 15 per cent. saved in Freight of Cases, by using SEYMER'S BOTTLE PACKINGS AND COOLERS. Price 7½d. per doz. Bottlers contracting for large quantities, effect so great a saving in labour, &c., that they can supply them at one-third less price to Shippers, who will find it most profitable to order their goods to be so packed and are.—. WHITEHEAD, 37, Eastcheap, E.C.

Digitized by Google

THE CAPE, INDIA, AND CHINA AGENCY.

ORDERS for GOODS of all descriptions executed, and Shipped by the Overland Route or by Clipper sailing vessels. Consignments of Produce realised. The Goods are selected by parties who have had personal experience of the requirements of the markets at the

CAPE COLONIES, INDIA, CHINA, AND JAPAN.

TERMS:—One-half the estimated cost to be remitted with the order, and the balance on receipt of Bill of Lading and Invoice.

Commission, 2½ per cent. on Orders over £50 and 5 per cent. on amounts under £50

Orders and remittances should be addressed to the MANAGER.

Office, 12, George-yard, Lombard-street, London, E.C.

IMPORTANT

TO PERSONS RESIDING IN HOT CLIMATES.

ASH'S PATENT "PISTON" FREEZING MACHINE AND WINE COOLER is the FIRST REALLY EFFECTIVE APPARATUS for TROPICAL CLIMATES.

It will produce PURE BLOCK ICE, FREEZE and MOULD DESSERT ICES, and ICE WINES in any temperature. It is remarkably simple, will not corode or get out of order, and can be worked (with or without Ice) by the most ignorant servant. The Freezing Salts employed are indigenous to most hot climates, easily and cheaply obtained. A *bona fide* Receipt for preparing them given with each Machine. It is not too much to say that the "Piston" Freezing Machine is rapidly becoming indispensable to all European residents in India and China.

PRICES:—For 1 Bottle, 1 Block of Ice, 1 Dessert Ice... ... ... £4 0 0
For 2 Bottles, 2 Blocks of Ice, 2 Dessert Ices 6 10 0
For 4 Bottles, 4 Blocks of Ice, 4 Dessert Ices 11 5 0

If without fittings (merely as Wine Coolers.)

For 1 Bottle £2 0 0
For 2 Bottles 3 0 0
For 4 Bottles 4 5 0

When Dessert Ices are never required, these Wines Coolers can be fitted with BLOCK ICE MOULD at 30s. for each Mould so fitted.

SOLE MANUFACTURER:

GEORGE SIMPSON, 315, OXFORD-STREET, LONDON.

Orders enclosing remittance can be sent direct, or through Messrs. H. FOGG & Co., Shanghai

PALMER & Co's LAMPS FOR INDIA

SUSPENSION, BRACKET, & TABLE LAMPS

OF THE BEST CONSTRUCTION.

ORIGINAL PATENTEES OF THE CANDLE LAMPS

MANUFACTURERS OF

LUSTRES, CHANDELIERS, AND GAS FITTINGS

ADAPTED FOR INDIAN AND COLONIAL USE.

COOKING, COACH, and CARRIAGE LAMPS and LANTERNS.

SHIPS' CABIN LAMPS, PARAFFIN AND MODERATOR LAMPS, &c.

SHOW ROOMS,
SUTTON STREET CLERKENWELL LONDON.

Prize Medal 1862.

HARMONIUMS.

W. E. EVANS,

THE ORIGINAL INVENTOR AND MANUFACTURER OF HARMONIUMS IN ENGLAND,

Prize Medal 1862.

RESPECTFULLY draws the attention of intending purchasers to his Unrivalled Instruments, in which he has recently introduced several important patented improvements. Amongst which may be specially mentioned the "double-action expression wind movement," by means of which the wind is supplied with half the usual exertion, and the most perfect expression realised; thus superseding the use of the "Expression Stop," so difficult of management in all Harmoniums. The advantage to purchasers is obvious, in selecting an instrument of a manufacturer whose whole life has been devoted to perfecting the Harmonium, and who finishes with his own hand every Instrument that leaves his Manufactory; whilst the prices charged are no higher than those of other makers. Every Instrument is Warranted. The undermentioned, SPECIALLY PREPARED FOR INDIA, are recommended:—

No. 1.—With One Stop, in Oak or Mahogany... ... ... 11 Guineas.
(Tinned Packing-case, and delivery at any home port, 35s. extra).

No. 3.—With four Stops, in Oak or Mahogany ... ... 21 Guineas.
(Tinned Packing-case, and delivery at any home port, 40s. extra).

No. 5A.—With Twelve Stops, in Oak or Mahogany ... ... 29 Guineas.
Tinned Packing-case, and delivered at any home port, 42s. extra).

No. 6A.—With Fifteen Stops, in Oak or Mahogany ... ... 43 Guineas.
(Tinned Packing-case, and delivery at any home port, 45s. extra).

No. 9.—With Nineteen Stops, and Two Rows of Keys, in Oak or Mahogany... ... ... 80 Guineas.
(Tinned Packing-case, and delivery at any home port, 63s. extra).

THE "EVANS" IMPROVED HARMONIUMS

Are remarkable for the entire absence of the nasal and reedy tone which has hitherto been the great impediment to the general adoption of the Harmonium in private houses whilst the sluggishness of speech, another great defect in most Harmoniums, has been entirely overcome by W. E. EVANS' improvements, without any MECHANICAL appliances.

Fully detailed Price List, with Testimonials from the most eminent Musicians, &c., may be obtained of the Sole Manufacturer and Patentee,

W. E. EVANS, 2B, MARKET-PLACE, GREAT PORTLAND-STREET, LONDON, W.

Mr. Evans is in no way connected with any other House in London.

Digitized by Google

THE SHORTEST ROUTE TO AND FROM MANILA AND THE PHILIPPINES.

NOTICE to SHIPPERS and PASSENGERS by the OVERLAND ROUTE:—

The CHINA STEAM and LABUAN COAL COMPANY (Limited), in pursuance of an agreement entered into with the Government of Manila, have arranged to despatch the steamships "MONA" and "JAPAN," or other of their first-class steamers, with the mails and passengers monthly between Singapore and Manila, and Manila and Singapore, in correspondence with the Messageries Imperiales Overland Route. The Company's agents at Singapore will take charge of goods for transhipment. For further particulars apply at the Offices of the Company, Ethelburga-house, 70 and 71, Bishopsgate-street, London, E.C.

OVERLAND ROUTE.

COMMUNICATION by STEAM to INDIA, AUSTRALIA, &c., *via* EGYPT.—From SOUTHAMPTON and MARSEILLES.—The PENINSULAR and ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels for Gibraltar, Malta, Egypt, Aden, Ceylon, Madras, Calcutta, the Straits, China, and Japan (Yokohama), by their steamers leaving Southampton on the 4th and 20th of every month. For Gibraltar, Malta, Egypt, Aden, and Bombay by those of the 12th and 27th of each month; and for King George's Sound, Melbourne, and Sydney, by the steamers leaving Southampton on the 20th of every month. The steamers leave Marseilles on the 5th, 12th, 20th and 28th of the Month.

For further particulars apply at the Company's Offices, 122, Leadenhall-street, London, E.C., or Oriental-place, Southampton.

OVERLAND ROUTE VIA MARSEILLES.

SERVICES MARITIMES DES MESSAGERIES IMPERIALES.

FRENCH MAIL STEAM PACKETS.

The 19th of every Month, at 2 P.M for—

MESSINA, ALEXANDRIA, ADEN, POINT DE GALLE (Ceylon), PONDICHERRY MADRAS, CALCUTTA, SINGAPORE, BATAVIA, SAIGON, HONG KONG, SHANGHAI, and JAPAN.

The 9th of every Month for—

MESSINA, ALEXANDRIA, ADEN, SEYCHELLES REUNION, MAURITIUS

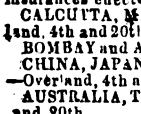
For passage, freight, and information apply to B. W. and H. HORNE, 4, Moorgate-street, London; G. H. FLETCHER and Co., Liverpool; at the offices of the Services Maritimes des Messageries Imperiales in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

*** Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.

STEAM to INDIA, via the CAPE.—The UNION STEAMSHIP COMPANY (Limited) have entered into an arrangement with the Government for the extension of the Packet Service from Mauritius to Ceylon. Passengers can proceed from Southampton on the 8th of every Month to Point de Galle, where a junction is formed with steamers proceeding to India, China, Australia, &c. Rates of freight and passage very moderate.

Apply to FALCONER and MERCER, 23, Leadenhall-street, London; or THOMAS HILL, Southampton.

ORIENTAL, AUSTRALIAN, AND GENERAL STEAM AGENCY, AND GLOBE PARCEL EXPRESS.



PARCELS, PACKAGES, and MERCHANDISE forwarded, and PASSAGES engaged to all parts of the World. Baggage collected and shipped, insurances effected, &c.

CALCUTTA, MADRAS; CEYLON, and ADEN—Overland, 4th and 20th of every month.

BOMBAY and ADEN—Overland, 12th and 27th.

CHINA, JAPAN, SINGAPORE, and EASTERN SEAS—Overland, 4th and 20th.

AUSTRALIA, TASMANIA, and MAURITIUS—Overland, 20th.

NEW ZEALAND and AUSTRALIA via PANAMA, 2nd

INDIA, CHINA, and AUSTRALIA—Via Cape of Good Hope Clipper Ships, weekly.

Prospectuses, with through rate to a thousand places free on application.

G. W. WHEATLEY and Co. (late Wagnorn), 150, Leadenhall-street, E.C.; CHAPLIN'S, Regent-circus, W. and 32, Regent-street, S.W.

INDIA, CHINA, AND JAPAN.

ROBERTSON and CO. will despatch the following first-class VESSELS to their respective destinations:—

Destination.	Ships.	Class.	Docks	To Sail.
Calcutta ...	Kenyon ...	AA1	E.I.D.	Sept. 20.
Shanghai ...	Taitsing ...	A1 14 yr.	W.I.D.	With des.
Hong Kong & Whampoa ...	Her Majesty ...	A1 12 yr.	E.I.D.	Sept. 20.
Ditto	Serica ...	A1 13 yr.	...	With des.
Ditto	Blk. Prince	A1 13 yr.	W.I.D.	With des.
Nagasaki & Kanagawa ...	Chrysolite.	A1 14 yr.	W.I.D.	With des.
Singapore and Penang ...	Spirit of the Deep	A1 13 yr.	W.I.D.	With des.

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.

FROM LIVERPOOL.

Destination.	Ships.	Tons	Class.	To Sail.
Shanghai ...	Maiden Queen	814	A 1 —	Imm.
Batavia & Soerabaya ...	Helena Henriette ...	494	—	"
Calcutta ...	Pandora ...	1156	—	"
Calcutta ...	Millwall ...	—	—	"
Bombay ...	Bayard ...	1319	AA1—	"

For terms of Freight or Passage apply to MCDIARMID, GREENSHIELDS, and Co., Liverpool.

CHINA, JAPAN, and PENANG.—The following splendid first-class CLIPPER SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	Last Shipping Day.
Shanghai ...	Sir H. Parkes	A1 13 yr.	W.I.D.	Sept. 20.
Shanghai ...	Taeping ...	A1 14 yr.	E.I.D.	Oct. 10.
Hong Kong & Whampoa ...	Canadian ...	A1 11 yr.	E.I.D.	With des.
Hong Kong & Whampoa ...	Min... ...	A1 13 yr.	E.I.D.	To follow
Kanagawa (Yokohama) ...	Havelock ...	A1 13 yr.	W.I.D.	With des.
Kanagawa (Yokohama) ...	Eliza Shaw...	A1 15 yr.	E.I.D.	To follow
Penang ...	Champion ...	A1 11 yr.	W.I.D.	With des.

For Freight or Passage apply to KILLICK, MARTIN and Co., 28, Nicholas-lane, Lombard-street, E.C.

COLOMBO LINE OF PACKETS.

THE undermentioned will despatch the following magnificent first-class VESSELS:—

Ships.	Tons.	Class.	Dock.	Date of Sailing.
Granville ...	696	A 1 15 yrs.	W.I.D.	Sept. 20.
Frances ...	310	A 1 13 yrs.	W.I.D.	Sept. 20.
Frances ...	489	A 1 13 yrs.	W.I.D.	Sept. 25.
Dora	379	A 1 10 yrs	W.I.D.	With des.
Abdul Medjib ...	402	A A 1 —	W.I.D.	To follow.
John Bright ...	541	A 1 12 yrs.	L.D.	

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's.

STEAM to CHINA from LIVERPOOL.—The undermentioned SCREW STEAMERS are intended to be despatched, with cargo and passengers, at their respective dates, for Mauritius, Penang, Singapore, Hong Kong, and Shanghai:—

Name.	Tons.	Captains.	Sailing Dates.
Achilles	1670	Russell ...	Sept. 29.
Agamemnon ...	1672	Middleton	December —.
Ajax	1670	Kidd ...	To follow.

Cargo will be received for the Achilles until the 26th September, but not later (if not sooner full and by special agreement). Each steamer has good accommodation for passengers, and carries a surgeon and stewardess.

Apply to ALFRED HOLT, 1, India-buildings, Liverpool.

STEAM to BATAVIA and SHANGHAI.—Notice to Passengers.—The splendid ocean steam clipper EARL KING, 1,500 tons register, 260 horse-power, JOHN PINEL Commander (late of the "Tiptree" and "Sea King"), will sail from Plymouth on the 20th Sept She is fitted with every accommodation for the comfort and health of passengers, and carries an experienced surgeon, and is now lying in the East India Dock. Has room for a few tons only of light goods.

For Freight or Passage apply to ROBERTSON and Co., York-chambers, 55, King-street, Manchester; and 5, Newman's-court, Cornhill.

FOR HONG KONG and WHAMPOA, to sail punctually on the 5th October, either the FIERY CROSS or ARIEL, shortly expected to arrive with the new teas.

For Freight or Passage, apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings, London, E.C.

FOR SHANGHI, to sail punctually on the 5th October, either the FIERY CROSS or ARIEL, shortly expected to arrive with the new teas.

For Freight or Passage apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings, E.C.

FOR COLOMBO, CEYLON, Direct, to follow the "Avon," and will have quick despatch, the well-known clipper ship THAMES, A1 thirteen years, 444 tons register, O. J. H. ARNOLD, Commander; loading in the West India Docks. This beautiful vessel has a full poop, with every accommodation for the comfort and convenience of passengers.

For Freight or Passage apply to F. TALLACK, 23, Birchin-lane, Cornhill, E.C.

COLOMBO DIRECT (warranted first ship), the FRANCES, A 1 13 years, F. HILL, Commander; now rapidly loading in the West India Docks, and will be found the best opportunity for shippers of fine goods.

Apply to JOHN C. CAMPBELL, 22, or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street.

COLOMBO LINE of PACKETS.

Will meet with the usual Quick Despatch.

DIRECT for COLOMBO, the favorite clipper ship, FRANCES, A 1 thirteen years, 310 tons register, J. HIGGS, Commander, West India Docks. This splendid vessel is well-known for her very rapid passages; has recently returned from Colombo, making the fastest passage of any ship sailing at the same time, thus offering a first-rate opportunity to shippers.

For Freight or Passage apply to LIVINGSTON, HOLDING and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

Will have the usual quick dispatch.

DIRECT for COLOMBO, the splendid high-classed clipper ship GRANVILLE, A 1 15 years, 696 tons register, G. GALLICHAN, Commander; lying in the West India Docks. This very high-classed vessel, well known in the Ceylon trade, is confidently recommended to shippers.

For Freight or Passage, apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING and BRIGGS, 31, Great St. Helen's. Bishopsgate-street, E.C.

MALABAR COAST.—Notice to Shippers.—The regular trader STAR OF CEYLON, A 1 10 years, 400 tons, A. MATTHEW, Commander, will be despatched to COCHIN, Beypore, Calicut, Cannanore (for Tellicherry), and Mangalore, about the 20th inst., and shippers are requested to forward their goods down to the St. Katharine's Docks without delay.

Apply to JOHN C. CAMPBELL, 22, or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

Will meet with Quick Despatch.

DIRECT for BOMBAY, the fine fast-sailing ship JOHN BRIGHT, A 1 twelve years, 541 tons register, N. T. MARQUAND, Commander, loading in the London Docks. (Owned by Messrs. Marquand and Co., Guernsey.) This splendid ship has a large portion of her cargo engaged, and offers a first-rate opportunity to shippers.

For Freight or Passage apply to LIVINGSTON, HOLDING and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

PIGNATEL & CO.,

GENERAL MERCHANTS AND COMMISSION AGENTS

NAGASAKI

JAPAN.

THE LONDON AND CHINA TELEGRAPH.

THE EIGHTH Volume of this JOURNAL commenced on the 4th of January, 1866. The Subscription for the three numbers per month is 30s. per annum, including Postage, and to the Export Supplement 12s. Terms for advertising, 2s. 6d. per five lines; and 6d. for each additional line.

Subscriptions and Advertisements received abroad by the following Agents:—

Paris ...	G. W. YAPP, 4, Place Pentagonale, Boulevard Pereire.
Hamburg ...	MR. ONCKEN.
Amsterdam ...	LOMAN AND VERSTER.
Rotterdam ...	HOOG & KRUYT.
New York ...	WILMER AND ROGERS.
Gibraltar ...	W. SPEED.
Malta ...	A. MILLER.
Alexandria ...	P. CUMBO, St. Catherine's-square.
Aden ...	COWASJEE DINSHAW.
Suez ...	
Bombay ...	CHESSON AND WOODHALL
Calcutta ...	SANDERS, CONES, AND CO.
Point de Galle ...	G. D. ANTHANISZ.
Colombo ...	J. W. VANDORT.
Kandy ...	W. A. ARCHBALD.
Labuan, Sarawak, and Singapore ...	JOHN LITTLE & Co., Singapore.
Penang ...	SANDILANDS, BUTTERY AND CO.
Bangkok ...	
Batavia ...	HUNTER, HOUGHTON, AND Co.
Anjer—Straits of Sunda	G. SCHUIT, Anjer Hotel.
Manila ...	PHILLIPS, MOORE, AND CO.
Hong Kong, Canton, Macao, & Swatow,	J. B. MORRIS, Hong Kong.
Amoy ...	BELLAMY AND CO.
Foo-Chow-Foo ...	HEDGE AND CO.
Shanghai ...	H. FOGG AND CO.
Tien-Tsin ...	JAMES HENDERSON.
Nagasaki—Japan ...	PIGNATEL AND CO.
Yokohoma ...	HANSARD AND BLACK.

OFFICE, 12, GEORGE-YARD, LOMBARD-STREET LONDON, E.C.

Printed for the Proprietors by WOODFALL and KINDER Milford-lane, Strand, W.C., and published by JOHN ELLISON, at the Office of the "LONDON AND CHINA TELEGRAPH," 12, George-yard, Lombard-street, E.C., in the parish of St. Edmund the King—Saturday, Sept. 15, 1866.

Digitized by Google

The London and China 新聞紙 Telegraph.

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON ARRIVAL OF THE MAILS, about the 4th, 14th, and 28th, in connection with the "LONDON AND CHINA EXPRESS,"

A SUMMARY OF NEWS FOR THE OUTWARD MAILS OF 10th, 17th, and 26th.

VOL. VIII.—No. 222.] LONDON, SATURDAY, SEPT. 29, 1866. [Price 9d., with Sup., 1s. 3d.—Sub. 30s. per ann. postage included, Sup. 12s. extra.

Latest Advices.

	From London.	Arrived out.	HOMEWARD. Arrived in London this day.
JAPAN—			
Yokohama	May 26	July 14	July 28
Nagasaki			Aug. 1
Hakodadi			
CHINA—Peking			
Tien-tsin			July 28
Chefoo			„ 24
New-chwang			
Hankow			„ 28
Kiu-kiang			
Chin-kiang			
Shanghai	June 17	Aug. 3	Aug. 6
Ningpo			
Foo-Chow			
Formosa—Tamsuy			
Amoy			7
Swatow			
Hong Kong		July 4	„ 12
Canton			
Macao			
PHILIPPINES—			
Manila			9
COCHIN-CHINA—			
Saigon			„ 3
SIAM—Bangkok			
BORNEO—			
Labuan			„ 13
Sarawuk			
JAVA—			
Batavia			„ 16
MALACCA STRAITS—			
Singapore	July 17	Aug. 18	„ 21
Penang	„ 10	„ 9	„ 23

The present mail has on board 794 bales China and Japan silk, and the French mail which arrived at Suez on the 26th, and is expected here on the 5th Oct., has about 2,600 bales. Telegrams have been received in advance of the mail from Hong Kong of 28th August. The outward mail of 10th Aug. from London arrived at Galle on the 5th Sept.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles per P. and O. steamer Pera, arrived Sept. 27.—From Hong Kong: Messrs. Schutze, Davenport, Ottenheim, Thorburn, Westall, Keswick, G. de Nemesis. From Singapore: Mr. Leotard, Mr. Sabels, Mr. and Mrs. Ricketts and two children, Major Evans. From Penang: Mr. Rodyk, Miss Rodyk. From Galle: Messrs. Dickson, Mackinnon, and Simpson.

To Southampton, per P. and O. steamer China, expected to arrive October 3.—From Shanghai: Commander Keeley, R.N., Mr. Glen. From Hong Kong: Assistant-Surgeon Hyde and a sergeant, Mr. Nash. From Singapore: Mr. von Silphort, Mrs. Little, child, and servant, Mr. Badenoch, Mrs. Middleton and child, Mr. Chichester. From Galle: Mr. Macindol.

Via Bombay.—From Singapore: Mr. Hanny, Mr. and Mrs. Henicker, Mrs. Armytage. From Hong Kong: Captain Gibb, Mr. Logan, Mr. Sherer, Mr. Olive, Col. Macdonald, Mrs. Macdonald.

Per screw steamer Agamemnon.—Major Oder, Mrs. Oder and child, Lieutenant Tomkin, R.N., Messrs. Walker, Owen, and Compton, R.N., Ensign Beanmont, 2nd Batt. 20th Regt., Messrs. Stall, and Macreall, Mrs. Turner, one sergeant, 2nd Batt., 20th Regt., and 15 seamen.

PASSENGERS OUTWARD.

Per P. and O. steamer Delta, from Southampton, Sept. 20.—To Hong Kong: Mr. John Brown, Mr. Griffiths, R.N., Mrs. W. Bell, Staff Surgeon Major Robertson, Staff Assistant Surgeon Mouat, Miss Robertson, and two second-class passengers. To Ceylon: Mr. L. Carey, Mr. and Mrs. Strachan and three daughters, Staff Surgeon Skipton, and four second-class passengers. To Calcutta: Mr. and Mrs. J. F. Curtis, two children, and servant, Mrs. Ferris, child, and servant, Mr. J. Forlong, Mr. and Mrs. C. T. Metcalf and servant, Mrs. Danby, child, and servant, Mrs. E. Buskin, two children, and servant, Mr. Hayes, Mrs. Macrae, Mr. C. F. Elliott, Dr. Caird, Mr. and Mrs. Sandeman, Mr. W. Hay, Mr. J. Conway, Miss Sandys, Mr. T. Weldon, Mrs. Roberts, Mr. W. Buskin, Miss Paterson, Mrs. W. Sandeman, Captain Budgen, Staff Assistant-Surgeon Comellan, Paymaster Bailey, Mrs. Lungley, and sixteen second-class passengers. To Madras: Lieut.-Colonel and Mrs. Priestley and servant, Major A. Jenkins, and one second-class passenger.

From Marseilles, per P. and O. steamer Masilia, Sept. 28.—To Singapore: His Highness the Tumongong of Johore, two friends, and three servants, Mr. T. Scott. To Hong Kong: Capt. Maxwell. To Calcutta: Captain F. V. Eyre, Mr. and Mrs. H. Bell and servant, Mr. and Mrs. G. E. Lance, Miss Portman, Miss Barrow, Mr. and Mrs. C. A. Elliott and servant, Mr. and Mrs. R. Currie, Mr. and Mrs. A. E. Russell, Mrs. Grant, child, and servant, Mr. and Mrs. J. R. Long, Mr. and Mrs. A. Parker, Miss Moulton and servant, Dr. and Mrs. Jones, Mrs. W. Forrest, Major M. J. Bradden, Mr. Freschman, Mr. H. Spencer, Mr. A. Dalziel, Miss Branden, Mr. C. F. Burgett, Mr. Fitzhugh, Miss Pilcher, Mr. J. Steel, Mr. O'Connor and friend, Dr. Charles, Mr. Mackillican, Mr. F. C. Sandes, Mr. and Mrs. Manderson, Colonel B. P. Lloyd, Mr. G. H. Miller, Mr. E. Power, Miss Hay, Messrs. A. Elliott, E. Burgett, E. Robert, E. Elliott, D. A. Smith, J. Baddiley, G. Ridge, Dr. Barry, Lieutenant-Colonel G. Jackson.

Per P. and O. steamer, from Southampton, Sept. 27.—For Hong Kong, (via Bombay): Mr. Peter Orme, Mrs. Green and two children. To Singapore (via Bombay): Mr. T. Steel. To Yokohama (via Bombay): Mr. James Bisset. To Penang (via Bombay): Mr. W. Mackay.

From Marseilles, Oct. 4.—To Shanghai (via Bombay): Mr. T. A. Cowderoy, Mr. P. A. Gerrard, Mr. L. J. Swire, Mr. W. Laing. To Ceylon: Mr. Heycock, Major Skinner. To Hong Kong (via Bombay): Mr. Hooper. To Singapore (via Bombay): Mr. Stewart.

Per P. and O steamer, from Southampton, Oct. 4.—To Shanghai: Miss J. T. Blackwell. To Hong Kong: Mr. A. Zinnern, Mr. A. J. Macleod, Mr. Wilson. To Shanghai: Reverend D. Perkis.

From Marseilles, Oct. 12.—To Singapore: Mr. and Mrs. Cumming.

Per P. and O. steamer, from Southampton, Oct. 13.—To Ceylon: Sir John Cheape, Mr. Cheape, Capt. Allfrey, Mr. G. Paterson. To Singapore: Mr. McMahon.

From Marseilles, Oct. 20.—To Singapore (via Bombay): Mr. T. Shelford. To Hong Kong (via Bombay): Mr. G. Phillips, Mr. R. C. Antrobus. To Shanghai (via Bombay): Mrs. W. Hart, Miss Norris.

Per P. and O. steamer, from Southampton, Oct. 20.—To Hong Kong: Mr. J. Kiddle, Mr. R. M. Stephenson, Mrs. Carnegie, Miss Kate Smith. To Singapore: Miss Harper To Ceylon: Mrs. Maitland, Rev. A. P. Lovekin.

From Marseilles, Oct. 28.—To Shanghai: Mr. W. Watson. To Hong Kong: Mr. Robertson, Mr. Lobscheid. To Singapore: Mr. Braddell. To Ceylon: Mr. G. Yule.

Per P. and O. steamer, from Southampton, Oct. 27.—To Ceylon: Mrs. Dixon, Mr. A. T. Anderson, Mr. A. W. Lloyd, Mr. Buchanan.

From Marseilles, Nov. 4.—To Ceylon: Mr. Pole.

Per P. and O. steamer, from Southampton, Nov. 4.—To Yokohama: Mr. E. Trotter. To Shanghai: Mrs. Wadman. To Hong Kong: Mr. E. Bigg, Mrs. F. B. Johnson and two children, Mr. and Mrs. W. T. Richardson. To Ceylon: Mr. Justice Thompson.

From Marseilles, Nov. 12.—To Hong Kong: Mr. P. J. Forbes, Mr. E. Cunningham Mr. G. Hughes, Mr. D. King, junr. To Shanghai: Colonel Raikes.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

Dates from this port reach to the 28th July. The English mail of the 26th May was received on the 14th July, being six days before its due date, and only forty-nine days from London.

In our last issue we recorded intelligence, received by way of San Francisco and New York, to the effect that the dispute between the Tycoon and Chosiu had been settled by certain concessions on the part of the latter. This was shortly afterwards contradicted by a telegram received on the 24th inst., bringing news from Shanghai down to the 22nd ult., and announcing the outbreak of actual hostilities between the Tycoon and the Daimio, and this is probably correct. The local papers received by the present mail give some rather conflicting accounts of the state of affairs. The *Japan Times* says :—

"We have to record no material change in the aspect of political affairs. We have certain information overland from Kioto, from which it will be remarked that Chosiu still shows a bold front, and has not the least intention of yielding to the demands of the Shogoon. This is confirmed by information from another source which, though coming from Yedo, does not labour under the disadvantage of being official, and may be relied on as proving the truth of our intelligence from the seat of war. Both concur in stating that the Yedo chief is again 'on the point' of proceeding to attempt the fulfilment of his boast of June, 1865, when his long array of troops left Yedo for a short and pleasant couple of months' excursion at Chosiu's expense. Truly, the position of the Shogoon is not very dignified—urged to fight by the Mikado's party and others whose object is to weaken his power and whose wish is to see him beaten—almost compelled to attempt the attack by the necessity to which he has been reduced by the collective injustice of the Western Powers, and the individual rapacity of some, impoverished by being compelled to pay on the one hand for crimes which he did not commit and on the other for docks, steamers, machinery and 'instructors' which he has not received—and yet restrained by a very wholesome fear of his declared adversary Chosiu and of Satsuma his more than suspected foe. No wonder that the Shogoon should be now, as is well known to those best acquainted with Japanese politics, the worst enemy the foreigner has in this country. The position of the Shogoon and his Government is not improved by the increasing dissatisfaction of the Yedo populace: we have heard of riots there and considerable damage has been done to the houses and property of dealers in articles of food. The local authorities seem either powerless to repress these disturbances or afraid to excite the rioters to more violent measures, for to attempt was made on the occa-

Digitized by Google

sion of the most serious uprising when a mob of some hundreds assembled, to quell the disorder. This was made subject of remark to us by an intelligent Japanese acquaintance, who takes a far-sighted view of affairs. 'See,' said he, 'how weak this Government is. The police can seize and brutally ill-treat a single thief or a small party of some other Daimio's retainers on the Tokaido, but they make no attempt to restrain a mob of four or five hundred coolies from destroying the property of innocent traders.' When an Eastern Government's own servant speaks of it thus, it augurs ill for its stability. The Yedo officials continue, by way of allaying the excitement, to publish repeated notifications to the common people that the war with Chosiu has been stopped by his unconditional surrender, and that rice will, in consequence, be soon abundant and cheap. As we intimated last mail, these documents are about as truthful as one of Napoleon's *Moniteurs* or a Russian bulletin during the Crimean War."

The following is a literal translation of the letter from the seat of war, above referred to Kishiu, who commands in chief, is a relative of the Shogoon, being one of three families called Gosanke, from one of which the Shogoon is necessarily selected under the present *regime*; Matsudaira is one of the Gorogio.

KIOTO, 8th July, 1866.

"The punishment of that thief Chosiu for his repeated acts of rebellion has at last been decreed. The Prince of Kishiu, as Commander-in-Chief, has already started, and Matsudaira Hoki no Kami as his lieutenant, sails this morning. Kiogoku Shiuzen no Sho has been appointed Inspector-General of the Shikoku contingent, and will start to-morrow. The 5th of next month (July 16th) is appointed for the commencement of hostilities by the united contingents of the *fudais* (small Daimios dependent on the Shogoon).

"Chosiu is determined to fight to the last, but I don't think him likely to have the best of it. However, he has brought it on himself. As the war progresses I'll let you have more news."

Greatly confirming the above is the communication from Yedo, which we quote below. This is not a literal translation, but a precis of information received from an authentic source:—

"That Chosiu agreed, or rather pretended to agree, to a settlement is almost certainly true, but that he ultimately played false again is palpable to everyone here (in Yedo).

"Kioto is now guarded by 'Stotesbashi (the ambitious prime minister of the Shogoon, and of the Gosanke family of Mito). So strong is the feeling against the Yedo army there that even the merchants of Osaka are anxious to witness its return to the north.

"The Shogoon has called upon Echizen (formerly So-sai-sho—a high office in the Mikado's court) for advice and assistance, and also upon his relative Kishiu, (a Daimio of 550,000 kokus), to strike Chosiu and his adherents (the whole of the Kiushiu Princes combined).

"The Shogoon remains at Osaka fearful of heading the army himself.

"It is generally thought and freely spoken that if the Shogoon sends Stotsbashi to the front, his rule is near its end. Stotsbashi (*lit.* 'one bridge') will give the disaffected a chance to 'pass over' in safety and have himself proclaimed Shogoon."

The chief item of local intelligence was the compulsory sale, by order of H.B.M. Consul, of the British schooner *Norfolk*. The vessel had lain a long while in the port, and was heavily in debt. On proceedings being taken in the Consular Court by the creditors, the Consul ordered the vessel to be sold by public auction. She was accordingly offered by Messrs. Hansard and Black, and knocked down to the highest bidders—Messrs. Kemptner and Co.—for 3,000 dollars. The master of the vessel protested against the legality of the public sale, and himself effected a private one for 17,000 dollars, to another purchaser. The first sale was then repudiated by the Consul, on the ground that intimidation "was used by a Mr. Crutchley," which caused intending purchasers to withhold their biddings. The case, therefore, will probably furnish occupation for gentlemen of the long robe, and appears to be a very pretty quarrel as it stands.

The rice riots reported last mail appear (says the *Japan Herald*) to have ceased. They broke out on the evening of the 10th July, when a number of shopkeepers, coolies, and even priests went in parties of forty or fifty from various temples where they had assembled to Sinagawa, and having raised a total number of five hundred or six hundred, commenced an attack on the rice, sugar, and saki shops and even some tea-houses and money-changers' shops, breaking and removing the shutters, and in some instances wasting the contents of the godowns. The riot was continued on the following evening, and broke out in various parts of the city. At Kanasuyi, Honshiba, Hamats'cho, Asak'sa and other places leading out of the Tokaido at different points, great damage was done; but it is remarkable that no robberies took place, only the fronts of the houses battered in, and the shopkeepers punished by such means for charging extortionate prices. The houses attacked seem to have been marked, for all were not visited, and very few of the poorer. The rioters did not allow any idle spectators, for they immediately knocked down or drove away any who appeared in such a character. They also compelled all the storekeepers whose houses were not attacked to keep them shut closely and remain inside of them. Some of the richer of the storekeepers purchased immunity by presents of rice, &c., but the purpose of the rioters seemed to be rather punishment than plunder. There are about 300 of them in custody. The price of rice having fallen in Yedo two boos a picul, this was attributed to the measures of the rioters; but the Gorogio thought proper to explain that such was not the case, but the natural consequence of the unlocking of stores, rendered no further necessary by the cessation of hostile fears, and by the payment of a large quantity by Chosiu to the Tycoon. We hear that a considerable quantity has arrived in Yedo from Sendai. During the disturbances the Government increased the guards at the legations; and when Mr. Eusden had occasion to go into the city, he was accompanied by a guard of twenty yaconins, instead of five, the ordinary number.

Regarding commercial affairs, the *Herald* says:—"In Japan we have had our local difficulty, in the cheapness of the ichibous, and they are now at a price such as few would have calculated on their reaching, as they are actually worth just their intrinsic value in silver—making no allowance for coinage. When the Japanese get their mint in operation, which it is expected they will do by the 1st of January, 1868; simultaneously with the opening of Hiogo, the fixed rate will be 311 ichibous per $100 with a small per centage for coinage—so now it is actually cheaper than it will be then: The gradual fall in the price has been one of the principal causes of the great slackness in trade. Japanese merchants having to buy dollars at such a ruinous price to pay for imports, have bought as sparingly as possible, and even in some instances failed to fulfil contracts entered into with them for forward delivery. *En passant*, we may remark that mint coming out to the Japanese was not purchased in France but in Prussia, the commissioners sent by the Tycoon's Government considering that thetGerman machinery was the best adapted for the Yedo requirements of any that were offered to them. While imports have been so heavily affected by the state of the money market exports have been hardly less so, and although the price of silk is much lower than it was, the exchange makes the price of it actually better for the Japanese merchants than when it was at its highest, whilst the advices from home of the fall in price renders its purchase everyway unfavourable to the foreign merchant. The season of 1866-67 therefore commences about as unsatisfactorily as it is possible to conceive, and we can only hope, as well as we may, that things have seen their worst."

Messrs. Findlay, Richardson and Co., of Glasgow and Manila, advertise having a branch of their firm at Yokohama, under the management of Mr. R. V. Grahame.

Messrs. Glover and Co., of Japan, advertise that after the 31st July the business of their firm at Yokohama, will be carried on at the premises of Messrs. R. Lindau and Co., and from that date Mr. Rudolph Lindau will sign their firm per procuration.

NAGASAKI.

The P. and O. Company we understand will provide another steamer, to supply the place of the *Granada*, lately sold here Nagasaki, to run between this port and Shanghai.

Sir Harry Parkes returned with Admiral King from Kagosima to this port on the 1st August. He and the Admiral were, we learn, extremely well received by Satsuma, who made them several handsome presents. Sir Harry intends to proceed next to Simonoseki where he will be met by the Admiral with the fleet. The French Minister had also arrived at Nagasaki in the *Laplace*.

Nagasaki residents complain greatly of a recent blunder by the Post-office at Shanghai, in sending the Nagasaki mails by the *Argus* to Kagosima instead of direct to Nagasaki by the *Cadiz* or *Aviso*, which were leaving at the same time. Admiral King kindly returned them to Nagasaki by the *Salamis*, otherwise they would have had to go on to Yokohama, and struggle back as best they could to their proper destination.

CHINA.

HANKOW.

The water is still rising in Hankow, and is reported to be doing serious injury. A large foreign hong has given way, and a whole square fallen down, killing some thirty Chinese in its descent. This was caused, we hear, by the water sapping the foundation. We are informed that there is not at present a dry place in the settlement, excepting a small patch of ground at the back of Messrs. Russell and Co.'s hong.

A fire broke out in Hankow on the night of the 31st July in the foreign Settlement, and destroyed between forty and fifty Chinese buildings. It was extinguished in about two hours.

Digitized by Google

SHANGHAI.

The P. and O. mail of 10th June arrived on the 25th July, and the French mail of 17th on the 4th August. The dates are now down to the morning of the 6th. The following items are from the *North China Herald* :—We have received, from the Inspectorate of Customs, returns of trade at the several treaty ports during the three months ended 30th June last. It has of course not been considered necessary to specify every item with the minute accuracy which characterises the yearly reports. The principal articles of import and export only are classified. A prominent feature in the return is the great increase in the import of grey shirtings to Shanghai, over the same period during the previous year—493,959, against 171,792. At Hankow, an active trade is reported, though at reduced rates ; the Foochow return shows, also, a considerable increase, though the trade at this port is said to be so entirely in the hands of Chinese that is difficult to ascertain whether the amount of business done corresponds with the quantity of goods imported.

The receipts for messages *via* Kiachta amount to tls 2,481 during the four months it has been working, the accounts showing a rapid increase in the number of messages transmitted. The subscribers, with singular liberality, have handed it over to Mr. Grant, the manager, on the simple understanding that he will repay the tls. 6,000 expended on initiating the scheme, in yearly instalments of tls. 2,000.

Siberia appears to be gradually attracting more attention as a means of communication with Europe. A passenger caravan is announced to set out from Tientsin on the 10th August, if a party can be collected. Public announcement of the project has been too long delayed to enable any one from Shanghai to join it this year. But there can be no doubt that, in future seasons, many persons intending to return to Europe will be glad to exchange the heat of the Red Sea for the cool breezes of Mongolia, if they can avoid the troublesome arrangements incidental to a solitary journey.

The men concerned in the robbery of sycee from Messrs. Waller and Company's silk boat have all escaped punishment ; the two Englishmen and the Austrian by breaking prison, and the American in consequence of a slight technical omission in the conduct of his trial. The assessors, however, dissent from the judgment of the Consul-General in the latter case, so it must be referred to Peking for confirmation.

Sir Edmund Hornby's recent visit to Peking has resulted in the publication by H.B.M.'s Minister of three additional regulations affecting legal procedure in China, which will, we think, commend themselves as useful and necessary. According to Mr. Wade, they relate to the registration of mortgages, the registration of bills of sale, and the registration of companies. Mortgages and bills of sale must be registered at the Consulate of the district in which the property is situated within fourteen days of the execution of the deed ; and with respect to suing co-partners it will in future be sufficient in the indictment to specify one of the names in lieu of all as heretofore. The utility of the first two regulations is obvious, and the third though more novel is no less important. Hitherto it has been obligatory in China, as in England, to insert in every plaint the names of all the partners in any firm which it may be intended to sue, and, we believe, to serve a notice on every individual member, whether resident in Hankow, Foochow, or Canton. The inconvenience, obviously, was very great and apparently unnecessary. Sir Rutherford Alcock has now removed it, of course at the instigation of the Chief Judge, by ruling that, in future :—

"Every such co-partnership and the several members thereof, or the persons or person having carried or carrying on business under the style of any such co-partnership, may be sued in any action at law in the name or names of any one or more of the members of such co-partnership, on behalf of all the members comprising the same."

In brief, whereas it was formerly necessary to insert the name of every individual member of a firm in the plaint, it is now only necessary to insert the name of one, specifying that he is sued as a representative of the firm.

A meeting of the Shanghai Rowing Club took place on the 27th July, when it was decided that the committee be authorised to proceed with the erection of the new boat-house on the site proposed by them, partly on Yu-Chong's grounds, accepting the condition made by Yu-Chong that the house be removable on his giving six months' notice. It appeared that the sum of tls. 1,600 or 1,700 had been already collected, while the total amount required for the erection of a new boat-house was about tls. 2,000

The Shanghai Volunteers held their annual meeting on the 23rd July, when Sir E. Hornby, commandant, took the chair. The business transacted was not of very much importance, the chief matter consisting in the passing of a resolution whereby volunteers will be allowed to compete for prizes at the meetings with any rifle of Government make. The Rangers' Corps also held their usual annual meeting on the 25th July, when the accounts were passed and other routine business transacted.

The committee appointed in May last to take some steps with respect to the investment of the recreation fund have applied to the Shanghai Club to whom the money had been lent on interest by the trustee, for repayment of tls. 10,000 which it had been resolved to apply for at the previous meeting of the recreation fund shareholders. The Shanghai Club have however returned an answer to the effect that the utmost they can repay is the interest and that it is useless to apply to them for the capital.

A measure which was suggested by Mr. Seward United States Consul-General for suing the Municipal Council, having for its basis the plan of making that body amenable to the Consulate of the plaintiff in any given case, has been opposed by the council with the exception of Mr. A. A. Hayes. The members who do not approve of the measure have addressed a letter to Mr. Seward recording their dissent ; and suggesting that a joint court should be formed to consist of the senior Consul at Shanghai together with three other consular assessors.

A meeting of the shareholders in the Shanghai General Hospital took place on the 3rd August at the Ewo Hong ; Mr. Keswick taking the chair. The accounts and report were laid before the meeting, and after some discussion they were passed. It appears that there has been a large amount lost to the proprietory in consequence of a number of the persons who sent patients to the hospital and guaranteed their expenses, failing to pay the accounts. On the whole, however, the state of affairs was satisfactory ; the institution being free from debt, and there being a balance in hand. Mr. J. Barnard was appointed secretary, with a salary of tls. 1,000 per annum.

The recently established volunteer fire-brigades, got up chiefly by the American inhabitants of Shanghai, have had several trials of their engines. At the last one, where the endeavour was to test the working power of the engines, the hose was found perfectly rotten. This, however, can be replaced, and the brigade will then be in a position to afford useful service in the event of a fire breaking out ; and they will supply a want long felt in the settlement.

We have heard of four sudden deaths in the settlement and one or two narrow escapes from cholera. Messrs. Siemssen and Co.'s silk inspector ate heartily at dinner and was a corpse before midnight. A constable at the gaol died as suddenly. A painter in the employ of Mr. Sewell was playing the break of No. 1 fire engine, over heated himself, went home, and was dead in half an hour. The other death was on board ship, the wife of the master of the *William Melhuish*, who was recently confined on board the *Agamemnon*, and was too weak for the great heats of the past few days.

The ship *Star of China* had a narrow escape on her outward voyage, having grounded a short distance from Woosung while in tow of the *Titan*. The tide setting in shortly afterwards, however, she fortunately got off and proceeded to sea.

The conduct of the managers of the Comptoir d'Escompte and Central Bank of India has been very strongly criticised in reference to their proceedings in the estate of Messrs. Dow and Co. It appears that after having agreed on the desirability of winding up the estate under inspection at a general meeting of creditors, they subsequently, without consulting the other creditors, placed the estate in bankruptcy. In our issue of the 5th inst. we noticed that a meeting would be held on the 20th July, for proof of debts and choice of creditors' assignees. Mr. Hargreaves submitted a claim for taels 632.51 for balance of an account. A question was raised as to the liability of the estate for this claim, it being alleged that this claim was contracted by the old firm of Dow and Co., and not by the firm now bankrupt. The claim was ordered to be referred to the creditors' assignees. Mr. E. Whittal, as attorney for Messrs. Scott, Bell and Co., tendered a claim for £33,609, to which the same objection was raised. Mr. Myburgh, on behalf of the whole body of creditors, objected to the admission of this claim as the debit balance was due by the old firm. The books of the bankrupts represent Messrs. Scott, Bell and Co. as debtors to the estate. After some discussion the claim was ultimately rejected. The Comptoir d'Escompte put in a claim for taels 76,817.33, which sum represented twelve bills of exchange, amounting altogether

Digitized by Google

to £22,501 1s. 1d., at 5s. 10d. exchange, that being the rate on the day of adjudication. Proof was admitted. The official assignee intimated his objection to the rate of exchange and gave notice of his intention to move the assignees to appeal. The manager of the *North China Herald* put in a claim for 32 taels, which was admitted. The meeting was then adjourned until the 27th inst., when the assignees will be chosen.

In our last issue we announced that news had been received of the murder of six French missionaries in the Corea. We now supplement the following particulars:—

"On the 7th July a Corean junk, with the French tricolor at one of its mast-heads, was observed entering the harbour of Chefoo. It brought the Rev. Abbe Ridel, Catholic missionary, and eleven Corean Christians, who have fled from that country on account of the persecution now raging there by order of the father of the King against the Christian Churches. Mr. Ridel reports that in the month of February last the King received intelligence that the Russians had crossed his frontier, and that they were holding intercourse with his subjects. At the same time the Corean embassy in China informed their sovereign that the Chinese had murdered two Catholic missionaries, and that it would be well to imitate this example. Upon this a general order was issued to apprehend all the Catholic missionaries (there being no other missionaries) and to exterminate the Christians. Two French bishops and seven priests were arrested, and after having been cruelly tortured were beheaded. As a special favour, a request by some of the missionaries to be executed on Good Friday was acceded to. Only three Catholic priests remained, and they managed to hide themselves in the mountains. They determined that one of their number should endeavour to reach the coast, and come to this port for the purpose of asking the protection of the French Government for those who remained. Mr. Ridel was selected by his confreres for the task, and it was only in obedience to the united judgment of his brother priests that he parted from them, and came on his present errand. He describes the devastation committed on the Christian Church of the Corea as appalling. One town, nearly all Christians, were ordered to renounce the faith. Many were martyred; others fled, and the greatest consternation prevails. The Pagan population are averse to the persecution, but they are too weak to resist. There were at the beginning of this year about fifty thousand Catholic Christians in the kingdom of Corea. The two priests who survive, if they can escape the researches of the King's soldiers, will try to keep alive the faith until fresh missionaries arrive; but they have lost everything. The library which existed in the capital city, containing many Corean books, and especially two dictionaries of the Corean language, compiled by the French missionaries with the labour of twenty-five years' continual application, together with the printing establishment and material for publishing books in the Corean language, have all been destroyed. The loss to the science of languages incurred by the destruction of the above named dictionaries is, it is feared, irreparable. All the sacred vessels for celebrating the holy sacrifice of the mass have been destroyed by the King's orders, and the Christian church in the Corea is threatened with destruction. At the time Mr. Ridel left the persecution had momentarily ceased, as the King found that it interfered with the harvest of the crops; but orders have been given to resume the work of extirpating the Christians in the approaching autumn."

A later account just received will be from our correspondent under Hong Kong.

HONG KONG.

The French mail of 17th June arrived on the 30th July, and the P. and O. mail of 26th on the 3rd August. The dates are now down to the 12th.

In the way of Hong Kong local news we have had various small excitements. Seven pirates were executed in two batches, and seemed fully conscious of the disagreeable fate which had overtaken them. Wong Qui Fook, the murderer of Mrs. Meyers and her child, underwent the penalty of his atrocious crime, protesting with his latest breath that he was only the accessory, and that a friend had actually done the deed.

The new band-stand has been inaugurated. The colonists mustered fairly but few ladies made their appearance. Are the gardens becoming "vulgar?" or how is it that so many failed to grace the assemblage at which, by the way, his Excellency the Governor was present. A parade was held in order to read to the troops the proceedings and sentence of a court-martial recently held on Dr. Woodward of H. M. 02th Regiment.

The most important mercantile matter now under discussion is the question relating to brokers. Some say, what are brokers? Others want to know if there are Chinese brokers. Some want to impose a registration ordinance on the class which shall include only Europeans and Indians, whilst others again (chiefly the brokers themselves) cry out loudly against the injustice of allowing Chinese to act as such without obliging them to be registered also. On the whole, the community may be generally said to be divided into four classes; 1, brokers, 2, the brokers' friends, 3, the brokers enemies, and 4, those who don't care a button for the brokers (having nothing to do with them).

An interesting case has been occupying public attention during the last two or three days, viz., that of Anderson *versus* Shaw and another. Mr. Anderson has sought to recover $5,000 damages for an assault stated to have been committed upon him during the excitement which followed the stoppage of the Agra Bank, and of which full particulars based on statements given by some interested on either side have already appeared. The case was concluded and a verdict for ten dollars was given for the plaintiff, each party paying their own costs.

The trial of Pedro Lourciro at Macao has at last been decided. Although we believe nothing has appeared in print, still it has been known for the past year that Pedro was charged by his late employers, Messrs. Dent and Co., of Shanghai, with defalcations and mutilation of the books of the firm. We have no particulars of the trial, but the result is that he has been sentenced to imprisonment in Macao for six months, and transportation to a Portuguese penal settlement in Africa for fifteen years. The Junta by whom he was tried consisted of the Governor, the Procurador, the Judge, the Commandant and Vice-President and two members of the Senate. The Attorney-General of Macao, who prosecuted, did not consider there was sufficient evidence to prove an abuse of confidence and falsification of the books; the Judge was of the same opinion, but all the other members of the Junta were unanimous. He can of course appeal against the decision to the Home Government at Lisbon. We think that Messrs. Dent and Co. deserve the thanks of the whole foreign community in China for adopting the course they did. The delinquencies of clerks in China have often been condoned by the principals, and hence a lax state of morality highly injurious to individuals as well as the commercial relations of China generally.

It is rumoured that the Governor intends procuring from the West Indies a number of blacks to act as policemen.

The *Government Gazette* contains the formal announcement that the Hon. Julian Pauncefote has been confirmed in the appointment of Attorney-General.

An official notification, dated July 14th, has been issued by the Superintendent of Customs at Canton, and published by D. B. Robertson, Esq., the Consul, which prohibits for the future any vessels from coming up the river to Canton, with the exception of steamers. All sailing vessels are to anchor at Whampoa.

(FROM OUR OWN CORRESPONDENT.)

HONG KONG, AUG. 10, 1866.

The intelligence from Corea which the last mail carried to Europe will doubtless have created some sensation even among the stirring events which were in progress nearer home. The French Government will not, probably, have been altogether unprepared for some such intelligence, as I hear that nearly a year ago appeals for active protection against an apprehended persecution were despatched to Paris by the missionaries living in that jealous country. The French Minister at Peking is reported as having made a representation on the subject of the late massacre to Prince Kung, who disclaimed all control over the actions of the Corean Court, and requested the French Government to act without reference to China in the affair. As the disturbances at Saigon have required the presence there of the French Admiral, whose magnificent flagship lately passed through these waters on her way thither, the probability is that nothing will be undertaken against Corea until next summer, as the severity of the climate in winter and the danger of navigating the Gulf at that season almost preclude the possibility of operations with the cold weather so close at hand. At the same time it is much to be wished that some demonstration could be made while the memory of the atrocities to be chastised is still fresh. It is also greatly to be hoped that Her Majesty's Government will take part in whatever operations are decided upon, with the double view of chastising the Corean persecutors and of opening the country to European exploration and trade. It is

Digitized by Google

anticipated that by the opening of a port in Corea a profitable extension might be secured for the import of woollens, the supply of which, to some considerable extent, is now derived from the Russian markets.

On the coast of China opposite the Corea there have also been disturbances, but of an insignificant character, and directed against some Protestant missionaries. Several families of American missionaries have resided for some years past at Tang-chow-foo, and reports have repeatedly been current of dissatisfaction among the inhabitants owing to sundry speculations in land, which appear to be the reproach of the missionary class all over the world, from China to New Zealand. However this may be, the populace lately vented their spleen by defacing the tombstones erected in the missionary cemetery, whereupon the United States gunboat, the *Wachusetts*, was ordered to the spot with a promptness in calling in the military arm which, had it been an act of British diplomacy, would have evoked shrieks of horror from the Yankee-worshipping peace-party in England. The gallant commander of the *Wachusetts* was not, however, able to obtain much satisfaction, as the authorities of the city retired to a safe distance inland, politely requesting him by letter to communicate with their superior, the Taotai at the treaty port of Chefoo, forty miles distant. On visiting this functionary, it is reported, the gallant naval commander could get nothing from the courteous but astute Chinaman beyond an exhibition of his proficiency in the English alphabet. Captain Townsend tried remonstrance; the Taotai pointed triumphantly to the letters U.S. on his buttons; Captain Townsend threatened; the Taotai murmured "A. B. C." At length, by mutual consent, the grievances of the missionaries were referred for settlement to the U.S. Minister at Peking.

In this colony the extirpation of piracy is being proceeded with bravely, thanks to Sir R. MacDonnell's vigorous "stirring up" of his subordinates. Seven of the pirates of the British barque *Cæsar* were executed three days ago, and the head man has been seized and fully identified. An instance of the miserable procedure till lately in vogue is palpable in the fact that this fellow has twice before been arraigned for acts of piracy, and has twice escaped through legal quibbles.

The new ordinances for the better government of the colony will, it is believed, be very shortly brought into operation, but some doubt is expressed as to their satisfactory working, owing to the absence of an official staff capable of dealing with the Chinese population. Two young men who came out some years ago as students of Chinese are filling official posts in the colony; but with their exception, there is not a soul connected with the Government who can speak the language.

Gloomy forebodings are expressed about the Mint. In a late address to the Legislative Council the Governor appeared to hint at a probable abandonment of the concern as a wasteful scheme; and the dollars, which are produced in driblets, are both shamefully executed and very hesitatingly accepted by the public. At Canton I hear they are not taken save at a discount of two per cent.

We have been expecting a typhoon for some days, and its advent would be hailed with delight as a relief from the excruciating heat which has prevailed now for upwards of a week.

The range of the thermometer has been from 87 degrees at night to 94 degrees during the day, with a dry scorching westerly wind.

PHILIPPINES.

MANILA.

A correspondent's letter from Manila announces the arrival there of General Sanz, who is to act as Captain-General until an officer of sufficient rank can be found at Madrid who is willing to accept the office permanently. General Lara, the former Captain-General, has been recalled, and left for Spain on the 15th July. It appears that he had made himself extremely obnoxious in many ways, and now that he has left there are people who openly accuse him of accepting bribes. The Home Government, acting in their usual peculiar and irascible manner, sent the substitute with the order of recall without the slightest previous notice being given.

We announce with much regret the death, on the 7th July, of William Halkett Webb, Esq., H.B.M.'s Acting Consul. He had been connected with the Manila Consulate since 1848. His funeral, which took place on the 8th, was attended by almost every foreign resident. Mr. Michell, of the firm of Messrs. Phillips, Moore, and Co., is at present Acting Consul, and from his knowledge of the language and long residence we are sure that British interests are well placed in his hands. Our Government, indeed, could not do better than confer on him the post of Vice-Consul, should he be willing to accept it. The salary being only £300 per annum, no one could accept the office unless in connection with some other occupation. In previous issues we have noticed the appointment of Mr. Rainals as Consul, but it appears that there is some hesitation now in despatching him, in consequence of his ignorance of the Spanish language. We cannot understand how the powers at the Foreign-office could have ever thought of sending out a gentleman [so completely unfitted, and we] trust Lord Stanley will not commit such a mistake. Most assuredly would Mr. Rainals be a round peg in a square hole. We can safely assure his lordship that until he can find a competent person Mr. Michell will give him satisfaction.

COCHIN CHINA.

SAIGON.

A correspondent from this place writes:—We reached Saigon at 6 o'clock in the morning (the distance from the Cape to the town being somewhat over 60 miles), and the first object which met our view on coming on deck was the magnificent new floating dock erected by Messrs. Randolph, Elder and Co., Glasgow, under the immediate superintendence of D. J. Dunlop, Esq., for the French Government. This undertaking, now almost completed, is said to be a decided success. The new town is exceedingly well laid out, and the streets and roads in the suburbs are equal, if not superior, to those of Singapore. As yet there are few buildings of any note. The foreign community consists almost entirely of French, with the exception of a few Germans and two or three English.

The natives, or Annamites, as they are termed, are barely up to the mark of other Eastern natives. Their ideas of cleanliness would scarcely meet the requirements of a board of sanitary commissioners; although surrounded by rivers, creeks, and canals, they ignore bathing, which they say causes sickness.

The rebel Annamites continue to give the French outposts a deal of trouble. About a fortnight ago the rebels, to the number of some 5,000, got within five miles of the town, and the Governor deemed it necessary to issue a proclamation calling upon the residents to arm themselves, and to put their houses in as good a state of defence as possible. The rebels have, however, been driven back, and the outposts strengthened. The French have lost a colonel, captain, and lieutenant. The interpreters have been in the habit of supplying to the rebels all information regarding the movements of the French troops. Two days ago a Mandarin of high rank from Hue, the capital, and several others were arrested for having been found in communication with the rebels. Without doubt these gentry will meet with their deserts, and in a short time we expect to see the insurrection entirely suppressed. A consignment of gunpowder and muskets from Singapore was seized by the authorities about a week ago, and confiscated, the goods not having been reported to the Guardship. It is almost certain that a fine will also be inflicted.

STRAITS OF MALACCA.

SINGAPORE.

The P. and O. mail of 10th July arrived out on the 11th August, and the French mail of 17th on the 18th August. Dates are now down to the 21st.

The *Straits Times* has the following on the Transfer question, &c.:—"It has afforded much satisfaction to the public here to find that the Bill for the transfer of the settlement inaugurated by the old Ministry has been taken up by the new, and that it has been read a second time without debate of any kind. It is now, of course, beyond all doubt that this measure which has been consistently striven for for the last six years is about to be accomplished, and there only remains the question of when the old regime is to make room for the new. The Indian official year terminates on the 30th April each year, to which dates the public accounts are made up; but as these must for the future follow the plan of the Colonial-office, it will probably be judged inexpedient to begin the new system with a broken year. We must therefore look to the 1st of January as the date upon which the Indian Government will go out and the Colonial come in, but whether the 1st of January 1867 or the 1st January 1868, has yet to be decided. There is good reason to hope, however, that the earlier date will be that fixed upon. The accounts of the settlement, like its interests,

Digitized by Google

are in reality distinct enough from those of India, and with a little trouble can be made to appear so. On the other hand, there are no longer any open questions, such as the Suitors' Fund, or the fortifications, to cause delay; with a little hard work, therefore, upon details, the new system could be very well introduced with the beginning of next year.

"Commercially, matters have shown some approach to improvement during the fortnight, and a greater feeling of confidence seems to prevail in the Bazaar. Three of the banks here have signified their intention to shorten the usance on bills on London from 6 months to 4 months' sight. A very strong feeling against this step prevails upon the part of the produce exporters, who are chiefly affected by it. It certainly appears that, as a rule, drafts at the shorter sight will mature considerably before the arrival of the produce against which they are drawn; and the result must be very much to confine business, or to place the consignees at home under the necessity of negotiating with the holder of their acceptances.

"The Governor and suite continue at Penang. The appointment of Mr. Hackett, Recorder for Penang, received by last mail, is a matter for congratulation here, as on his arrival Sir Benson Maxwell will be at liberty to come down and assume finally the duties of the Recordership of Singapore.

"A marked improvement in the general aspect of the town is gradually and surely being brought about by the erection of handsome buildings along the newly-made streets, and the lately reclaimed shore frontage; and if the reclamation works along Teluk Ayer, lately projected, are carried out, it will be difficult, except at a few stand-points, to recognise in the Singapore of 1867-68 that of five years ago. The weather has continued excessive wet, not a day occurring in which heavy rain has not fallen—a state of things quite out of order at this time of the year.

"We are very glad to notice that the waterworks are being carried on with vigour, and in a very short time we shall be able to announce the fact of their being completed."

The Dutch steamer *Ambon*, lately sold to an Arab merchant of this place, has now been placed, we understand, under British colours, and called the *Seewoon*. She will leave shortly for Siam.

PENANG.

The London mail of 10th July arrived on the 9th August. Dates are now down to the 23rd August.

On the 13th the anniversary of the foundation of this settlement proved an exception to the usual run of public holidays here, inasmuch as it happened on a day and at a time when no steamers were expected, and therefore all and sundry kept the day in thorough relaxation from business. Picnics and excursions were the order of the day, and all enjoyed themselves to their utmost bent. The weather was luckily fine, and in fact all nature combined to give the weary Penangite a holiday in the highest sense of the term.

The steamer *Agamemnon* has arrived from Shanghai, Hong Kong, and Singapore, and sailed for London and Liverpool Aug. 21, and by telegram we hear that she called at Mauritius, and left on the 7th Sept. She has on board about 2,500 tons of cargo from Shanghai and Hong Kong principally tea. She also brings about 34 passengers from China and Singapore.

The following shipping casualties are announced:—The British ship *Persian Empire*, washed out her saltpetre and was compelled to put in here for dead weight. The British ship *Monteagle*, 928 tons register, from Akyab bound to Liverpool with rice, over three months out, put in here for supplies, &c., on the 15th August, having lost a quantity of her sails and gear from stress of weather. The Russian ship *Amphion*, 551 tons, bound from Maulmain to Europe with timber, nearly four months out, arrived here on the 19th having met with the same misfortune. The *Sleipner* is reloading her cargo for Copenhagen. The *Edith* is to undergo repairs. Her cargo is still in store.

Births, Marriages, and Deaths.

(Announcements for Subscribers are made free of charge.)

BIRTHS.

AITKEN—On the 18th August, at Penang, Mrs. D. Aitken, of a daughter.
ESSEX—On the 12th Sept., at Shalford in Surrey, the wife of E. C. Essex, of a daughter.
PADDAY—On the 26th Sept., at 65 Princes-square, Bayswater, the wife of Reginald Padday, Esq., of a daughter.
PEREIRA—On the 26th Sept., at Wolesley Hall, Stafford, the Hon. Mrs. Edward Pereira, of a son.
SMALE—On the 26th Sept., at 19, Great Marlborough-street, W., the wife of Mr. John Smale, of a son.
TORRANCE—On the 29th July, at Batavia, the wife of Robert B. Torrance, Esq., of a son.
VIZARD—On the 11th August, at Penang, the wife of Major J. W. Vizard, prematurely of a daughter, stillborn.

MARRIAGES.

FILDES—MACKIE.—On the 20th Sept., at Auchencairn House, by the Rev. Mr. Cowan, Thomas, eldest son of John Fildes, Esq., M.P., of Manchester, to Jessie Macblane, second daughter of Ivie Mackie, Esq., J.P., of Auchencairn, N.B., and Plymouth-grove, Manchester. No cards.
GILLSON—MACNAB.—On the 18th Sept., at St. Silas' English Episcopal Chapel, Glasgow, by the Rev. E. Gillson, M.A., Mount Sorrel, Leicestershire, assisted by the Rev. S. Gillson, Worthing, Sussex, William Moore Gillson, Esq., Commander in the P. and O. Steam Navigation Company, to Jessie Campbell, daughter of Allan Macnab, Esq., Glasgow. No cards.
JOHNSTON—FARQUHAR.—On the 20th Sept., at Muiresk, by the Rev. John Cruickshank, M.A., Alexander Rose Johnston, Esq., of Amoy, China, to Pauline Annette Malin, only daughter of Alexander Farquhar, Esq., Muiresk House, Aberdeenshire. (No cards sent).
JOHNSON—REYNELL.—On the 27th July, at Trinity Church, Shanghai, by the Rev. C. H. Butcher, M.A., assisted by the Rev. M. MacClatchie, M.A., Alexander John Johnson, to Ellen Caroline, third daughter of Capt. Reynell, West Croydon, Surrey. No cards.
MILNE—FERRIS.—On the 15th August, at the Presbyterian Church, Singapore, by the Rev. W. Jeffreys, Mr. T. Milne, shipwright, Sandy Point, to Miss E. C. Ferris, youngest daughter of Mr. John Ferris, Belfast, Ireland.

DEATHS.

BAUMGARTEN—On the 13th August, at Cambo-house, River Valley-road, Singapore, Lucy Edmond, the wife of Alexander Baumgarten, Esq.
DALTON—On the 6th June, in his 39th year, Mr. Henry Dalton, son of Thomas Dalton, Esq., Holly Grove, Hollingworth, washed overboard from the steamer Yarra on the passage from Sydney to New Zealand.
GANT—On the 29th July, at the Government Civil Hospital, Hong Kong, William Gant, storeman, late of Military Store Department, aged 31 years.
HOWELL—On the 23rd July, at 2, Yuen-ming-Yuen-buildings, Shanghai, of sunstroke Cyril James Howell, aged 22.
JARVIE—At Shanghai, in Aug., Robert Jarvie, Esq. (received by telegram via Kiachta).
LEWIS—On the 6th August, at Sourabaya, suddenly, Captain E. Lewis, of the Netherlands India Steam Navigation Company's steamer Koningin der Nederlands.
MARSDEN—On the 10th July, on board the P. and O. steamship Ottawa, on his passage home from China, Charles Marsden, second son of George Marsden, Esq., of Sidmouth, deeply regretted.
PREISWERK—On the 1st August, at Shanghai, Mr. Wilhelm Preiswerk, of Basel, Switzerland.
RICHARDSON—On the 27th July, at Shanghai, Henry Richardson, aged 30 years.
ROWE—On the 11th August, at Singapore, Capt. Wm. Rowe, of the B.I.S.N. Company's steamer Calcutta.
SMITH—On the 11th August, on board the P. and O. steamer Behar, a few hours after leaving Penang, George Smith, Esq., manager of the Commercial Bank Corporation of India and the East, Singapore.
VINEY—On the 3rd August, at the Stag Hotel, Hong Kong, Joseph Viney, late proprietor, aged 30 years.
WEBB—On the 7th July, at Manila, William Halkett Webb, Esq., Acting British Consul.
WILLOUGHBY—On the 15th Sept., at his residence, Fulmer-grove, Bucks, Sir John Pollard Willoughby, Bart., of Baldon House, Oxfordshire.
WALKINSHAW—On the 3rd August, at Shanghai, of heat apoplexy, J. R. Walkinshaw aged 26 years.

EXCHANGES ON LONDON.

[For dates, see first page.]

		Bank.	Private.
At Yokohama	6 months sight.	4s. 5¼d.	4s. 6¼d. to 4s. 7d.
At Shanghai (per Tael.)	6 ditto	6s. 1d. to 1¼d.	6s. 2d. to 6s. 3d.
At Canton, At Hong Kong, At Macao	6 ditto	4s. 4d.	4s. 4¼d.
At Singapore	ditto	4s. 5⅛d.	4s. 6d. to 4s. 6¼d.
At Manila	ditto	4s. 0d.	4s. 1d.

At Shanghai, bills on India, Rs. 297 per 1,000 taels. At Hong Kong, Rs. 218 per $100. Bar silver at Shanghai, tls. 111·2; at Hong Kong, 11 per cent. prem. Mexican dollars at Shanghai, tls. 72·8 per 100; and exchange on Hong Kong, 27 discount. Hong Kong and Shanghai Bank shares, 2 per cent. dis.; Gas Company, 10 per cent. prem.; Hong Kong and Whampoa Dock, 30 per cent. prem.; Steam Shares, 5 per cent. discount; Union Dock Company, 10 per cent. dis.

The latest telegrams quote Exchange at Shanghai 6s. 1d. and Hong Kong 4s. 5d.

The following is from Messrs. Sharp and Co.'s bullion circular:—

GOLD.—The arrivals have amounted to $510,000 value, and the exports to $470,000, including the shipments per Benares, on the 29th ult., and excluding those to leave to-morrow. Gold has not been in much demand here, a considerable portion of the above amounts representing shipments in transit from Shanghai.

SILVER.—The market has been almost bare of bar silver and sycee during the fortnight. The imports are $160,000, and the exports $150,000. The Hong Kong dollars are inquired for at a small premium.

DOLLAR CURRENCY.—Mexicans continue to arrive in large quantity from Shanghai, and are as quickly sent away to be made into rupees. The totals inwards and outwards are $1,480,000 and $1,420,000 respectively. The Hong Kong Mint has struck off a few specimens of a new half dollar; in design precisely similar to the dollars already issued.

DISCOUNT AND MORTGAGES.—Money continues dear, 10 per cent. being paid on good securities for short periods, and 12 per cent. on first class mortgages.

EXCHANGE.—The rupee business has again been very limited, the remittances being for the most part made up of coin and bullion. The few stirling bills have been eagerly bought up upon the falling market, which is down 3 per cent.

SHARES.—A variety of causes have combined to check transactions during the fortnight, amongst these may be named the anticipation of important news by the incoming mail respecting the steamboat companies, and also the meetings which has been called for the ensuing week of proprietors in the Hong Kong Bank and Dock Companies.

COMMERCIAL REPORT.

CHINA AND JAPAN EXPORTS.

TEA.—Continued activity is noticeable at the various ports, though prices have been somewhat reduced from the first exorbitant rates. This inevitable reduction in the market discontents the teamen, who endeavour to resist it, and they give way reluctantly. From and through Shanghai the export to this date for England has exceeded the corresponding export for last year by more than eight million pounds, although it is true a falling off of between two and three million pounds is noticeable in the exports to

Digitized by Google

America. Both at Hankow and Foochow a large business in Congous is reported for the past fortnight.

CANTON.—The principal feature to notice in the market during the fortnight is the commencement of settlements of Country Congous, five chops have been taken at from 30 to 34 taels, and various bids are reported as being offered for several other chops. The teamen express themselves somewhat disappointed at the rates settlements have opened at, and affirm them to be fully 4 taels under Hankow prices. The present stock consists of 19 chops or 12,829 chests.

FOOCHOW.—Large quantities of second crop Congous have continued to arrive at this market, but in the interior picking is over, and no great addition to the stocks can now be expected. During the early part of the fortnight there have been considerable shipments for Australia. The character of the market is firm, and fair medium kinds have risen slightly. A few chops of Souchong have been settled at rates which, although high, are below the extravagant demands lately made by the teamen. Native holders of Oolongs are firm, but transactions on a large scale are shortly expected. Scented Teas are rather depressed as compared with previous advices. The sales and prices for the fortnight have been about as follows:—26,351 chests Congou at tls. 8 to 12 for Dust and Broken Leaf, 13 to 17 for Ordinary Common, 18 to 20 for Good Common, 21 to 28 for Light Flavoury, 28 to 31 for Good Flavoury to medium Kysow kinds. 1,155 chests Souchong at tls. 25 to 36½. 238 chests medium Flowery Pekoe at tls. 24 to 37½, and 10,627 boxes of Scented Teas at tls. 9½ to 26 for Dusty and Common to Medium, and 30 to 34 for fine to finest.

SHANGHAI.—Black Teas: Owing to the large quantity of Teas already sent forward, the market has been quieter, and prices show a decline of one tael on previous quotations which, with a fall in exchange and freights, lay down purchases at very moderate rates. Most of the first crop have now been shipped, and there are very few chops of really good second crop on offer. Supplies continue to come in rapidly, but holders are firm, and no further reduction is anticipated.

HANKOW.—A large business had again been done in Congous at an advance of one tael on common and about two taels per picul on medium kinds. The settlements chiefly consisted of second crop Teas of the latter quality. Supplies continued to arrive freely, and the present scale of prices will no doubt cause some competition in the Tea districts for third crop leaf, and induces growers to hurry forward all their stocks. The Helen Nicholson was nearly full at £5, and the Elizabeth Nicholson has also gone up to load Teas for London. Settlements for the fortnight were 26,900 chests at the following prices:—Oonams, common to medium, tls. 18¼ to 25 per picul; Oopacks, fair to medium (second crop), tls. 21¾ to 26½.

YOKOHAMA.—There has been a large amount of business transacted in the Tea market, the purchases for the most part were made during the early part, since when although foreigners are holding off, the Teamen seem rather inclined to wait further advices before parting with their produce at lower rates. The stock although not excessive gives a fair selection of qualities suitable for export, but the prices compared with London and New York rates, offer no inducement to make ventures with a reasonable chance of profit. Settlements amount to about 4,500 piculs—all for America. Prices have ruled rather unevenly and show an advance of $2 to 3 per picul in somes cases. Quotations and stocks are as under. New Tea: Medium $28 to 30 per 1,100 piculs; Good Medium to Fine, $31 to 35 per 1,100 piculs.

RAW SILK—CANTON.—There has been nothing done in silk for Europe since last report, as holders became daily more firm in their demands, and the native consumers are using a much larger quantity than usual, so that it is hardly expected that prices will give way to any great extent. The fourth crop is reported to have fallen short of the original estimate. The only settlements reported are 30 piculs Kwokong at $480 to 500 for India and 200 boxes rereeled Cumchuck at $580 for America.

CHINA AND JAPAN IMPORTS.

HONG KONG.—During the past fortnight there has been a considerable improvement in the market, and all manufactured imports have been in general demand. In Grey Shirtings a large amount of business has been done, and during the fortnight from 60,000 to 70,000 pieces have been placed. Cotton Yarn is in great demand at an advance in price of $5 to $10 per bale. The stock of T-Cloths is small, but there is a fair inquiry. The least demand for piece goods has been for Grey Drills. Dyed and Fancy Cottons have met with ready sale. A good assortment of S S Camlets have realised $21 per piece. The metal market is altogether dull, and no sales are reported.

SHANGHAI.—The deliveries during the month of July have been on a large scale, and 350,000 pieces of Grey Shirtings were cleared for local consumption and outports. There has lately been a fair demand at full prices, but constant arrivals from Hong Kong and Japan prevent an advance. Of White Shirtings: from 10,000 to 12,000 pieces have sold at previous rates; sale of English Drills: 5,500 pieces; Chintz: Good patterns wanted, sales 7,500 pieces; Camlets: Market firm, 700 pieces sold; Velvets and Velveteens: Stock small, prices firm, sales, 1,200 pieces Velvet and 2,160 Velveteen. There has been no inquiry in the Metal market, except for Hoop Iron, and sales of any other description of Metal have been very difficult to effect.

YOKOHAMA.—The news received by the mail of 26th May and by telegram up to 13th June, caused holders of cotton goods to ask higher prices. Small sales of Grey Shirtings are reported at $3.85 on the spot and $4 to arrive. Native dealers have been unable to buy freely, in consequence of native coin continuing too low in value; 1,500 pieces have consequently been re-exported to China. Cotton Yarn is in fair demand at former prices.

SHIPPING INTELLIGENCE.

ARRIVALS.

At YOKOHAMA.—From London, July 20, Lorton; from Liverpool, 24, Recife; from Cardiff, 20, John Norman.

At SHANGHAI.—from London, July 25, Aurora Australis; August 2, Wild Deer; from Newcastle, 1, Clara Buhenza; from Downs, July 22, Polmaise; from Cardiff, August 3, Red Deer; from New York, 31, Wild Gazelle. (Reported by Telegram): from London, Royal Berkshire.

At HONG KONG and CANTON.—From London, July 29, Invincible; from Sunderland, 29, Beautiful Star; from Hamburg, 29, Costa Rica.

At MANILA.—None.

At SINGAPORE.—From Liverpool, Aug. 14, Eastfield; from Shields, 10, M. Louisa Antoinette; from Cardiff, 10, Laura and Adele; 11, Passaroeang; 13, Japana; 14, Maria Adriana; 15, S. K. der Nederlanden; 16, Tollens; 17, Joachim; from Newcastle, 13, Pieter Jacoba; 14, Neptunas; from Sunderland, 15, Twee Gezusters; from Greenock, 14, L. Castle; from Antwerp, 12, Cette; from Bordeaux, 13, Panama.

At PENANG.—From London, July 6, Frederica.

At BATAVIA.—From London, Peter Rohland; from Glasgow, Aquarius; from Liverpool, Harkaway, Ribbleton.

DEPARTURES.

From SHANGHAI.—For London, July 23, Peterborough; 25, Coral Nymph; 27, Blencathra; Aug. 4, Nelly.

From FOOCHOW.—For London, Ornate, Philomela, Dewa Gungadhur.

From HONG KONG and CANTON.—For London, Aug. 7, Island Queen.

From MANILA.—For Cork, July 23, Equinox; for Boston, 25, Franklin.

From SINGAPORE.—For London, August 18, Agamemnon (str., via Penang); for Liverpool, 12, Edinburgh Castle; for Falmouth, 11, Maria Wilhemine; for New York, 8, Dunmore.

From PENANG.—For London, August 21, Agamemnon.

From MANILA.—For New York, July 30, Rattler.

VESSELS LOADING.

At YOKOHAMA.—For London, Conference; for New York, Banda, Eliza Hands.

At HANKOW.—For London, Helen Nicholson.

At SHANGHAI.—For London, Challenger, William Melhuish, Knight of Snowdon, Sir W. F. Williams, Agamemnon, Dartmouth, Janet Mitchell, Ann Adamson, Langdowne, Maggie Leslie. Marquis of Argyle, Westminster, Camilla, John Paul; for Liverpool, Trebolgan, John Bull; for New York, Tycoon.

At FOOCHOW.—For London, Marion (full), Naomi, Scawfell, Ellen Rodger Northfleet.

At HONG KONG and CANTON.—For London, Mary Nicholson, Cedras, Solent, Kelso.

At MANILA.—For London, Passing Cloud; for Liverpool, Benjamin Bangs, Stirling; for Cork, Prudhoe; for New York, Lady Blessington.

At PENANG.—For London, Persian Empire, Elizabeth, Victor; for Liverpool, Monteagle.

At BATAVIA.—For Rotterdam, Ymuiden, Noach, Drie Gezustus, Hendrika, van Artevelde; for Amsterdam, Dagmar; for Holland, Ramsey, Ferdinand and Louis; for France, Confiance; for New York, Rangoon; for Boston, Rainbow, Ocean Rover.

VESSELS PASSED STRAITS OF SUNDA.

From ENGLAND and CONTINENT, to CHINA, &c.—July 26, Ariosto, Newport to Hong Kong; 29, Allendale, Sunderland to Japan; Lion, Cardiff to Hong Kong; 30, Dr. Peterman, Cardiff to Hong; Aug. 3, Queen of England, Liverpool to Shanghai; Juanpore, London to Shanghai; 5, Portland, London to Hong Kong; Corea, London to Japan; 7, Johanna Maria, Marseilles to Japan; Onrust, Newport to Hong Kong; 8, Sooloo, Sunderland to Shanghai.

From UNITED STATES to CHINA, &c.—July 30, American, New York to Shanghai; 5, Panther, New York to Kong Kong; 7, T. W. Sears, New York to Amoor River.

From CHINA &c., to ENGLAND and CONTINENT.—July 30, Sovereign of India, Foochow to London; Aug. 8, Ironside, Manila to London; 9 Alma, Canton to London.

From CHINA, &c., to UNITED STATES.—July 30, N.B. Palmer, Hong Kong, to New York; Aug. 8, Leopoldine, Manila to Boston.

COMMERCIAL POSTSCRIPT.

ARRIVALS NOT INCLUDED IN THE TABLES.—Sept. 25, at Liverpool from Foo-chow-Foo, Ziba; 5, at Havana from Canton, Granville; 7, at Havana, from Macao, Cataluna; 26, at Falmouth from Akyab, St. Paul; at Liverpool from Rangoon, Eurynome; 25, at Brouwershaven from Rangoon, Freeland; 26, at Queenstown from Akyab, Excellent; off Queenstown from Rangoon, Royal Alice.

DEPARTURES.—Sept. 18, from Amsterdam for Batavia, Henriette: 23, from off Dover for Padang, Aletta Augusta; 19, from Shields for Galle, Old England; from Liverpool for Singapore, Indiaman; 23, from Newport for Galle, Claire; 27, from London for Colombo, Frances; from Rotterdam for Batavia, Minister v. Thorbecke; 24, from Newport for Shanghai, Seaview; 26, from Swansea for Hong Kong, Fort Regent; from Rotterdam for Batavia, Bilderdyk; 27, from Liverpool for Batavia, Helene Henriette: 28, from London for Shields and Galle, Bahia.

SPOKEN.—Wedlagstone (barq.), Colombo to London, July 27; Peter Adolph (Dutch ship), Java to London, August 12, 2 N., 22 W.; Cleveland (ship), Shields to Hong Kong, August 18, 13 N., 24 W.; Kent, New York to Hong Kong, July 23, 26 S., 29 W.; Otto, Batavia to Rotterdam, July 29, 33 S., 15 E.; Batavia, Newcastle to Batavia, August 9, 13 N., 26 W.; County of Renfrew (ship), Sourabaya to Rotterdam, July 22, 35 S., 24 E.; Krimper aan der Tek (Dutch), Rotterdam to Hong Kong, June 6, 15 N., 26 W.; Hendeina (? Hendrina), Shields to Batavia.

LAID ON.—At London: For Hong Kong and Canton, Belted Will. At Liverpool: For Shanghai, Anna Dorothea. At Glasgow: For Samarang and Scurabaya, Corsoek.

MISCELLANEOUS.—At Simon's Bay: July 25, Schelde Hoffman, sailed for Singapore.

August 16, at Callao from Macao, the Camilo Cavour.

Messrs. J. and A. B. Freeland, shipping agents for the Crown Agents for the colonies, have invited tenders for the conveyance of two locomotive engines and tenders and one small locomotive engine and tender from London to Colombo.

Digitized by Google

NOTICES TO CORRESPONDENTS.

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be authenticated by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

A REGISTER is kept of the addresses of all persons connected with the FAR EAST and reference can be made to the same by personal application at the office or by letter.

Any information required by Subscribers, in reference to Commercial or General matters in CHINA, JAPAN, SINGAPORE, *and other parts of the* FAR EAST, *will be supplied on application at the Office, where files may be seen of the Journals published in those countries.*

THE LONDON AND CHINA EXPRESS.

PUBLISHED on the departure of the Mails *via* Marseilles on the 10th, 17th, and 26th, contains a Summary of European, American, and General News; Commercial and Shipping Reports, and Special notices of Trade with the FAR EAST.

Subscription 54s. per annum, including Postage. Export Supplement 12s. extra.

The London & China Telegraph.

LONDON, SATURDAY, SEPT. 29, 1866.

THE COOLIE EMIGRATION CONVENTION.

THE Convention signed at Peking on the 6th March, embodying the rules and regulations under which the coolie traffic may be carried on in British and French vessels, does not seem likely to be viewed with unmixed satisfaction by anybody except the keepers of baracoons—"Emigration Agencies" they are euphoniously termed in the Convention—and the native crimps employed by them; unless we except the coolies themselves, whose condition would certainly be improved by the new regulations, were they effectually carried out. The terms of the Convention have been sharply criticised by the local press on account of their palpable inconsistency, and justly so. The acknowledged evils of the traffic being known to arise chiefly from its being in the hands of unscrupulous speculators, who employ yet more unscrupulous tools in the shape of native crimps or kidnappers, to bring the human grist to their mill, it is certainly strange that the very document which is devised as a remedy for these evils should commence by giving increased facilities for their continuance; facilities promptly availed of by the French, under whose colours a thriving trade in flesh and blood have been going on ever since. What is the nature of this human commodity obtained by fraud, held by violence and transported with all the horrors of the African slave trade in its worst days? The recipients of it in the West Indies do not seem to value it very highly after all. The *Guiana Times*, writing on the subject of Chinese immigration, says:—"There can be no doubt that a large proportion of the Chinese "immigrants have fallen into the vices of opium smoking and "gambling. As many as 7,000 out of 10,000 in the colony are "devoted to the first-named vice, and 2,000 to gambling. Hence "only 10 per cent. of the number are really sober and industrious "people." If this statement be correct, the 10,000 Chinese imported into Guiana cannot be considered either a profitable or a welcome addition to the population of that colony. And if the Chinese coolie proved so undesirable an acquisition when imported under the old system, how will it be with the newly imposed restrictions and responsibilities? The Jamaica *Standard*, in reviewing the Convention, says:—"It behoves Jamaica to study well the "questions thus raised. We want immigrants, but we cannot, with "any benefit to ourselves, pay too much for them, any more "than a man who wants money can expect to make it profita- "ble by borrowing it at cent. per cent. Some timely represen- "tations from the planters of this country, who may be best "able to deal with the question, ought to be submitted to "Governor GRANT, with a view of furnishing him with a reliable "data whereon to base any consultation he may have with Her "MAJESTY'S Ministers in reference to immigration from China "to this island." After this, we are not surprised to hear that the Coolie Immigration Committee of Jamaica have determined to receive no coolies from China at all, if the new regulations are rigidly adhered to, although they are still willing to take some 2,000 annually should certain of them be relaxed. In fact, the new order of things seems to work badly at both ends; in China it rather encourages the barracoon and crimp system than otherwise, and in the West Indies discourages the continuance of immigration by the severity of the terms imposed.

THE HONG KONG BANKING COMPANY *VERSUS* THE AGRA AND MASTERMAN'S BANK.

OUR readers will remember that the Hong Kong and Shanghai Banking Company sold the manager of the Agra at Shanghai bills on the London and County Bank for £25,000 at six months' sight, and obtained payment for the same, knowing at the time that the Agra had stopped in London, which the Shanghai manager it appears did not know at the time he bought the bills, as the steamer which conveyed the news from Hong Kong to Shanghai, the—*Dumbarton*—was kept at a distance until the transaction was completed. Now, this may be considered "a smart operation," but we think not a correct or justifiable one. It cannot be supported on mercantile usages or principles, and this was the view taken by one of the parties to the transaction, who withdrew from the position, and accepted the bills drawn on them unconditionally, thus saving themselves from litigation and annoyance, which would ultimately be found to have been wasted. We consider that this adjustment was by far the best course, for it will be seen by the report of the case below that the Court of Chancery has decided that the amount of the bills in question (£25,000) should be lodged in the Bank of England out of a dividend of £33,000 which was payable by the Agra Bank to the Hong Kong and Shanghai Banking Company's agent here. They will therefore lose in the meantime the interest on this sum and the legal expenses. After all, the point aimed at—viz., to have this £25,000 placed as a set-off against their claims on the Agra—falls to the ground if the Agra pays 20s. in the pound, which there is reason to believe. It is, however, to be observed that the London manager of the Hong Kong and Shanghai Bank, Mr. Vacher, had no power to authorise the drawees, the London and County Bank, to accept the bills, or he may have been induced to do so and thus ended the matter in the same way as the other case. No doubt the head office in Hong Kong will instruct the London and County Bank to accept these bills which are drawn at six months' sight, and thus obtain the transfer of the £25,000 from the Bank of England to their own coffers. Houses in China will learn by this that these "smart operations" will not succeed when they have to come to London for completion. The following is the report of the case:—

The summons came on before Mr. Peake, the chief clerk attached to the court of Vice-Chancellor Stuart. Mr. Peachey, solicitor (Oliverson, Peachey, and Co.), appeared for the manager of the Hong Kong and Shanghai Bank; and Mr. Upton (Upton, Johnson, and Upton) for Mr. Cannan, the official liquidator of the Agra and Masterman's Bank.

Mr. Upton opened the proceedings by saying that on a previous occasion the chief clerk had desired to know the exact constitution of the Agra Bank, and whether it had power to deal with matters at home as well as abroad. He could inform him that it was established by charter, and that its head-office was in London, and its branches in Hong Kong and other places, while the order for winding up extended as well to the branches as to the establishment here. By the authority of the Court the official liquidator had sent out a gentleman with ample powers to deal with the company's interests. Mr. Peachy observed that five actions in reference to this matter had been brought in Shanghai, and the Judge there refused to stay any one of them, notwithstanding that the bank in London had suspended payment. The chief clerk was unable to see how the case of supposed fraud, alluded to on the last occasion, could be made out, the Agra Bank having purchased the bills in the ordinary way. What the Hong Kong Company might know of any difficulties of the Agra in London had nothing to do with the question. His idea was that the liquidator was not justified in appropriating the dividend towards paying the bills; but he would be justified in withholding the payment of the dividend on the £133,000 until the question was properly set at rest. After a great deal of discussion, regarding the disposal of the money, the chief clerk said that the order he would make would be that the dividend, £33,000, less £25,000, should be paid to the Hong Kong and Shanghai Bank, and the remaining £25,000 should be carried to a suspense account, to be opened at the Bank of England until the matter should be settled.

THE course proposed by Sir Richard MacDonnell in levying a stamp tax in order to cover the deficiency in the revenue for 1867 caused by the outlay for the Mint, is generally approved by persons interested in Hong Kong. It is felt that it would be highly impolitic to place any further taxes on house or landed property. Above all, preserve the port free.

NEW YORK advices mention that the *Colorado* steamer will open the line on 1st January, from San Francisco to China, to be followed by the *Montanra* and *Rising Star*, now on the way from New York to San Francisco. Our American friends at San Francisco, with their usual energy, have announced a paper to be published in English and Chinese, in connection with this line of steamers. They have coolly appropriated the title of two English papers already in existence, the *China Mail* and *Flying Dragon*.

Digitized by Google

ACCORDING to the *Gironde*, of Bordeaux, the formation of a French company for cutting through the Isthmus of Kraw, in order to open a rapid communication between the Gulf of Bengal and the Gulf of Siam and the Chinese Seas, is spoken of. [This subject was fully noticed in our issue of the 15th.]

No steps have as yet been taken by Government in reference to the Postal Committee's Report, nor do we expect that the recommendations therein contained will be attempted until the turn of the year. When the alterations are definitively settled tenders will be invited.

THE announcement which appears in a contemporary that the nomination of a gentleman for the Bishopric of Victoria had been agreed on is premature. The appointment will, however, be shortly announced. Efforts will again be made to procure a chaplain for Manila.

MR. RODGER, of Glasgow, the owner of the *Taeping*, has, we are informed, presented her commander with the munificent gift of £500, to mark his appreciation of his skill and perseverance.

HIS HIGHNESS THE TUMONGONG OF JOHORE, who proceeds by this mail, has been nominated by Her Majesty to be a Knight Commander of the Star of India.

Naval and Military.

On board the twin-screw ship Far East, Henry Jones commander, which arrived at Cork on the 23rd from Hong Kong, Mauritius, and the Cape, with the right wing of the 67th Regiment, were Colonel J. W. Thomas, C.B., in command, 323 men, 23 women, and 18 children and the following officers:—Colonel J. W. Thomas, C.B.; Brevet-Major R. H. Wood, wife, and four children; Brevet-Major E. H. Lennon, V.C., wife, and one child; Acting Paymaster Brevet-Major W. F. Stehelin, wife, and two children; Quartermaster E. Pierson, wife, and two children; Surgeon J. Lamprey, Lieutenant and Adjutant A. J. Poole, Capt. E. B. Knowles, Lieutenants R. E. E. Jarvis, L. N. Mosse, and W. D. Lloyd; Ensigns E. D. Thompson, J. E. Blundell, G. W. B. Anderson, C. F. Underwood, D. M. Potter, and F. F. E. Knox. The only casualties have been the death of one man of the Royal Engineers, of consumption, between China and Mauritius, and one of the 67th, from the Cape. Two births occurred on board. The 11th landed in good health at Algoa Bay. The Far East was chartered at Hong Kong in April last to convey the right wing of the 11th Regiment to Algoa Bay, but was detained at Hong Kong waiting the arrival of 12 men of the Royal Engineers from Japan until the 3rd of June, when she left for the Mauritius and Algoa Bay, touching at Anger on the 15th, and arriving at the Mauritius on the 1st of July, leaving again on the 7th, and reaching Algoa Bay on the 15th, where she was detained till the 26th, waiting for the 67th Regiment, which were under canvas at Grahamstown. She called at Simon's Bay for stores and coals, at St. Helena for water, and St. Vincent for coals, having been under steam from the Cape, meeting with north-west and west winds in the region of the south-east trades till past St. Helena. Since leaving St. Vincent north-east winds had been encountered. These, with fine weather, prolonged the passage, which was tedious from the Cape. The vessel's bottom had become very foul from lying at anchor so long in Hong Kong and Algoa Bay.

The following passengers and troops arrived, per Whiteadder from Hong Kong, at Queenstown on the 24th inst.:—Colonel Chermside, R.A.; Major Jebb, Captain Stevens, Captain Jones, Ensign Sayers, Ensign Spence, Assist.-Surg. Campbell, 67th Regt.; Staff Assist.-Surgeon Clapp, Lieutenant Meredith, 2nd Batt., 11th Regt.; Mr. Ward, late 99th Regt.; Mr. Stevens, Mrs. Chermside, Miss Chermside, Master Chermside, Mrs. Stevens, Miss Stevens, Miss E. Stevens, Master Stevens; 228 men, 14 women, and 16 children, 67th Regt.; 8 men, 2nd Batt., 11th Regt.; 2 men, 1 woman, and 5 children, 2nd Batt., 20th Regt.; 2 men, 1 woman, and 5 children, 99th Regt.; 1 man, 5th Dragoon Guards; 4 men and 1 woman, Royal Artillery; 3 men, Royal Engineers; 1 man and 1 woman, Commissariat Staff Corps. Total, 249 men, 18 women, and 26 children.

The Admiralty have invited tenders for the conveyance of the following troops, the Government supplying provisions, &c., viz.:—From Queenstown to Hong Kong, 33 officers, 3 ladies, and 4 children, 7 staff-sergeants, 4 wives and 6 children, 599 men, 69 women and 45 children. From Hong Kong to Cape of Good Hope (about half, *i.e.* Headquarters to be landed at Natal, the remainder at East London), 32 officers, 5 ladie and 4 children, 8 staff-sergeants, 3 wives, 736 men, 54 women and 69 children. From Portsmouth to Hong Kong or Japan (Yokohama), 1 officer, 1 staff-sergeant and wife, 98 men, 9 women and 16 children. A separate vessel preferred for the detachment intended for Japan, also for the conveyance of 8 naval masts from Deptford to Hong Kong. The Himalaya (not steamer) and May Shepherd have been ordered to be surveyed for the above troops.

The screw two-decker line-of-battle ship Rodney, 78, 2,770 tons 500-horse power (nominal), in dock at Sheerness, has a large number of shipwrights and other workmen employed on her in effecting the various alterations and making the necessary repairs to adapt her for a flagship for service in China. From the extensive nature of the repairs ordered to be carried out, she will be in the shipwrights' hands for some considerable time to come.

The 2nd battalion 20th Regiment now at Hong Kong, will probably leave that station for the Cape early next year, and be quartered partly at Natal and partly at East London (Cape).

The Swallow, steam sloop, nine guns, 486 tons, 60-horse power, Master Commander E. Wilds, arrived at Sheerness and was taken into the large basin of the dockyard, where she was inspected by Captain D. M. L. Mackenzie, Captain of the Formidable, flagship of Vice-Admiral Sir Baldwin W. Walker, K.C.B., Commander-in-Chief at the Nore, previously to being dismantled and paid out of commission. During the last four years the Swallow has been engaged on a surveying expedition to the China station. She left England in April, 1862, and arrived at Hong Kong in September of the same year. In June and July, 1863, she was surveying the Korea. Its length is about 300 miles and 200 in breadth. The men there asked our sailors if our Queen had finished destroying the Chinese at Nankin by fire and lightning. In April, 1864, she was surveying the Yangtze River, and afterwards visited successively the Amherst Rocks, Gutzhoff, Shawishan, and the Saddles, and at the close of the year was at Amoy. She remained employed on surveying service until the close of 1865, when she was ordered home. The vessel left Hong Kong for England on the 10th of March, 1866, surveyed the Scarborough reef from the 13th to the 18th of March, and called at Manila, Singapore, and Batavia. In the Java sea two important dangers were discovered and their positions determined — viz., the Sharpshooter's Rock, at the entrance to Gaspar Straits, and a ledge with 23ft. in it, called the Swallow Rock. She passed Anger on the 10th of May, and had a tolerably fine passage until off Point Hood, on the African coast, where for seven days a severe gale was experienced, amounting sometimes to the force of a hurricane. Considering that three vessels, one twice as large, and another three times as large as the Swallow, foundered near her, those on board had cause to congratulate themselves on escaping without damage. They were, besides, enabled to save the lives of some of the passengers of one of the foundered ships, the Stalwart. The Swallow left Simon's Bay on the 22nd of July, called at St. Helena August 3rd, and arrived at Portland on the 12th of September. Several harbours have been surveyed, and about 3,000 miles of coast line; besides which the ship has sounded the whole of the China and Yellow Seas. The health of the officers has been very good, but on account of the bad accommodation the seamen have suffered considerably. Nearly every seaman who left England in the ship has been invalided home before she left China, but only four deaths occurred.

The Imperial Russian screw corvette Griden, 14 guns (unarmoured), Capt. S. Kenarzewski, anchored at Spithead on the 24th from Cronstadt, *en route* for the Pacific and the Amoor river, and exchanged the usual honorary salutes with the flagship of the Port Admiral and the saluting battery of the garrison. Mr. G. Baker, the Russian Vice-Consul at Portsmouth, paid an official visit to the ship on her arrival, and on leaving was saluted from the Griden's battery with seven guns. Capt. Kenarzewski afterwards landed at Portsmouth, and, accompanied by the Vice-Consul, called officially upon Lieut.-General Sir George Buller, K.C.B., Vice-Admiral Sir Thomas S. Pasley, K.C.B., and Rear-Admiral Superintendent G. G. Wellesley, the Military and Naval Commanders-in-Chief at Portsmouth. The Griden will discharge her powder and shell into ordnance lighters at Spithead, and afterwards steam into Portsmouth harbour to remedy a few defects prior to resuming her voyage to the Pacific.

We have to record the death of Captain Alexander Mitchell, of the 31st Regiment at the Curragh. Captain Mitchell entered the service in December, 1851, served in the Crimea from May, 1855, and was present at the attacks on the Redan on June 18 and September 8; he was also with the 31st in the campaign of 1860 in China, and was wounded in subsequent operations against the Taepings. Although the vacant company would not be filled up under ordinary circumstances, the 31st being a reducible regiment, it is probable that the long service (fourteen years) of the senior subaltern, Lieutenant Waldron, will be considered by the authorities a sufficient justification for departing from the strict rule.

OUR CONSULS IN CHINA.—The correspondent of the *Daily News*, writing from Shanghai, says:—"The consuls, acting on official traditions, pursue a policy of deference to the mandarins, yielding to them and allowing them to violate the treaties, until the acts of the Chinese authorities become so intolerable that a collision is inevitable, and then the consuls turn round and become the patriotic defenders of their country's rights. If they have any specific duties to perform in China at all, surely the very first is to see that the treaties are upheld and respected, It might be naturally imagined that by this time the consular services would be sufficiently acquainted with the ideas and habits of the mandarins; but although they have had continually presented to them the most indubitable proofs of the falsehood, dishonesty, and insincerity of Chinese officials, they do not seem to see any reason for treating them differently from what they would do those of any European Power. Experience does not teach them wisdom, but they evidently discover in the most crafty double dealing and immoral government in the world, the innocence of the dove. If a consul has to protest to the mandarins against acts clearly in violation of the treaties, it is no use sending formal notes and allowing time to be wasted in long correspondence; what is wanted is to send an ultimatum, and to insist upon it by force if necessary. But both the foreign and the Chinese excellencies prefer the polite and diplomatic method, and have the most profound faith in the civilising and outwitting power of compliment."

THE "SATURDAY REVIEW" AND ITS "IDIOTS."—In a notice of the Tea clipper race which we extract from the usually clever *Saturday Review*, it will be seen that the writer draws a most gloomy picture of the captains, owners, and crews, whom he is pleased to term "idiots." It is quite evident that the writer is himself an "idiot" on nautical matters, or he would not have made the comparison between this race and the loss of the *London*. The article appears to be penned out of pure spite, because the staff of the *Saturday* are supremely ignorant about matters nautical, and cannot enjoy the race. We need say nothing of the taste which designates owners and captains as "choice idiots." At least they might have been called idiots, and not "choice idiots":—"A melancholy piece of facetiousness has lately been invented in the institution of what is called an ocean race of the clipper tea ships from China to the Thames. The course is only 16,000 miles; the competitors some nine ships manned and owned by a choice collection of idiots, who stake hundreds of lives and hundreds

Digitized by Google

of thousands of pounds of property for the blue ribbon of the sea—a £500 prize for landing the first few chests of new tea. We are told to be in ecstacies at this happy combination of nautical pluck and skill, in which the two leading ships raced neck and neck, or we suppose bowsprit and bowsprit, all the way, and did the distance up the Thames within six hours of each other. Of course it is a happy thought, and quite a novelty in the undeveloped art of getting up shipwrecks. No doubt it will fire the emulation of railway companies, and a pleasant rivalry will be established between land and sea in the number of victims. What is odd is the inconsistency of leading-article writers. When the *London* was lost, all sorts of jeremiads were written on the folly of encountering the Bay of Biscay with too much sail; but when, for ninety-nine days, nine crews carry on a press of canvass, often on their beam ends, and with the sea constantly sweeping their decks, the captains disregarding every danger of wind and current, and boldly reckless of all but speed, they are saluted with universal plaudits and the frenzied exultation of the *Daily Telegraph*. We would only hint that if the *Taeping* and *Ariel* 'happen to be lost,' possibly the underwriters may have something to say about 'the great ship race from China.'"

OUR IRON-CLAD FLEET.—Captain Sherard Osborne has addressed a letter to *The Times* on the subject of wooden *versus* iron ships. It has been asserted that it would be quite as well to return to the old fashioned wooden vessels now that Captain Palliser's newly-invented projectile will penetrate the sides even of an iron-clad. Captain Osborne ridicules this notion, and points out that although an iron-clad is penetrable, she is only so at 500 yards range, while a wooden ship may be sunk at a distance of two miles. He concludes as follows:—"To you, Sir, who have so consistently urged on a reluctant and reactionary department the construction of an iron-clad fleet, which, indifferent as it now is, is still the only safeguard of our country and guarantee for our remaining a first-class Power, I would say do not hesitate, do not relax your efforts, and, above all, do not give the *fogeydom* of our service, or those who make their profit by ministering to its weaknesses, the satisfaction of pointing to *The Times* as disposed to hark back into the dear old ruts in which I trust lie for ever long-backed wooden frigates and painted Jezebels of hundred-gun three-deckers.

CHINESE IMMIGRATION.—By the West India mail just arrived we find the following in reference to this subject, which we have noticed in another column:—"The Demerara Court of Policy had a sitting on the 24th of August, when the Government Secretary read the following extract from a despatch received from the Secretary of State, in reference to the Chinese Convention:—'With regard to Mr. Murdoch's remark, that the recent convention with China, if ratified, will probably put an end to Chinese emigration, I may state that neither the French nor English Government is likely to ratify the convention without modifications.'"

THE ANNAMITES IN PARIS.—The fourteen young Annamites, who had arrived in France to be educated at the expense of their own country, which allows 800f. a year for each pupil, had been placed in the college of the Marists, at La Seyne, but have just been sent away from that establishment, which does not undertake the primary education of children. They are now lodged provisionally in the barracks of the ships' crews at Toulon, till a school can be found willing to take charge of them.

THE MURDER OF MISSIONARIES IN THE COREA.—(From the Paris *Patrie*).—Rear-Admiral Roze, commanding the French naval division in the China and Japan seas, proceeded on board the steam-frigate *Guerriere* to the coast of Corea to demand satisfaction for the execution of the Catholic missionaries whose death has been mentioned. The First Minister of the King of Corea replied that it was the father of that sovereign, exercising the functions of regent during the minority of his son, who ordered the missionaries to be put to death; but as France took an interest in them and the other Christians such acts should not be repeated.

CHINESE IN THE SOUTHERN STATES.—A letter from New York says:—"A Chinaman, named Ah-Yuk, and well known to the people of California, left San Francisco for New York on the 19th August. Ah-Yuk's mission to the East is to prepare for the introduction of coolie-labour on the plantations of the South. Ah-Yuk offers to furnish planters with hands at sums much lower than those demanded by the freedmen. One thing is certain—the Asiatics are more industrious than the full-blooded African negroes. The introduction of coolie labour will only complicate the problems that now puzzle our people. What will we do with the negro when we have given his work to the more profitable Chinaman? and what will we do with the Asiatic when we get him? Shall we make him a citizen, or shall we make him a slave. The coolie question is destined to become a very important one, and that at no distant day. For we can prevent emigration from China no more consistently or justly than we can prevent emigration from Great Britain or Germany. And let the Asiatics once discover their profit in labour in the Southern States and swarms will hasten to these shores.

GUIDE TO CHINA AND JAPAN.—We are glad to observe that Messrs. Trubner and Co., of Paternoster-row, will shortly publish a work bearing the following title: *China and Japan; a Complete Guide to the Treaty Ports, and Vade Mecum for Travellers and Residents*, by W. F. Mayers, Esq., and N. B. Dennys, Esq., of H.M.'s Consular Service, and Lieut. Charles King, Royal Marine Artillery. We trust that for the future travellers will cease to be sufferers from the not always amusing blunders of *Bradshaw's Overland Guide*.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, SEPT. 24.

The stormy weather that prevailed during the night of the 16th prevented my second letter reaching you in time for insertion; your readers would else have been informed by the last mail of the important fact that the First Chamber of the States General had approved of the first chapter of the East India budget (expenditure in Holland, f.35,729,785.99½) by 27 against 1, and the second chapter (expenditure in India, f.87,271,490.65) by 26 against 2. As to the discussions, I need not add any particulars to those I mentioned in my last letter, notwithstanding the Minister of the Colonial Department made a very long and able speech, in which he answered the great number of questions proposed by the members. All his promises, all his binding declarations, remain but idle words, for he is now unable to fulfil them. To everyone's great astonishment an extra number of the *Staats Courant* informed us last Sunday—the day after which the budget passed and the session for 1865-6 was closed—that Mr. Myer had resigned, and that Mr. Trakranen had been appointed Minister of the Colonial Department. Of course everyone expected that after this Mr. Myer would be named Governor-General of the East Indies. And so it was. A few days ago this very important appointment was made known by the official paper. It is impossible to repeat the words in which this appointment is disapproved of by the press. Anger, mingled with contempt, disgust and abhorrence, prevails in consequence of the miserable conduct of this Conservative Minister, who only showed himself liberal to make himself master of this lucrative dignity that will make him within five years a rich man. Had Mr. Myer deserved it by his political career of course everyone would have applauded this nomination, but the contrary is the case. The *Dagblad*, the ultra-Conservative journal, feels itself obliged to disapprove of it. A much stronger feeling of abhorrence will be created in India when this news is known. In the papers received by the last mail, in which he is spoken of as the proposed Governor-General, his name was accompanied by such adjectives that I hesitate to report them to you; they however prove that he is the most unpopular man who ever could be appointed for this dignity. Had he shown himself a straightforward Conservative, and had he gone as such to the East, perhaps the Liberals would have been disappointed, but would never have manifested dislike or disapprobation.

Under these circumstances the new Parliamentary session was opened on the 17th. I need scarcely say that the Royal speech from the throne was more colourless than ever, and I think it of no use to reproduce it in full. The most important clause was that in which the late war was spoken of. "Despite the war," his Majesty said, "which has been carried on, the Netherlands have uninterruptedly enjoyed the blessings of peace, and our foreign relations have continued most satisfactory. However gladdening this fact may be, it must not be forgotten that the nation will find, after God, its firmest support in itself. I, therefore, have seen with pleasure, as a proof of the national spirit, the organisation of the corps of volunteers. His Majesty further announced that the financial condition of the country was satisfactory. Not one word, however, was said about the question of Limburg, and this caused so much surprise that, when the address in answer to the Royal speech came under discussion in the First Chamber, Mr. Boreel questioned the Minister of Foreign Affairs upon this matter. Mr. van Zuylen, however, declared that there was no question that Limburg should make part of the North German League; but he could not furnish any further particulars because the negotiations were not yet finished. As to the question of Luxemburg the Minister declared that the Government had nothing to do with it. Another member, Mr. Cremers, inquired about the change of Colonial Ministers, and asked what was the *raison d'etre* of Mr. Trakranen. Mr. van Zuylen, who seems now to be the *Premier*, answered instead of Mr. Trakranen, and said that this new minister would give effect to the programme of Mr. Myer, and that he would fulfil all the promises of the latter. With this answer the First Chamber was satisfied.

The Emperor of Russia conferred the knighthood of the Order of St. Stanislaus on Mr. Lion, the editor of the *Dagblad*. This journalist was presented with this cross, while he offered to his Majesty the Emperor a French translation of the account of the funeral solemnities at the burial of the body of the Queen-mother, published in his paper.

The population of the Netherlands amounted on the 1st of January to 3,491,796 persons.

H.M.'s war-steamers *Willem* and *Java* will proceed on the 1st of October to their destination; they are bound for Batavia.

COMMERCIAL.

COFFEE.—Since our last report the market has not altered. There is much demand for those parcels which were paid in the last auction at low prices, but nothing is offered. The private transactions include: 1,345 b. Java good ord., ex A. R. Falck, 924 b. Bali; and 2780 b. Macassar at 36½. The market closes firm.

SUGAR.—(Raw). On the 21st 35,888 kranj. Java were offered at public sale, by the Dutch Trading Company, and an advance of f.1 to

Digitized by Google

f. 2½ was willingly paid upon the July prices, now that the beetroot-crop has proved to be a failure. The value now is f.32½ for No. 11; f.33½ for No. 12; f.35 for No. 14; f.37 for No. 16; f.39 for No. 18; and f.40 for No. 20. The auction was very animated, and the whole quantity was sold. Since the auction, however, no sales have taken place. Refined is very firm, but no sales are reported. The stock in bond of Raw Sugar amounted on the 15th to 47,306,811 k., against 55,666,222 k. on that date last year.

RICE is in lively demand, in consequence of the continuance of wet weather, and the certitude that the potato crop will fail. 10,700 b. Necransie were sold floating per Stad Middelburg at f.7⅜, and 6,900 b. Bassein ex British Banner at f.7¼.

SPICES dull at last auction prices.

TOBACCO (Java leaves).—Since the last important auctions, at which 17,000 b. were sold, nothing of importance has been transacted.

JAVA INDIGO.—The market is inactive, the trade being occupied inspecting the parcels to be offered in the forthcoming sale. Prices are, however, very firm.

JAPAN SILK.—The 397 b. raw silk offered by the Trading Company were sold at the following prices:—

179	bales	Maibash (Dyepots, Flotillons)	f.41	to	f.46¾
34	„	Sinshiu (do. do.)	43¼	„	47½
110	„	Oshue (re-reeled, redévidée)	34½	„	41¼
42	„	Koshue (Selé)	34¾	„	40
27	„	Sodai (Bricks)	36	„	37½
5	„	Mashtah (Slips)	34	„	34½

There was a good demand, and the article closed rather firm. In this auction an advance of 10 per cent. was paid upon the London price.

BANCA TIN.—Limited transactions; 200 slabs were sold at 47f., 1,000 slabs at 46¾f., and 600 slabs at 46½f. to 46f. The market closes dull.

HIDES.—The private transactions include the following parcels:—211 p. Sourabaya Reindeer, ex Lichtstraal; 2,500 p. do., ex Elisabeth; 741 p. do., ex A. R. Falck; 1,136 p. do., ex Ida Maria.

COCOANUT-OIL.—In good demand, and 38f. willingly paid.

DRUGS.—Camphor firm, and in much demand. Cassia Vera is paid with 32c. Gum Damar: Nominal, 33c. Gum Elasticum: With want of stock. Japan Wax: Some parcels may be had at 35f.

RATTANS.—More attention is paid to this article. 650 bundles were sold ex Tweelingen.

HEMP (MANILA).—96f. without stock.

MONEY.—The Bank rate of discount is still unaltered. The funds are in general very flat. Dutch Two-and-a-half per Cents., 55½. Three per Cents., 66. Four per Cents 87.

EXCHANGE ON LONDON.—3 mo., f.11.65. 2 mo., f.11.68½. Short, f.11.78½. Paris: 3 mo., f.46.30. 2 mo. f.46.42½. Short, f.46.75.

SHIPPING.—ARRIVALS.—September 17, at Texel, from Tjilatjap, Argonaut; September 19, from Macassor, Hendrika; September 20, from Batavia, Java Packet; September 22, from Padang, Alblasserdam.

DEPARTURES.—September 23, from Brouwershaven for Batavia, Min. Fransen van de Putte; for Samarang Albrecht Beyling.

PASSENGERS INWARD.

From Java, per Hendrika: Mrs. G. G. Lubbers, Mr. M. Steenmeyer; per Java Packet; Messrs Bockstal, G. Broers, Groenewald, de Bruin, Messrs Freyes and family, Goding and family, Messrs. Apon, L. Ryncken; per Eva Johanna: Messrs. Kerkhoven and family, W. van Grelen, Wethmar and family, de Lang, Aalstius den Appel and family, van Gerth and family, Hennige and family, Sorillon and family, Jonker and family, van Frist and van Beusekom, Miss de Bordes, Oosteweghel, Wethmar, van den Berg; per Alblasserdam: Messrs. Henner and family, de Jaeger.

Monetary and Commercial.

It will be seen in our report on tea that dealers still hold back, and that new season's continue to be put forward in public sales, which is quite unprecedented so early in the season. Invoices of parcels on board the lately arrived clippers have been offered at 20 per cent. discount. Indeed, the losses may be assumed at 6d. per lb. on the average, and this, too, on at least 50 million pounds of the present season, for we doubt if even at that stage of the export the prices given were much less than at the opening, and we see little or no chance of improvement in our market. We trust, however, that the remaining portion of the season's supply—computed at 125 millions—will be purchased at much lower rates, and leave a profit to cover the losses on the first 50 millions, which at 6d. gives the large sum of £1,250,000. The advices sent from this of the prospects for the season pointed out the large quantity of last season tea still held, upon which the buyers had lost heavily, and that suffering from such losses they would be very cautious in buying the new season's at much over 2s., yet in face of this they cost 2s. 6d. to 3s. laid down.

The success which has attended the laying of the Atlantic cable has given an impetus to other sub-marine projects, and it is expected that the company formed for laying down communication with India by the Red Sea, noticed in a late number will soon be placed before the public for subscription. The proposed line from Falmouth to Gibraltar, thence on to Malta, forms part of this scheme also, present means of communication with Malta not being at all satisfactory. Our friends at Singapore will also see an encouragement to proceed with their scheme for connecting the India lines with Singapore, Java, China, and Australia.

The affairs of Overend, Gurney and Co. are in a deplorable state, and unless some arrangement be made between the creditors and shareholders to stay litigation the result will be very disastrous for all concerned.

The biddings for £300,000 in bills on India took place at the Bank of England. The proportions allotted were—to Calcutta £273,000, and to Bombay £12,000. The *minimum* price was fixed at 1s. 10½d. on Calcutta and Madras, and 1s. 10¾d. on Bombay; tenders at 1s. 10¾d. on Calcutta and Madras and at 1s. 11d. on Bombay will receive in full. These terms show a demand for fair remittance.

A general meeting of the Oriental Bank Corporation is convened for the 18th October, when an interim dividend for the half-year ended the 30th June is to be declared. A meeting of the Chartered Bank of India, Australia and China will also be called on the 17th to declare an interim dividend.

The *Friend of India* reports that much indignation has been expressed in Calcutta and Bombay at the letter from the London manager of the Agra and Masterman's Bank, throwing the blame of the stoppage on the Calcutta and Bombay branches. The Calcutta branch, according to the *Friend*, closed with ten lacs of cash, besides other assets, and the Bombay branch was so carefully conducted that it was more free from advances to speculators than any other in that city.

The advices from Bombay announce the suspension of Premchund Roychund, a very large operator in produce. It is understood that his engagements will be enormous, and that he has been the holder of a considerable quantity of cotton. He had been a director of the Bank of Bombay, and the India and China Banks here have fallen since the news arrived from sales by frightened holders.

The report of the Mauritius Land Credit and Agency Company, to be presented on the 28th instant, recommends a dividend of 2s. per share, making, with the interim dividend in February last, 10 per cent. for the year. The sum of £1,000 is to be written off preliminary expenses, and £101 will remain to be carried forward. The mortgage investments of the company during the year show an increase of only £20,481, "the state of the money market not having permitted the company to borrow to any extent with a view to re-invest in Mauritius."

The mail delivered on the 15th and 22nd inst. brought about £1,000,000 in gold from Australia and silver from India. The next mail, expected on 28th inst. and 4th prox., will bring about £285,000 in silver from Calcutta.

Part of the silver alluded to above has been sold for the Continent at 60⅞d.

The American mail steamer from San Francisco for Panama of 10th September carried 1,500 packages Japan tea for New York.

The amount of bullion by the P. and O. Company's steamer *Delta*, from Southampton on the 20th inst. was:—In gold to Madras, £863; in silver to Shanghai, £8,219.

BANK AND MISCELLANEOUS SHARES

Shares.	Joint-Stock Banks.	Paid.	Prices. Sept. 15.	Prices Sept. 28.
£20	Agra and Masterman's	£10	1 to 3	1 to 3
25	Bank of Egypt	All	28 to 30	28 to 30
20	Chartered Bank Ind., Aust., & China	All	17 to 19	16 to 18
25	Chartered Merc. of India and China	All	37 to 39	35 to 37
20	City Bank	10	15 to 17	15 to 17
20	Eastern Exchange	5	3 to 1 dis	3 to 1 dis.
100	Hindustan, China, and Japan	25	2 to 4	1 to 3
20	Land Mortgage Bank of India	4	¾ to ¼ dis.	1½ to ¾ dis.
50	London and County	20	64 to 65	62 to 64
50	London Joint Stock	15	42 to 44	42 to 44
100	London and Westminster	20	93 to 95	91 to 93
25	Oriental Bank Corporation	All	46 to 48	44 to 46
50	Union of London	15	46 to 48	44 to 46
	MISCELLANEOUS.			
5	Bombay Gas	All	3¾ to 4¼	3¾ to 4¼
—	Ceylon Deb., Nov. 1868, 6 per cent.	100	102 to 104	102 to 104
—	Do. Do. 1878	100	105 to 107	105 to 107
20	Ceylon Company	10	1 dis. to par	1 dis. to par.
20	Do. A shares	2	1 dis. to par	1 dis. to par.
10	Ceylon Coffee Estates Co.	10	—	—
20	China Steamship & Labuan Coal Co	11	8½ to 7½ dis.	9 to 8 dis.
10	Credit Foncier & Mobilier of England	8	3½ to 2½ dis.	3¾ to 3½ dis.
20	Egyptian Com. & Trading Company	9	5 to 4½ dis.	5½ to 4½ dis.
20	General Credit & Finance Company	6	1½ to 1½ dis.	2 to 1½ dis.
10	Hong Kong Gas	All	2 dis to par	2 dis. to par
20	International Finance Society	5	1½ to 1 dis.	1½ to 1¼ dis.
5	Oriental Gas	All	5 to 5½	5 to 5½
10	O. Inland Steam	All	½ to 1⅛	1 to 2
50	P. and O. Steam Company	All	62 to 64	60 to 62
50	Do. New	40	8 to 10 pm.	6 to 8 pm.
5	Singapore Gas	5	par	—
20	Société Financière d'Egypte	10	9 to 7 dis.	8 to 6 dis.
10	Upper Assam Tea	7½	7 to 5 dis.	7 to 5 dis.
10	Do.	All	3 to 5	3 to 5
100	West India Steam Company	60	109 to 113	112 to 115

Digitized by Google

ARTICLES OF IMPORT.

TEA.—Our market still continues in a very quiet state, although, owing to the arrivals of new tea, and the large quantity offered for public sale without reserve, the aggregate of sales has been larger than for some time past. Prices have, however, again given way for many kinds, and there is at present no symptoms of any general revival of demand. The samples of the new teas have been freely offered, but met with but little demand from the trade, partly owing to the general dulness, and partly to the unsatisfactory quality of the bulk compared to last season's teas, of which many parcels are still offering. Prices have ranged chiefly from 1s. 7d. to 2s. 2d., per lb., with a few parcels from 2s. 3d. to 2s. 6d. per lb.; about 7,500 packages having been realised at public sale without reserve. The sales noticed in our last have passed off with fair spirit at about previous market value for nearly all kinds, the only decline being 1d. to 1½d. per lb. in new-make Congous, of which a large portion was printed. The new season's teas sold at prices fully equal to those obtainable by private contract. The Black Prince has arrived from Foochow in 109 days. Broken-leaf and dusty kinds of Congou, as also siftings, show no alteration. Fair to good common and fair flavory kinds remain as before. Medium Kaisow kinds, of old season, show no material change. Fair to good, of new import, have sold from 1s. 7d. to 1s. 11d., and fine from 2s. to 2s. 6d. per lb. Common to fair black-leaf Congous have sold from 10½d. to 1s. 1d. per lb.; good qualities show no alteration. In fine a few have changed hands at previous prices in the absence of new arrivals. New-make Canton kinds have sold at a decline of 1d. to 1½d. per lb. In Amoy kinds there is no change to report. Common to fair Oolongs remain as before, some parcels of new season have sold from 2s. to 2s. 4d. per lb. A few fine Souchongs have sold at full prices. Flowery Pekoes show no improvement. In Scented Teas, common to fair Capers and Orange Pekoes have realised former prices. In Foochow, of new import, sales have been made to a fair extent at a decline on previous prices, per Erl King. In uncoloured Japans there are no transactions to notice. In Green Teas there is a scarcity, and holders are very firm, refusing late prices current. The samples ex Vanguard have been placed in the market, and sales made at advanced prices for all kinds. Hysons have somewhat improved in value. Canton Gun powders more inquired for at former prices. The circular of Sillar and Bateman says:—"Large public sales were brought to a conclusion yesterday. 52,958 packages were advertised to be sold without reserve, but on the morning of the sale it was announced that upwards of 6,000 packages would be withdrawn by order of the importers. This proceeding has caused considerable discussion among the trade. It is much to be regretted that cause should be given for any unpleasant feeling to arise between dealers and importers, and it is a question whether the merchant has the right to advertise Teas to be sold without reserve and afterwards to withdraw them. The official return shows the quantity of Tea, duty paid, in London up to the 31st August to have been 43,551,816 lbs., the quantity exported 18,214,569 lbs., and sent coastwise 22,224,977 lbs., making the total delivered 83,991,362 lbs., or upwards of two million pounds heavier han estimated by the brokers. The Dryden and Chanticleer are anxiously looked for as green teas are very scarce." With regard to the quality of the new season's Teas, the Circular of Messrs. Steains says:—"The quality, as a whole, is far inferior to last season being almost entirely of the thin-burnt flavour, devoid of real aroma, giving evidence of immature growth, hurried preparation, and of being rather freely mixed with winter leaves. This is just what we anticipated as a consequence of the folly displayed last season, when these hungry burnt sorts were eagerly bou ght at 2s. to 2s. 4d., quality being almost entirely disregarded. We are, however, glad to find that this season purchases are being made with a due regard to quality and real value, and which must result in solid advantages to those who vend direct to the consumers."

SILK.—Buyers now seem staggered at the high prices, and have shown an indisposition to operate, though any material concession on the part of importers cannot be expected in the face of an undoubtedly short export both from China and Japan. The deliveries, though showing some improvement on those we have lately been accustomed to, are still on a small scale, and we are very much wanting the quantity by the next P. and O. mail and French mail. Deliveries from 1st to 24th inclusive: China, 2,049 bales; Japan, 384 bales.

CHINA.	Usual Imports.					
	s.	d.		s.	d.	
CHINA:—Tsatlee, No. 1 & 2	32	6	to	34	0	
" No. 3 & 4	30	6	to	32	6	
" Hangchow	27	0	to	28	6	
Yucufa and Hamin, No. 1 & 2...	28	6	to	30	6	
" " No. 3 & 4...	23	0	to	28	0	
Taysaam, No. 1 & 2	27	6	to	29	0	
" No. 3 & 4	18	0	to	26	6	
Long Reel	19	0	to	22	6	
Skeins	21	0	to	22	0	
Canton	18	0	to	24	0	
JAPAN:—Mibash & Sinchew, No. 1 & 2	33	6	to	36	0	
No. 3 & 4	30	0	to	33	0	
Ida, Bricks, No. 1 & 2	28	0	to	32	0	
No. 3 & 4	25	0	to	27	0	
Sodai, No. 1 & 2	28	0	to	31	0	
No. 3 & Inf.	26	0	to	27	6	

COTTON.—The demand has much increased, and prices are higher with a prospect of further rise. Sales at Liverpool on the 26th and 27th reached 50,000 bales, including 23,000 speculation and export. Prices for China, 9¾d., Madras, 9½d. to 10d., American, 11d. to 18d.

SUGAR.—The abatement of activity in the market has become more decided, and transactions have been with difficulty effected at previous rates. Of 4,526 bags Mauritius at auction the bulk was yellow grainy, which sold at 34s. to 37s. for low middling, and superior 40s. 6d. to 41s. A few lots soft good and fine brown realised 28s. to 29s. By private contract 2,000 bags grainy sold at 36s. and 700 bags brown at 26s. to 28s. Of Manila, 3,000 bags Clayed sold at 28s. by private contract.

COFFEE.—Steady demand for colonial descriptions; prices somewhat lower. Of Ceylon, 1,150 casks and 871 barrels and bags Plantation at public sale were mostly disposed of at a reduction of 6d. to 1s. per cwt. Prices, fine ordinary to low middling, 77s. to 80s. 6d.; middling to good middling, 81s. 6d. to 85s. For Native the prices remain the same as at last report, and sales of 1,500 bags are reported. Manila still remains unquoted.

RICE.—The demand still continues good, but owing to the light supply and extreme firmness of holders, transactions have not been on a very extensive scale. The prices on the spot are—for good Rangoon 11s. 6d., Bassein 10s. 6d., and good white Bengal 16s. Afloat—two cargoes Rangoon, 3,170 tons, for London, 11s. 3d. At auction—552 bags damaged Rangoon sold at 10s. to 11s.

PEPPER.—A flat tone prevails in the market. Of Black Singapore 3,369 bags were offered at auction, of which fully three-fourths were withdrawn, the remainder selling at 3⅞d. to 3¼d. per lb. Privately about 1,000 bags have sold; Singapore at 3⅞d., Penang at 3½d., and good Cochin at 3⅞d. White very flat, and no auctions; 100 bags Singapore sold privately for cash at 6¼d. per lb. On the 26th, Black Singapore: 5,700 bags, sea-damaged, were sold with all faults; first quality, at 3¼d. to 3⅜d.; second, 3⅛d. to 3¼d. About 2,700 bags sound sold as follows:—Malabar, 4⅛d. to 4⅝d. Penang, 3⅜d. Of White Singapore: 20 bags sold at 6d., and White Penang was quoted at 6⅝d.

SAGO.—Market steady, and prices about 6d. per cwt. in advance of our last report. Of 1,527 boxes at auction a few only were sold at 17s. 6d. to 18s. per cwt. for fair small.

TERRA JAPONICA.—Cutch Pegue is in excellent demand; 4,643 bags were offered at auction of which four-fifths sold at 27s. 6d. to 32s. 9d. Of 839 bales Gambier one-third were sold at 23s. 6d.; also 3,121 packages sea damaged sold with all faults at 16s. 9d. to 21s. 6d.

HEMP (MANILA).—Still continues scarce, and prices somewhat higher. Good roping has realised £49 10s. per ton, and inferior £45.

HORNS.—Scarcely anything doing; arrivals expected; prices: Buffalo 26s. to 53s., Buffalo tips 28s. to 37s., Deer 40s. to 65s.

CARDAMOMS.—Improved since last report; 36 cases Malabar nearly all sold at 3s. 9d. to 5s. 4d. per lb. for ordinary dark to fair. Alleppy and Madras all retired.

CAMPHOR.—Market very quiet, and trade limited both in China and Japan descriptions. Prices: £6 10s. per cwt. Japan, and China £6 2s. 6d.

DRUGS.—Cubebs: Quiet, and slight improvement over last report; about 130 bags sold by auction at 80s. per cwt. for good. Dragons' Blood: Scarce, and market firm; sale reported of a single case in reeds at £15 per cwt. Rhubarb: Has sold very irregularly; about 50 cases sold at 2s. 10d. to 6s. 11d. per lb. for ordinary to good flat and round, 8d. to 1s. 6d. for very low and inferior.

SPICES.—Cloves: Market flat; in public sale good Penang realised 1s. 1d. to 1s. 2d., and 4 cases Ceylon sold at 10¼d.; no sales of Zanzibar. Cinnamon: 213 bales Ceylon were disposed of, first quality at 1s. 9d. to 2s. 8d., second, 1s. 8d. to 2s. 5d., third, 1s. 3d. to 2s. 1d. Nutmegs: Market quiet, and of 96 cases Penang, and 19 cases Dutch, about one-third sold at 4s. 1d. per lb. for very good bold, and 1s. 7d. to 2s. 3d. for fine small to good medium. Mace: 11 cases Penang and 20 cases Batavia sold by auction at 1s. 6d. to 3s. per lb. for inferior red to fair palish.

COCOA-NUT OIL.—Market continues firm, and for Cochin there is an advance in price; 229 Cochin and 128 casks Ceylon at auction.

OILS.—Anniseed: Prices lower; about 23 cases sold at auction at 9s. to 9s. 1d. per lb.; business done privately at same quotations. Cinnamon: One case sold at 3s. 2d. per oz. for good. Citronelle: about 12 cases at auction sold for 3½d. per oz. Lemon Grass: Nothing doing whatever.

JAPAN WAX.—Good quality scarce and much wanted. Of 754 boxes, saucers mixed with water, three-fourths sold at 45s. to 64s. 6d. per cwt.

INDIA RUBBER.—No supply, but arrivals expected.

GUTTA PERCHA.—Very flat; about 10 tons sold at auction at 4¼d. to 5d. per lb. ordinary reboiled.

GUMS.—Benjamin: Of 62 cases Sumatra at auction one-fourth sold at £12 10s. to £13 per cwt. for good seconds. Gamboge: Scarce, and no business doing. Damar: Dearer; 48 cases at auction retired, but subsequently sold at 63s. per cwt. for good.

TIN.—Market rather lower with moderate business doing. Prices:—Straits, £80 to £81 per ton; Banca, £81 to £82 10s., for cash.

MISCELLANEOUS.—Blacklead: Prices a trifle higher since last report; 667 barrels have mostly sold at 14s. 6d. to 15s. 6d. per cwt. good lump, and 8s. to 10s. 6d. dust. Ebony Wood: No business; arrivals expected. Galls: In China and Japan fair business has been done at 65s. for both kinds, being an advance of 1s. on last report. Musk: Of 51 caddies Tonquin at auction, nearly two-thirds sold at 20s. 6d. to 25s. 6d. per oz. for ordinary to middling; of three tins Grain, one sold at 47s. 6d. for good. Rattans: Nothing doing. Soy: Steady; of 50 casks at auction a few sold at 3s. per gallon. Tortoiseshell: No business of any importance. Vermilion: Nothing doing. Mother-o'-Pearl: Very scarce, and no business reported in either Singapore or Manila.

ARTICLES OF EXPORT.

IRON.—The quotations in London are for Welsh bars £6 5s. to £6 10s.; nail rod, £8 10s. to £8 15s.; hoops, £9 10s. to £10; sheets, single, £10 10s. to £10 15s.; Staffordshire bars, £8 10s. to £8 15s.; rails, £6 5s. to £6 10s.

STEEL.—Swedish keg, £15 15s.

COPPER.—Sheet and Sheathing, £91 to £93 per ton; yellow metal, 7½d. per lb.

TIN.—£88 for block; £89 for common bars. Tin plates, best charcoal, I.C., 33s. to 34s.

LEAD, &c.—English pig, W.B., £22 15s.; shot, patent, £23 10s. to £24; sheet, £21 10s.; spelter, £20 5s. to £20 10s.; zinc, English sheet, £27; quicksilver, £7.

The following is from the Circular of Messrs. French and Smith:—A moderate business only has been transacted since our last report. Iron: Is steady, and looks firmer. Copper: For unmanufactured there is demand at a shade over official quotations. Manufactured is freely selling at smelters' prices. Tin: English is quiet, Foreign Tin being much cheaper. Several thousand slabs of Banca have changed hands at £82 10s. in London, Dutch sale prompt Nov. 28. Fine Straits has realised £81. The Dutch autumnal sale of Banca is to take place on the 28th inst. at Amsterdam. Lead: Quiet, but firm. Spelter: without change.

Digitized by Google

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Sept1	Ann Buckle	Lyle	Bassein	Plymouth.
— 15	Wallace	Evans	Rangoon	Off Falmouth.
— 14	Charmer	Thomas	Bassein	Holyhead.
— 14	Corranto	Peirce	Singapore	Liverpool.
— 13	Cavour	Norlan	Rangoon	Queenstown
— 14	Heidi	Dannberg	Akyab	Flushing.
— 15	Shepherd	Jacks	Colombo	London.
— 15	Stad Middelburg	Ouwel nd	Akyab	Falmouth.
— 16	Splendido	Vicevich	Bassein	Do.
— 14	India	Crawford	Moulmain	Queenstown.
— 1[illegible]	Thos. Seddon	Park	Rangoon	Do.
— 9	Ouderkerk a.d. Amstel	Dungemans	Batavia	Off Dungeness.
— 15	Antares	Ol vaud	Singapore	St. Nazaire.
— 17	Ava	Young	Colombo	London.
— 13	Lavalette	Can us	Manila (?)	Caen.
— 18	Bentinck	Thomas	Bassein	Falmouth.
— 21	Sydney	—	Rangoon	Deal.
— 19	John Scott	Penfold	Co mbo	London.
— 18	Kinderdyk	Verdoes	Rangoon	Falmouth.
— 19	Gardner Colby	McLellan	Do.	Do.
— 19	Robert Dickson	Ni'son	Sourabaya	Do.
— 18	Olaus	Lamiaga	Manila & Zebu	Liverpool.
— 18	Admiral Lyons	—	Akyab	Do.
— 19	Dora	Thomas	Colombo	London.
— 20	Black Prince	Inglis	Foo chow-Foo	Do.
— 18	Hendrika	Huising	Batavia	Off Dungeness.
— 19	Freeland	Rogers	Akyab	Falmouth.
— 16	Freia	Nielsen	Do.	Copenhagen.
Aug.18	Denis	Baron	Macao	Havana.
— 27	Burdeos, y. Habana 2	Cortina	Do.	Do.
Sept1	Java Packet	Hellingman	Batavia	Off the Wight.
— 17	Argonaut	Dreyer	Tjilatjap	Texel.
— 15	Magallanes	Lecertua	Manila	Santander.
— 21	Kung Mow	—	China	Deal.
— 19	Henderika	Lusink	Macassar	Texel.
— 19	F. E. Lemon	Ramey	Rangoon	Off Dungeness.
— 20	Alblasserdam	—	Padang	Off St. Alban's H.
— 21	Osnabruck	Kramer	Akyab	Falmouth.
— 23	Rifle	Elliott	Zebu	London.
— 23	Lorelie	Ingeman	Do.	Do.
— 23	Clifton Belle	Bird	Akyab	Liverpool.
— 20	Jupiter	—	Batavia	Off the Lizard.
— 23	Far East (s.s.)	—	Hong Kong	Queenstown.
— 8	Orpheus	Crowell	Batavia	New York.
— 8	Fanny Kirchmer	Rossini	Singapore	Do.
— 9	Fair Leader	Pearse	Shanghai	Do.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Sept10	Diana	Teengs	Batavia	Shields.
— 14	Fairy	Johnson	Galle	Sunderland.
— 12	James Paton	Allison	Singapore	Glasgow.
— 4	Free Trade	—	Hong Kong	New York.
— 18	Erl King (str.)	Pinel	Batavia & Shanghai	London.
— 14	John Banfield	Bastian	Colombo	Scilly.
— 7	Royal Union	Gibb	Galle	Sunderland.
—	Eliza Laing	—	Do.	Do.
—	Sirius	Rees	Batavia	Amsterdam.
— 22	Granville	Gallichan	Trincomalee &c.	London.
— 22	Rushing Water	Pearson	Singapore	Do.
—	Kamegieter	—	Do.	Rotterdam.
— 20	Tellus	—	Galle	Shields.
— 20	Condor	Hansen	Shanghai	Cardiff.
— 22	Buston Vale	Marshall	Galle	Portsmouth.
— 7	Anna Kimball	Williams	Shanghai	New York.
— 25	Indiaman	—	Singapore	Liverpool.
— 25	Seafield	—	Galle	Do.

(*See Commercial Postscript.*)

LOADING.

At LONDON.—For Yokohama: Havelock. For Nagasaki and Yokohama: Chrysolite, Kagosima. For Manila: Angela. For Shanghai: Fiery Cross, Taitsing, Sir Harry Parkes, Taeping. For Hong Kong: Black Prince. For Hong Kong and Canton: Her Majesty, Canadian, Ariel, Serica. For Singapore: Newcastle, Dora. For Singapore and Penang: Spirit of the Deep. For Penang: Champion, Katinka. For Colombo: Palestine, Thames, Frances, Frances, Akbar. For Galle: Colombo, Cochin, Beypore, Calicut, Cannanore, and Mangalore, Star of Ceylon.

At LIVERPOOL.—For Yokohama: Constantia. For Shanghai: Maiden Queen. For Singapore: Advance. For Manila: Maria y Vicente, Sales. For Batavia and Sourabaya: Helena Henriette, Jane Kilgour, Amazon. For Colombo: Empress. For Mauritius, Penang, Singapore, Hong Kong, and Shanghai: Achilles, str.

At GLASGOW.—For Batavia and Sourabaya: Finella. For Singapore: Foam.

SPOKEN.

EVERGREEN, London to Colombo, Aug. 10, 11 N., 30 W.
MARIE, Rotterdam to Batavia, Aug. 11, 11 N., 25 W.
VERTRUVEN (?), Batavia to Amsterdam, Aug. 4, 12 S., 9 W.
JUANPORE, Liverpool to Shanghai, June 21, 54 days out.
ADRIENA, Foo-chow-Foo to London, 86 days out, July 14, 34 S., 17 E.
WALTER HOOD (?), Colombo to London, Aug. 6, 5S., 22 W.
WHITE SQUALL, Liverpool to Singapore, June 14, 5 N., 19 W.
MATADORE, Cardiff to Singapore, July 12, 36 S., 7 E.
ROMAN EMPIRE (?), Liverpool to Manila, 30 N., 18 W.
ANN HOLZBERG, Hong Kong to London, 12 N., 112 E.
FRANCIS BANFIELD (?), (Dt. sp.), Bat. to Fishng., Jly. 11, 32 S., 32 E.
ABOYNE (barq.), Ceylon to London, July 11, 32 S., 32 E.
RICHARD III. (Amer. ship), Cardiff to Hong Kong, July 5, 29 S., 20 W.
PATRIARCH SAMHIRI, Cardiff to Singapore, Aug. 2.
BATAVIA, Newcastle to Batavia, Aug. 9, 13 N., 26 W.
PRESIDENT TARRER (?), Singapore to London, Aug. 31, 35 N., 37 W.
COURIER, Manila to Falmouth, Aug. 29, 35 N., 28 W.
OTTO, Batavia to Rotterdam, July 29, 33 S., 15 E.
MONICA, Singapore to London, July 14, 31 S., 12 E.
HAMILLA MITCHELL, Cardiff to Shanghai, Aug. 12.
BLANCH (brig), Colombo to London, Aug. 21, 14 N., 27 W.
MONGOL, Havre to China, &c., July 15, 31 S., 36 W.
PRATA, of Hamburg, Penang to London, July 7, 28 S., 36 E.
FINZEL, Shanghai to New York, July 25, 26 S., 5 E.
ELIZABETH, Rotterdam to Batavia, Aug. 9, 13 N., 26 W.
ELFRIDA (Dt. brq.), Batavia to London, 51 days out, July 17, 35 S., 18E.
CORNELIUS ANTHONY (Dt. ship), Rotter. to Bat., Aug. 10, 19 S., 36 W.
CHARLOTTE OF DERBY, Batavia to Rotterdam, Aug. 7, 9 S., 13 W.
SALAMANDER, Bristol to Singapore, Aug. 21, 14 N., 26 W.
ENDEAVOUR (Amer. ship), N. York to Shanghai, Aug. 14, 6 N., 26 W.
MARIANNE (brigtne) of Bremen, Sour. to Amster., Aug. 12, 3S., 19 W.
JAMES SHEPHERD (ship), London to Shanghai, Aug. 20, 12 N., 26 W.
LAURISTON (barque), Colombo to London, Aug. 24, 14 N., 30 W.
ARTILLERYMAN, Foo-chow-Foo to London, Aug. 27.
MOYUNE (barque), Colombo to London, July 7, 28 S., 36 E.
QUARTET (Dutch ship), Batavia to Amsterdam, Aug. 18, 18 S., 3 W.
ADOLPHE (Span. ship), Manila to Havana.
SUSANNA JOHANNA, Batavia to Amsterdam, Aug. 15, 35 S., 21 E.
CASTLEHOW, Japan to New York, Aug. 12, off Cape Agulhas.

FREIGHTS AND CHARTERS.

Outward berth freights remain quiet, former quotations being maintained, but the supply of shipping is fully equal to the demand.

Current Rates of Freight for Vessels on the Berth:—To Yokohama: 40s. weight, 50s. meast. To Nagasaki: 50s. weight or mea. To Shanghai: 45s. weight, 45s. to 47s. 6d. meast. To Hong Kong: 40s. weight or meast. To Singapore: 30s. weight or measurement. To Penang: 40s. weight or measurement. To Ceylon: 25s. to 30s. weight, 35s. meas.

The current quotations for coal, &c., are as follow:—From Wear or Tyne per keel. For Hong Kong: £40. For Singapore: £30. For Shanghai: £50. For Saigon: £50. For Yokohama: £51. From Newport, Cardiff or Swansea, per ton. For Hong Kong: £2. For Singapore, £1 7s. 6d. For Shanghai: £2 10s. For Saigon: £2 8s. For Yokohama: £2 7s. 6d. Batavia: £1 6s. For Manila: £1 15s.

CASUALTIES.

The Medina, Lefeuvre, from Foo-chow-Foo, arrived at London, reports having experienced a heavy cyclone on the 8th Sept. in lat. 46 N., lon. 21 W.; wind S.S.W. to W.N.W.

Accounts from Mauritius, dated 6th August, state that the Cezard, Carron, from Batavia to Boston, which put in there 26th May, leaky, &c., had been condemned and her cargo transhipped to the vessel X.

The General Michiels, Lucas, from Sunderland for Batavia, put into Ramsgate harbour, 17th Sept., with loss of anchor and chain, sails, and windlass upset.

The George Douthwaite, Davie, which sailed from Shields, Sept. 4, for Galle, with coals, put into Yarmouth 12th September, leaky, having been aground; returned to Shields 16th Sept. to repair.

The Robert Dickson, Wilson, from Sourabaya for Amsterdam, arrived at Falmouth 19th September, with loss of fore and main masts, yard, rigging, &c.

The Java Packet, Hellingman, from Batavia, which arrived off the Wight 18th Sept., and at Texel 20th Sept., had lost fore and main topgallant masts during the hurricane of 8th Sept., in lat. 44, and sustained damage to ship and cargo.

The Eliza Laing, from Sunderland to Galle, which arrived at Deal 19th September, with damage after collision, has been supplied with an anchor and chain.

The Asa, Young, from Colombo, which arrived at London Sept. 17, while at anchor in Margate Roads was fouled by the Aziz (s.), and lost bowsprit.

The Jan Daniel, Van Yzendoorn, from Batavia to Amsterdam, which put back to Mauritius July 19, leaky, has been condemned there, damaged cargo sold, remainder to be shipped in the Genii, Carr.

The Les Piot (French barque), from London for Galle, arrived at Simon's Bay August 3, leaky, and had thrown cargo overboard.

MISCELLANEOUS.

At ST. HELENA.—Aug. 16, Abdul Medjid, Paton, from Colombo, and sailed 17 for London; 17, Altona Thaysen, from Singapore, and sailed for Rotterdam; 24, Hindostan, Renbuland, from Phillipine Islands, and sailed 25 for Falmouth; 26, Huydecoper, Blok, from Batavia; 28, Frederik VII., Hoyer, from Singapore; 3, Prata, Fabucius, from Penang, and sailed for London; 3, Fair Leader, Pearse, from Shanghai, and sailed for Plymouth; 5, Hadapah, Dickson, from Manila, and sailed 6 for New York; Medora, Freebody, from Ceylon, and sailed 7 for London; D'Elmina, Denmers, from Batavia, and sailed 6 for Holland; Johannes Anthonius, Straten, from Batavia and sailed 6 for Dordt.

Off ASCENSION.—Aug 6, Moorhill, from Penang for London; 30, Hindostan, from the Phillipine Islands for Falmouth.

At MOSSEL BAY.—Aug. 4, Queen of Avon; Hopper, from Japan, for Liverpool.

At SIMON'S BAY.—Aug. 3, Les Piot (French barque), from London for Galle, leaky.

At BAHIA.—Aug. 26, Gerard Pieter Servatius, Beckering, to sail for Batavia after repairing.

At MAURITIUS.—Aug. 11, Nil Desperandum, Griffin, from Singapore; 13, Jolly, Wilson, from Singapore; Satellite, Evans, from Manila, and sailed 16 for Falmouth; 17, John Knox, Sewell, from Sourabaya; July 23, Morning Star, Moreau, from Singapore; Aug. 3, Java, Changeur, from Singapore; 12, Ajax (s.s.), Kidd, from Penang; July 29, Naples, Hutchinson, from Boston, and sailed Aug. 13 for Batavia.

The Whiteadder, with troops from Hong Kong, left Anjer June 23, arrived at Port Elizabeth, Algoa Bay, June 17, and disembarked troops on the 18th. Embarked part of the 67th Regiment July 24, and sailed for Simon's Bay 28th, where she arrived on the 31st. Received on board some Government stores, and sailed Aug. 4; touched at St. Helena Aug. 20, and anchored at Queenstown Sept. 24.

Digitized by Google

THE BANK OF HINDUSTAN, CHINA AND JAPAN (Limited).

1, BANK-BUILDINGS, LOTHBURY, LONDON.

CAPITAL £4,000,000
Subscribed 3,696,100
Paid-up 898,682

DIRECTORS.

William Ferneley Allen, Esq., Alderman.
William Frederick Baring, Esq.
James Nugent Daniell, Esq.
William Harrison, Esq.
James Levick, Esq.
Sassoon David Sassoon, Esq.
J. Mackrill Smith, Esq.
Richard Spooner, Esq.
Philip Vanderbyl, Esq., M.P.
Henry Young, Esq.

BANKERS.

The Bank of England. | The National Bank.
The Alliance Bank.

EDINBURGH BRANCH.

DIRECTORS.

William Forbes, Esq., of Medwyn.
Patrick Arkley, Esq., of Duninald.
James Mackintosh, Esq., jun., of La Mancha, and late of Calcutta.
John A. Macrae, Esq., W.S., 39, Frederick-street, Agent

BRANCHES.

Bombay | Colombo | Shanghai
Calcutta | Hong Kong | Yokohama

Deposits received, subject to ten days' notice, on the usual terms, and for fixed periods at rates subject to special agreement.

Drafts issued, and Bills negotiated, payable in India, China, &c. Circular Notes and Letters of Credit, payable throughout Europe, are also issued for the convenience of Travellers per Overland Route.

The purchase and sale of Indian and other Securities, and the safe custody of the same, undertaken. Dividends, Pay, Pensions, Interest, or other moneys realised, and the registry of Indian Government Loan Notes effected, so that the interest may be paid in England.

Every other description of Banking and Agency business in connection with India, China, &c., conducted on the most favourable terms.

JOHN OUSELEY, General Manager.

CHARTERED MERCANTILE BANK of INDIA, LONDON, and CHINA.

Incorporated by Royal Charter.

Paid-up capital, £750,000. Reserve Fund, £250,000.

BRANCHES AND AGENCIES.

Bombay. Colombo. Penang. Hong Kong. Yokohama
Calcutta. Kandy. Shanghai.
Madras. Galle. Singapore. Hankow.

The Bank negotiates and collects bills and grants drafts payable at the places above mentioned. issues letters of credit and circular notes for the use of travellers by the Overland Route, terms for which can be ascertained at the Head Office in London.

The Bank will effect the purchase or sale of Indian securities, undertakes the safe custody of same, and the receipt of interest, dividends, pay, pensions, and other moneys for remittance through the Bank or otherwise.

The Bank receives money on deposit, on which interest will be allowed according to the length of time deposited. Particulars as to rates can be ascertained at the Head Office, 52, Threadneedle-street, London.

Office hours from 10 a.m. to 3 p.m.; Saturdays, from 10 a.m. to 2 p.m.

No. 65, Old Broad-street, London.

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, 30th August, 1851.

PAID-UP CAPITAL, £1,500,000.
RESERVE FUND, £444,000.

COURT OF DIRECTORS.

CHAIRMAN—HARRY GEORGE GORDON, Esq.
DEPUTY-CHAIRMAN—WILLIAM SCOTT BINNY, Esq.

James Blyth, Esq.
John Lewis Bonhote, Esq.
William Walter Cargill, Esq.
Lestock Robert Reid, Esq.
Patrick F. Robertson, Esq. M.P.
Alexander Mackenzie, Esq.

Charles J. F. Stuart, Esq., Chief Manager.

BANKERS.

The Bank of England.
The Union Bank of London.

The Corporation grant Drafts and negotiate or collect Bills payable at Bombay, Calcutta, Madras, Pondicherry, Ceylon, Hong Kong, Shanghai, Yokohama, Singapore, Mauritius, Melbourne, and Sydney, on terms which may be ascertained at their office. They also issue Circular Notes and Letters of Credit for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India, the purchase and sale of Indian Securities, the safe custody of Indian Government Paper, the Receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named dependencies.

They also receive deposits of £100 and upwards, repayable at 10 days' notice and also for longer periods, the terms for which may be ascertained on application at their office. Office hours, Ten to Three; Saturdays Ten to Two.

Threadneedle-street, London, 1866.

TUPPER AND COMPANY.

MANUFACTURERS OF PATENT GALVANISED IRON, in Sheets, Tiles, Iron Roofs Sheds, Cisterns, Pails, Gutters, Wire for Fencing, &c.
WORKS AT BIRMINGHAM AND LONDON.
OFFICES—61A, MOORGATE-STREET, LONDON.
Merchants' orders executed with despatch.

ASIATIC BANKING CORPORATION

Incorporated by Royal Charter.

Authorised Capital, £2,000,000. Paid-up Capital, £500,000
Reserve Fund, £87,500.

HEAD OFFICE—4, LOMBARD-STREET, LONDON.

Agencies and Branches are established at Bombay, Calcutta, Madras, Ceylon, Penang, Singapore, Hong Kong, Shanghai, and Melbourne.

The Corporation grant drafts, collect and negotiate bills of exchange payable at the above places, issue letters of credit and circular notes, and conduct every description of banking business connected with the East.

They effect the purchase and sale of Indian securities, the receipt of pay, dividends, &c., and undertake the safe custody of securities.

They also receive deposits, bearing interest, for fixed periods.

Rates of interest and exchange may be ascertained at the Head Office. Office Hours 10 to 3, and 10 to 2 on Saturdays.

By order of the Board,
F. W. LAWRENCE,
Acting General Manager.

COWASJEE DINSHAW,

Close to the Landing Place. Depot of EUROPEAN, CHINA, AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality. Bombay-made Soda Water and Lemonade. Perfumery, Confectionery, Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.

STEAMER POINT, ADEN.

Drawing and Reading-room free to Passengers.
THE "LONDON AND CHINA EXPRESS" ON SALE

REVUE ORIENTALE,

Conducted by M. LEON DE ROSNY,
Professor of Japanese in the Imperial School of Living Oriental Languages of Paris.

DEVOTED specially to Ethnography, History, Literature, and Commerce of Asia, Africa, and Oceana.

The last issue (No. 57) contains, amongst other matters,—

THE INEXORABEE COURTESAN, a Hindoo Story translated by M. Garcin de Tassy, Member of the Institute of France.
COMMERCIAL RELATIONS of the EAST and WEST in Ancient Times, by M. A. Castaing.
OCEANIC STUCIES, by G. Delonore.
VOYAGE in the HOLY LAND, by M. F. de Saulcy, of the Institute.
ORIGINAL CORRESPONDENCE.
MISCELLANEOUS NEWS relating to the East.
Agents in London: TRUBNER AND CO.

Now ready, 8vo, price 12s.

RUTTER'S METRIC SYSTEM OF WEIGHTS and MEASURES compared with the British Standard Weights and Measures in a complete Set of Comparative Tables; also, Tables of Equivalent Prices under the Two Systems, and of Chinese and Indian Weights compared with Metric Weights, &c.
By HENRY RUTTER,
Author of Exchange Tables and Arbitrations of Exchanges between England, India, and China.

Now ready, Ninth Edition, revised and enlarged, price 26s., cloth lettered,

RUTTER'S EXCHANGE and BULLION TABLES; being a complete Guide to Exchange Operations between England and the East, in sterling, rupees, and dollars, extended so as to meet the requirements of Shanghae rates under any possible variation. To which is now added an Appendix, containing a guide to the negotiation of short-sighted Bills; with other information relative to Exchanges between England, India and China.
By HENRY RUTTER, late Agent of the Commercial Bank of India, Hong Kong.
London: EFFINGHAM WILSON, Royal Exchange.

ENGLISH GARDENS IN THE EAST.

THE Fourth Season has now confirmed the complete success of MR. CHRISTY'S Cases for conveying Fruit Trees, Vines, Plants, Flowering Shrubs, and Seeds, to the East, when shipped in the holds of Steamers like ordinary Case Goods. Mr. John Waterer, junr., the American Nursery, Bagshot, Surrey, or Mr. Christy, 28, Pall Mall, London, are prepared to execute orders for gentlemen in the East, and beg to call attention to the list of prices and conditions. FRUIT TREES, including PEARS, APPLES, PLUMS, CURRANTS, GOOSEBERRIES, PEACHES, NECTARINES, APRICOTS, CHERRIES, and QUINCES, per case, 10 Guineas.

	Guineas.
30 FRUIT TREES, with Ten varieties, per case	14
ROSES of the best kinds	15
RHODODENDRONS and AZALIAS, &c.	15
GARDEN SEED (various)	5 upwds.

The number depends on the size of the roots; the cases average 30 plants each.

All the above prices include freight, insurance, and all charges to any port where the P. and O. steamers call. The season for shipment commences about September and ends in January. All orders must be accompanied by a remittance or orders for payment. The name of the agent at the port of arrival must be furnished, to prevent delay in forwarding.

Bottled Ales and Wines, &c.

"NO BUYERS for the BEST BRANDS, unless RE-PACKED," in consequence of repeated BREAKAGE.—Melbourne Journal of Commerce, Nov. 16. Heating and Breakage entirely prevented, and 15 per cent. saved in Freight of Cases by using SEYMER'S BOTTLE PACKINGS AND COOLERS.

Price 7½d. per doz. Bottlers contracting for large quantities effect so great a saving in labour, &c., that they can supply them at one-fourth less in price to Shippers, who will find it most profitable to order their goods to be so packed in future. In use by all the leading London houses.—T. WHITEHEAD, 37, EASTCHEAP, E.C. Sole Manufacturer.

PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's Establishments at the above Port afford every facility for REPAIRING and SPARRING VESSELS, and for CLEANING and PAINTING Iron and Steam Ships.

Their large Granite Dock, 286 feet long on the blocks, is in complete working order, and at average spring tides can take vessels drawing 16 to 17 feet water. The Dock is fitted with a Caisson Gate and with a Centrifugal Steam Pump of great power, ensuring despatch in all states of the tide. An ample stock is kept on hand of Timber, Oregon Spars, Sheathing Copper and Yellow Metal, and of every description of material for Dockyard use.

The premises comprise an Engineer's Workshop, Brass Foundry, a large Smithy and Carpenter's Workshops, and the works are superintended by Resident Europeans, viz., a Shipwright, an Engineer and a Blacksmith. Dry, Godowns for the reception of vessels, stores, &c., when requiring to discharge them.

Amoy, March, 1865.

TO IMPORTERS.

The undersigned beg to remind Importers of Wearing Apparel, and Boots and Shoes, of the many advantages which their long experience as Manufacturers and Shippers, their vast resources, and their intimate knowledge of the requirements of Foreign and Colonial Markets enable them to offer.

ASSORTED SAMPLE CASES FORWARDED ON RECEIPT OF REMITTANCE OR ORDER ON LONDON AGENT.

E. MOSES AND SON,
CORNER OF MINORIES AND ALDGATE, LONDON

THE CHINESE COMMERCIAL GUIDE.

CONTAINING Treaties, Tariffs Regulations, Tables, &c., useful in the trade of China and Eastern Asia, with an Appendix of Sailing Directions for those Seas and Coasts, by S. WELLS WILLIAMS, LL.D. Fifth Edition.

Hong Kong, SHORTREDE and Co.; London Agent, F. ALGAR, 11, Clement's-lane, E.C. Price Two Guineas.

THE MONEY MARKET REVIEW

A WEEKLY JOURNAL OF THE HIGHEST CLASS,

EXCLUSIVELY DEVOTED TO THE DISCUSSION OF COMMERCIAL AND FINANCIAL TOPICS.

PUBLISHED EVERY SATURDAY

TERMS OF SUBSCRIPTION.

PAYABLE IN ADVANCE.

Single Paper ... ... 6d. Yearly ... ... £1 6s.

BY POST.

Single Paper ... ... 7d. Yearly ... ... £1 10s.

*** Post-office orders to be made payable to FRANCIS FISHER, 23, Birchin-lane, Cornhill, London, E.C.

"CHINA MAIL" OFFICE.

No. 2 WYNDHAM-STREET (back of the Club):—

1.—THE EVENING MAIL,

A DAILY PAPER.

PRICE.—3 dols. per month.

TERMS OF ADVERTISING.—First insertion, Ten lines and under, 1 dol.; each additional line, 10 cents. Subsequent insertions, per week, 50 cents and 5 cents—"Auction" Notices are excepted, for which only One Charge per week is made).

2.—THE CHINA MAIL,

AN ORIGINAL WEEKLY PAPER.
(Every Thursday Night.)

PRICE.—15 dols. per annum; Single Copies, 44 cents.

ADVERTISING.—First insertion, Five lines, 1 dol.; each additional line, 20 cents. Subsequent insertions, 50 cents. and 10 cents.

The "China Mail" has been permanently enlarged in size, namely, from 4 to 6 full pages. It is the only weekly paper published in China which contains a complete summary of Hong Kong news as well as that from the treaty ports of China and Japan, and from Manila, Australia, India, and the Straits. Its circulation, which has of late considerably increased, extends throughout the coasts of those countries as well as to various parts of Europe. Great facilities are thus afforded to advertisers in this newspaper.

3.—OVERLAND CHINA MAIL.

Containing 8 FULL PAGES, and consisting of a reprint of the articles in the EVENING and CHINA MAILS, with Summary of News and Commercial Summary.

ONCE A FORTNIGHT.
(The Morning of the Mail's despatch.)

PRICE.—To Subscribers to the Weekly issue, 8 dols. to Non-subscribers, 12 dols. Single copies, 50 cents.

ADVERTISING.—The same as in the Weekly. All "Notices of Firms" appearing in the Weekly will be inserted in the *Overland*, and charged for, unless otherwise ordered.

A. SHORTREDE & CO.

Hong Kong, May 17, 1866.

HOLLOWAY'S OINTMENT AND PILLS.—READY TO HAND.—Every good and generous person feels a natural sympathy in the presence of suffering, but how much more grateful would that compassion be if it could supply the means of relief. Professor Holloway offers to every one the never-failing power of thus rendering the most essential service to afflicted humanity. His noble remedies reach the seat of every malady, whether it be on the surface or hidden in the darker recesses of the interior of the system, and thus extirpate it, if that be possible. Plainly printed instructions for the guidance of invalids envelop every package of these restoratives, the reputation of which is not only European, but extends throughout the globe.

Digitized by Google

SOLID MAHOGANY FURNITURE FOR INDIA, CHINA AND THE COLONIES.

HEAL and SON are Manufacturing, ESPECIALLY FOR use in EXTREME CLIMATES BEDROOM FURNITURE, which is entirely Free from Veneer. A general Assortment always in Stock.

IRON AND BRASS BEDSTEADS

Suitable for all Parts of the World. Their Stock consists of 2,500 Bedsteads.

HEAL AND SON'S PATENT HORSEHAIR MATTRESS.

HEAL and SON have Patented an Improvement in the Manufacture of Mattresses, which prevents the material from felting into a mass, as is the case with all Mattresses made in the ordinary way. The Patent Mattresses are made of the very best Horsehair, are rather thicker than usual, and the prices are but a trifle higher than those of other good Mattresses.

HEAL AND SON'S ILLUSTRATED CATALOGUE

For INDIA, CHINA, and the COLONIES, of Bedsteads, Bedding, and Bedroom Furniture, SENT FREE TO EVERY PART OF THE WORLD to which there is Book Post.

HEAL and SON, Bedstead, Bedding, and Bedroom Furniture Manufacturers 196, 197, 198, Tottenham-court-road, London, W.

WALKER'S CRYSTAL CASE WATCHES.

PRIZE MEDAL, 1862.

JOHN WALKER,

CHRONOMETER, WATCH AND CLOCK MAKER

(BY APPOINTMENT), TO THE

English, Indian, Foreign, and Colonial Railways,

68, CORNHILL, AND 230, REGENT STREET, LONDON

J. W. SOLICITS the attention of Military and Naval Officers and the Public of China to his CRYSTAL CASE WATCHES, as they are especially adapted for foreign use.

The CRYSTAL CASE WATCH is so constructed that it entirely obviates the necessity of a Hunting Case Watch, as it is much stronger and cannot so easily get out of repair. Description Pamphlets with List of Prices on application.

GELLÉ FRERES' PERFUMERY

CHIEF ESTABLISHMENT, 35, RUE DES VIEUX AUGUSTINS, à PARIS.

THE house of GELLÉ FRERES, celebrated for the superiority of its Perfumery, addresses itself to the fashionable world as much for its essentially hygeianic, refreshing, and tonic preparations as for its delicate and distingué perfumes.

STEAM WORKS AT NEUILLY SUR SEINE

1st Class Exhibition Paris Medal.

DEPOT: BLUMBERG & CO., 55, CANNON-STREET WEST, LONDRES.

DEPOT: H. BRULE, 23, RUE DE L'HOPITAL, BRUXELLES.

1st Class London Exhibition. Medal.

Commission. Articles specially Recommended. Exportation

REGENERATEUR GELLÉ FRERES, a superior pomade for preserving, beautifying, and reproducing hair.
EAU D'ALBION for the toilet, an exquisite production from the juice of flowers and aromatic plants.
CARBOQUINA ROSE superior toothpowder, composed of carbon quinine and Province roses.
CUCUMBER SOAP for softening the skin, the best of all toilet soaps.
LAIT PROPHYLATIC to remove freckles and improve the appearance of the skin.
COMPOSITION ZOUAVE, for the instantaneous dyeing of the whiskers and moustache.
COLD CREAM, AU LOTUS LE LYBIE, to soften and refresh the skin.
NIGRITINE VEGETALE, an incomparable dye for the hair and beard, not staining the skin.
VIOLET ESSENCE and VIOLET WATER for the handkerchief.
CONCENTRATED EAU DE COLOGNE for the toilet.

SPECIAL PERFUMERY WITH A BASIS OF GLYCERINE,

SOAP, TOOTH-PASTE, POMMADE, CREAM FOR THE COMPLEXION, EAU DE TOILETTE.

To be obtained of all the principal Perfumers and Hairdressers in Europe and other parts of the world

OUR SPECIALTY

PETROLEUM LAMPS.

DIETZ & Co.,

MANUFACTURERS and EXPORTERS of KEROSENE LAMPS in great variety, and a GOODS APPERTAINING TO THE LAMP TRADE.

DIETZ & CO.'S

CELEBRATED

FLAT-WICK KEROSENE BURNERS

Are too well known and appreciated in

INDIA, CHINA, AND JAPAN

to need further commendation.

DIETZ & Co.'S

LARGE CATALOGUE,

Containing 500 Illustrations of KEROSENE LAMPS will be forwarded on application.

DIETZ & CO.,

4, ST. PAUL'S BUILDINGS,

CARTER LANE,

LONDON.

IMPORTANT ANNOUNCEMENT.

JOSEPH GILLOTT,

Metallic Pen Maker to the Queen,

BEGS to inform the Commercial World Scholastic Institutions, and the Public generally that, by a novel application of his unrivalled Machinery for making Steel Pens, he has introduced a NEW SERIES of his useful productions, which, for EXCELLENCE OF TEMPER, QUALITY OF MATERIAL, and above all, CHEAPNESS IN PRICE, must ensure universal approbation, and defy competition.

Each Pen bears the impress of his name as a guarantee of quality; they are put up in boxes containing one gross each, with label outside, and the fac-simile of his signature.

At the request of numerous persons engaged in tuition J. G. has introduced his WARRANTED SCHOOL and PUBLIC PENS, which are especially adapted to their use, being of different degrees of flexibility, and with fine medium, and broad points, suitable for the various kinds Writing taught in Schools.

Sold Retail by all Stationers and Booksellers. Merchants and Wholesale Dealers can be supplied at the Works, Graham-street, Birmingham; at 91, John-street New York; and 37, Gracechurch-street, London.

THE CAPE, INDIA, AND CHINA AGENCY.

ORDERS for GOODS of all descriptions executed, and Shipped by the Overland Route or by Clipper sailing vessels. Consignments of Produce realised. The Goods are selected by parties who have had personal experience of the requirements of the markets at the

CAPE COLONIES, INDIA, CHINA, AND JAPAN.

TERMS:—One-half the estimated cost to be remitted with the order, and the balance on receipt of Bill of Lading and Invoice.

Commission, 2½ per cent. on Orders over £50 and 5 per cent. on amounts under £50

Orders and remittances should be addressed to the MANAGER.

Office. 12, George-yard, Lombard-street, London E.C.

DYSENTERY, CHOLERA, FEVER, AGUE, ETC.

CHLORODYNE.

CAUTION.—*Vice-Chancellor Wood affirmed in Court that Dr. J. COLLIS BROWNE was undoubtedly the Discoverer of Chlorodyne; that the statements of the Defendant Freeman were deliberately untrue, and he regretted to say they had been sworn to (see "The Times" of July 13, 1864); all others must be spurious.*

Earl Russell has graciously favoured J. T. Davenport with the following extract of a despatch from Mr. Webb, H.B.M.'s Consul at Manila, dated Sept. 17, 1864:—"The remedy most efficacious in its effects (in Epidemic Cholera) has been found to be CHLORODYNE, and with a small quantity given to me by Dr. Burke I have saved several lives." Earl Russell communicated to the College of Physicians that he had received a despatch from Her Majesty's Consul at Manila, to the effect that Cholera had been raging fearfully, and that the ONLY remedy of any service was CHLORODYNE.—See *Lancet*, December 31, 1864. No home should be without it.

Eminent Hospital Physicians of London stated on oath that they prescribe CHLORODYNE largely, and mean no other than Dr. Browne's.

The General Board of Health, London, state as to its efficacy in Cholera and Dysentery:—"So strongly are we convinced of the efficacy of this remedy, that we cannot too forcibly urge the necessity of adopting it in all cases."

From A. Montgomery, Esq., late Inspector of Hospitals, Bombay:—"Chlorodyne is a most valuable remedy in Neuralgia, Asthma, and Dysentery To it I fairly owe my restoration to health, after eighteen months' severe suffering, and when all other medicine had failed."

From W. Vesalius Pettigrew, M.D.:—"I have no hesitation in stating that I have never met with any medicine so efficacious as an anti-spasmodic and sedative. I have used it in Consumption, Asthma, Diarrhœa, and other diseases, and am most perfectly satisfied with the results."

Dr. M'Grigor Croft, late Army Staff, says:—"It is a most valuable medicine."

Dr. Gibson, Army Medical Staff, Calcutta:—"Two doses completely cured me of Diarrhœa"

Government supply both the Army and Navy with it. A Sheet of Medical Testimonials accompanies each Bottle.

Sold in Bottles, 2s. 9d. and 4s. 6d., by all Chemists. None genuine without the words "DR. J. COLLIS BROWNE'S CHLORODYNE" on the stamp.

SOLE MANUFACTURER:—

J. T. DAVENPORT, 33, GREAT RUSSELL-STREET, LONDON, W.C.

Be not misled by the statements of unscrupulous persons, as the Defendant was termed by the Vice-Chancellor.

Digitized by Google

THE SHORTEST ROUTE TO AND FROM MANILA AND THE PHILIPPINES.

NOTICE to SHIPPERS and PASSENGERS by the OVERLAND ROUTE:—

The CHINA STEAM and LABUAN COAL COMPANY (Limited), in pursuance of an agreement entered into with the Government of Manila, have arranged to despatch the steamships "MONA" and "JAPAN," or other of their first-class steamers, with the mails and passengers monthly between Singapore and Manila, and Manila and Singapore, in correspondence with the Messageries Imperiales Overland Route. The Company's agents at Singapore will take charge of goods for transhipment. For further particulars apply at the Offices of the Company, Ethelburga-house, 70 and 71, Bishopsgate-street, London, E.C.

OVERLAND ROUTE.

COMMUNICATION by STEAM to INDIA, AUSTRALIA, &c., *via* EGYPT.—From SOUTHAMPTON and MARSEILLES.—The PENINSULAR and ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels for Gibraltar, Malta, Egypt, Aden, Ceylon, Madras, Calcutta, the Straits, China, and Japan (Yokohama), by their steamers leaving Southampton on the 4th and 20th of every month. For Gibraltar, Malta, Egypt, Aden, and Bombay by those of the 12th and 27th of each month; and for King George's Sound, Melbourne, and Sydney, by the steamers leaving Southampton on the 20th of every month. The steamers leave Marseilles on the 5th, 12th, 20th and 28th of the Month.

For further particulars apply at the Company's Offices, 122, Leadenhall-street, London, E.C., or Oriental-place, Southampton.

OVERLAND ROUTE VIA MARSEILLES.

SERVICES MARITIMES DES MESSAGERIES IMPERIALES.

FRENCH MAIL STEAM PACKETS.

The 19th of every Month, at 2 P.M for—

MESSINA, ALEXANDRIA, ADEN, POINT DE GALLE (Ceylon), PONDICHERRY MADRAS, CALCUTTA, SINGAPORE, BATAVIA, SAIGON, HONG KONG, SHANGHAI, and JAPAN.

The 9th of every Month for—

MESSINA, ALEXANDRIA, ADEN, SEYCHELLES REUNION, MAURITIUS

For passage, freight, and information apply to B. W. and H. HORNE, 4, Moorgate-street, London; G. H. FLETCHER and Co., Liverpool; at the offices of the Services Maritimes des Messageries Imperiales in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

*** Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.

STEAM to INDIA, via the CAPE.—The UNION STEAMSHIP COMPANY (Limited) have entered into an arrangement with the Government for the extension of the Packet Service from Mauritius to Ceylon. Passengers can proceed from Southampton on the 8th of every Month to Point de Galle, where a junction is formed with steamers proceeding to India, China, Australia, &c. Rates of freight and passage very moderate.

Apply to FALCONER and MERCER, 23, Leadenhall-street, London; or THOMAS HILL, Southampton.

ORIENTAL, AUSTRALIAN, AND GENERAL STEAM AGENCY, AND GLOBE PARCEL EXPRESS.

PARCELS, PACKAGES, and MERCHANDISE forwarded, and PASSAGES engaged to all parts of the world. Baggage collected and shipped, insurances effected, &c.

CALCUTTA, MADRAS, CEYLON, and ADEN—Overland, 4th and 20th of every month.

BOMBAY and ADEN—Overland, 12th and 27th.

CHINA, JAPAN, SINGAPORE, and EASTERN SEAS—Overland, 4th and 20th.

AUSTRALIA, TASMANIA, and MAURITIUS—Overand, 20th.

NEW ZEALAND and AUSTRALIA via PANAMA, 2nd.

INDIA, CHINA, and AUSTRALIA—Via Cape of Good Hope, Clipper Ships, weekly.

Prospectuses, with through rate to a thousand places free on application.

G. W. WHEATLEY and Co. (late Wagnorn), 150, Leadenhall-street, E.C.; CHAPLIN'S, Regent-circus, W., and 32, Regent-street, S.W.

INDIA, CHINA, AND JAPAN.

ROBERTSON and CO. will despatch the following first-class VESSELS to their respective destinations:—

Destination.	Ships.	Class.	Docks.	To Sail.
Calcutta	Kenyon ...	AAl	E.I.D.	October 1
Shanghai ...	Tartsing ...	A1 14 yr.	W.I.D.	With des.
Hong Kong & Whampoa ...	Serica ...	A1 13 yr.	W.I.D.	With des.
Ditto	Blk. Prince	A1 15 yr.	S.K.D.	With des.
Nagasaki & Kanagawa	Chrysolite.	A1 14 yr.	W.I.D.	With des.
Kanagawa & Yokohama ...	Cymbeline.	A1 12 yr.	W.I.D.	With des.
Singapore and Penang ...	Spirit of the Deep	A1 13 yr.	W.I.D.	With des.

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.

CHINA, JAPAN, PENANG, and SINGAPORE.—The following splendid first-class CLIPPER SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	Lcat Shipping Day.
Shanghai ...	Taeping ...	A1 14 yr.	E.I.D.	Oct. 10.
Shanghai ...	Whiteadder	A1 10 yr.	E.I.D.	Oct. 25.
Hong Kong & Whampoa ...	Canadian ...	A1 11 yr	E.I.D.	Oct. 2.
Hong Kong & Whampoa ...	Min... ...	A1 13 yr.	E.I.D.	With des.
Kanagawa (Yokohama) ...	Havelock ...	A1 13 yr	W.I.D.	Oct. 4.
Kanagawa (Yokohama) ...	Eliza Shaw...	A1 15 yr.	E.I.D.	With des.
Nagasaki and Kanagawa ...	Rifle ...	A1 13 yr.	—	With des.
Penang ...	Champion ...	A1 11 yr.	W.I.D.	Oct. 1.
Singapore ..	Newcastle ...	A1 10 yr.	W.I.D.	With des.

For Freight or Passage apply to KILLICK, MARTIN and Co., 28, Nicholas-lane, Lombard-street, E.C.

CHINA AND AUSTRALIA.

SHAW, LOWTHER, & MAXTON, will despatch the following first-class SHIPS as under:—

Destination.	Ships.	Class.	To sail.
Hong Kong and Whampoa ...	Ariel	A1 14 yrs.	Oct. 5.
Ditto	Belted Will ...	A1 14 yrs.	Oct. 25.
Ditto	Sir Lancelot ...	A1 14 yrs.	To follow
Shanghai	Fiery Cross ...	A1 13 yrs.	Oct. 5.
Melbourne.. ...	Holmsdale ...	A1 13 yrs.	Oct. 25.
Sydney	Sobraon ...	A1 13 yrs.	Oct. 25.

For Freight or Passage apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings.

FROM LIVERPOOL.

Destination.	Ships.	Tons	Class.	To Sail.
Shanghai ...	Maiden Queen	814	A 1 —	Imm.
Batavia & Singapore ...	Ziba	497	A 1 —	Oct. 25.
Bombay ...	Bayard ...	1319	A A 1 —	Imm.

For terms of Freight or Passage apply to MCDIARMID, GREENSHIELDS, and Co., Liverpool.

COLOMBO LINE OF PACKETS.

THE undermentioned will despatch the following magnificent first-class VESSELS:—

Ships.	Tons.	Class.	Dock.	Date of Sailing.
Frances ...	489	A 1 13 yrs.	W.I.D.	Oct. 5.
Dora	379	A 1 10 yrs	W.I.D.	With des.
Abdul Medjib ...	402	A A 1 —	W.I.D.	To follow.
John Bright (For Bombay) ...	541	A 1 12 yrs.	L.D.	Oct. 12.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's.

To sail punctually on the 5th October.

FOR SHANGHAI, the well-known clipper FIERY CROSS, A 1 thirteen years, 689 tons register, RICHARD ROBINSON, Commander; lying in the West India Docks. Has excellent accommodation for passengers.

For Freight or Passage apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings, London, E.C.

Regular Line of Packet Ship.

To sail punctually on the 5th October.

FOR HONG KONG and WHAMPOA, the celebrated clipper ship ARIEL, A1 fourteen years, 853 tons register, JOHN KEAY, Commander; lying in the East India Docks. This beautiful ship has just completed her first voyage, with the new teas, in ninety-nine days into dock.

For Freight or Passage, apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings, London, E.C.

Regular Line of Packet Ship.

To sail punctually on the 25th October.

FOR HONG KONG and WHAMPOA, the well-known clipper BELTED WILL, A 1 fourteen years, 812 tons register, A. LOCKE, Commander; lying in the London Dock. Has excellent accommodation for passengers.

For Freight or Passage apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings, London, E.C.

FOR COLOMBO, CEYLON, Direct, to follow the "Avon," and will have quick despatch, the well-known clipper ship THAMES, A 1 thirteen years, 444 tons register, O. J. H. ARNOLD, Commander; loading in the West India Docks. This beautiful vessel has a full poop, with every accommodation for the comfort and convenience of passengers.

For Freight or Passage apply to F. TALLACK, 23, Birchin-lane, Cornhill, E.C.

FOR COLOMBO, CEYLON, Direct, will have immediate despatch, having the whole of her dead weight, and only room for light measurement goods, the clipper ship PALESTINE, A A1, 608 tons register, T. Park, Commander; loading in the West India Docks. This splendid vessel has a full poop, with magnificent accommodations for the comfort and convenience of passengers.

For Freight or Passage apply to F. TALLACK, 23, Birchin-lane, Cornhill, E.C.

COLOMBO DIRECT (warranted first ship), the FRANCES, A 1 13 years, F. HILL, Commander; now rapidly loading in the West India Docks, and will be found the best opportunity for shippers of fine goods.

Apply to JOHN C. CAMPBELL, 22, or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street.

Will meet with Quick Despatch.

DIRECT for BOMBAY, the fine fast-sailing ship JOHN BRIGHT, A 1 twelve years, 541 tons register, N. T. MARQUAND, Commander, loading in the London Docks. (Owned by Messrs. Marquand and Co., Guernsey.) This splendid ship has a large portion of her cargo engaged, and offers a first-rate opportunity to shippers.

For Freight or Passage apply to LIVINGSTON, HOLDING and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

PIGNATEL & CO.,

STOREKEEPERS,

GENERAL MERCHANTS

AND

COMMISSION AGENTS

NAGASAKI

JAPAN.

T. & H. SMITH'S

ESSENCE OF COFFEE.

GIVES instantaneously a delicious Cup of Coffee with boiling water or milk merely. To be had in bottles at 1s. and 2s. each, of all respectable Grocers, Chemists, and Italian Warehousemen.

69, COLEMAN-STREET, CITY, AND 21, DUKE STREET, EDINBURGH.

T. & H. SMITH'S

CODEIA LOZENGES.

THESE Lozenges have a remarkable effect in allaying Cough and Irritation of the Throat and Chest.

Prepared only by T. and H. SMITH and Co., 21 DUKE-STREET, EDINBURGH, and 69, COLEMAN-STREET, LONDON. In boxes at 1s. 1½d. and 2s. 9d. each.

THE LONDON AND CHINA TELEGRAPH.

THE EIGHTH Volume of this JOURNAL commenced on the 4th of January, 1866. The Subscription for the three numbers per month is 30s. per annum, including Postage, and to the Export Supplement 12s. Terms for advertising, 2s. 6d. per five lines; and 6d. for each additional line.

Subscriptions and Advertisements received abroad by the following Agents:—

Paris	G. W. YAPP, 4, Place Pentronale, Boulevard Pereire.
Hamburg	Mr. ONCKEN.
Amsterdam	LOMAN AND VERSTER.
Rotterdam.....	HOOG & KRUYT.
New York	WILMER AND ROGERS.
Gibraltar.....	W. SPEED.
Malta	A. MILLER.
Alexandria.....	P. CUMBO, St. Catherine's-square.
Aden	COWASJEE DINSHAW.
Suez.....	
Bombay	CHESSON AND WOODHALL
Calcutta.....	SANDERS, CONES, AND CO.
Point de Galle	G. D. ANTHANISZ.
Colombo.....	J. W. VANDORT.
Kandy.....	W. A. ARCHBALD.
Labuan, Sarawak, and Singapore ...	JOHN LITTLE & Co., Singapore.
Penang	SANDILANDS, BUTTERY AND CO.
Bangkok.....	
Batavia	HUNTER, HOUGHTON, AND Co.
Anjer—Straits of Sunda	G. SCHUIT. Anjer Hotel.
Manila	PHILLIPS, MOORE, AND CO.
Hong Kong, Canton, Macao, & Swatow,	J. B. MORRIS, Hong Kong.
Amoy	BELLAMY AND CO.
Foo-Chow-Foo	HEDGE AND CO.
Shanghai.....	H. FOGG AND CO.
Tien-Tsin	JAMES HENDERSON.
Nagasaki—Japan ...	PIGNATEL AND CO.
Yokohoma	HANSARD AND BLACK.

OFFICE, 12, GEORGE-YARD, LOMBARD-STREET LONDON, E.C.

Printed for the Proprietors by WOODFALL and KINDER Milford-lane, Strand, W.C., and published by JOHN ELLISON, at the Office of the "LONDON AND CHINA TELEGRAPH," 12, George-yard, Lombard-street, E.C., in the parish of St. Edmund the King.—Saturday, Sept. 29, 1866.

Digitized by Google

PER FRENCH MAIL.

The London and China Telegraph.

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON ARRIVAL OF THE MAILS, about the 4th, 14th, and 28th, in connection with the "LONDON AND CHINA EXPRESS," A SUMMARY OF NEWS FOR THE OUTWARD MAILS OF 10th, 17th, and 26th.

VOL. VIII.—No. 223.] LONDON, SATURDAY, OCT. 6, 1866. [Price 9d., with Sup., 1s. 3d.—Sub. 30s. per ann. postage included, Sup. 12s. extra.

Latest Advices.

	From London.	Arrived out.	Homeward. Arrived in London this day.
JAPAN—			
Yokohama	June 16	Aug. 8	Aug. 18
Nagasaki			,, 13
Hakodadi			
CHINA—Peking			
Tien-tsin			,, 7
Chefoo			,, 9
New-chwang			,, 6
Hankow			,, 12
Kiu-kiang			,, 13
Chin-kiang			
Shanghai	,, 26	,, 8	,, 17
Ningpo			,, 14
Foo-Chow			,, 14
Formosa—Tamsuy			
Amoy			,, 15
Swatow			
Hong Kong	July 10	,, 17	,, 23
Canton			
Macao			
PHILIPPINES—			
Manila	June 26	,, 12	,, 20
COCHIN-CHINA—			
Saigon			,, 28
SIAM—Bangkok			
BORNEO—			
Labuan			,, 13
Sarawak			
JAVA—			
Batavia			,, 25
MALACCA STRAITS—			
Singapore	July 26	,, 27	Sept. 1
Penang	,, 26	,, 25	

The P. and O. mail, due in London on the 13th, has not yet been announced at Suez Telegrams via Galle have been received from Hong Kong to the 11th Sept., Shanghai 5th, and via Kiachta to 12th, from Shanghai.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per French mail steamer Peluse, arrived Oct. 4.—From Yokohama: Messrs. Le Meurice, Chambor, Anibrolm. From Singapore: Messrs. Gonzales, Pruts, Azofio, Bawerrama, Mertleya, Belarno, Praustolle, Perez, Moratz, Matteo, Garriga, Mr. and Mrs. Aquilera and child, Mr. and Mrs. Tzern and two children, Mr. and Mrs. Rodriquez and three children, Mr. and Mrs. Van Valen and four children, From Batavia: Messrs. Steimmetz, Bartholo, Van Hathen, Reinke, Mr. and Mrs. Meuller and child, Mr. and Mrs. Volz and two children, Mr. and Mrs. Dudeoux and child, Mrs. and Miss Ryke. From Saigon: Messrs. Legrand, Veirsier, Gruttou, Leon de Lauriston, Puponetrel, Parem, Figneredo, Johnson, Garton. From Hong Kong: Messrs. Fruizo, Innes, Escarndè, Feleé, Condury, Harrerign. From Shanghai: Messrs. Huber, Taylor, Davidson, Rodgers, Ker, Lobnitz, George.

PASSENGERS OUTWARD.

Per P. and O steamer Tanjore, from Southampton, Oct. 4.—To Shanghai: Miss J. T. Blackwell. To Hong Kong: Mr. A. Zinnern, Mr. A. J. Macleod. To Shanghai: Rev. D. Perkis.

Per P. and O. steamer, from Southampton, Oct. 12.—To Ceylon: Mr. Cheape, Capt. Allfrey, Mr. G. Paterson, Mr. J. Scott. To Singagore (via Bombay): Mr. McMahen.

From Marseilles, Oct. 20.—To Singapore (via Bombay): Mr. T. Shelford. To Hong Kong (via Bombay): Mr. G. Phillips. To Shanghai (via Bombay): Mrs. W. Hart, Miss Norris, Mr. J. Miller.

Per P. and O. steamer, from Southampton, Oct. 20.—To Hong Kong: Mr. J. Kiddle, Mr. R. M. Stephenson, Mrs. Carnegie, Miss Kate Smith, Mr. Wilson. To Singapore: Miss Harper, Mr. and Mrs. Cumming. To Ceylon: Mrs. Maitland.

From Marseilles, Oct. 28.—To Shanghai: Mr. W. Watson. To Hong Kong: Mr. Robertson, Mr. Lobscheid. To Singapore: Mr. Braddell. To Ceylon: Mr. G. Yule, Rev. A. P. Lovekin, Mr. D. Matheson.

Per P. and O. steamer, from Southampton, Oct. 27.—To Ceylon: Mrs. Dixon, Mr. A. T. Anderson, Mr. A. W. Lloyd, Mr. Buchanan.

From Marseilles, Nov. 4.—To Ceylon: Mr. Pole. To Hong Kong (via Bombay): Mr. R. C. Antrobus, Mr. J. Wilson.

Per P. and O. steamer, from Southampton, Nov. 4.—To Yokohama: Mr. E. Trotter. To Shanghai: Mrs. Wadman. To Hong Kong: Mr. E. Bigg, Mrs. F. B. Johnson and two children, Mr. and Mrs. W. T. Richardson, Mrs. Piersdoy. To Ceylon: Mr. Justice Thompson. To Singapore: Mrs. Campbell and friend, Mr. Methven.

From Marseilles, Nov. 12.—To Hong Kong: Mr. P. J. Forbes, Mr. E. Cunningham, Mr. G. Hughes, Mr. D. King, junr. To Shanghai: Colonel Raikes.

Per P. and O. steamer, from Southampton, Nov. 20.—To Singapore: Mr. Meldrum, Miss Jewry.

From Marseilles, Nov. 28.—To Ceylon: Mr. P. W. Braybrooke, Mr. W. H. De Saram.

Summary of News from the Far East.

JAPAN.

From this quarter we still receive conflicting accounts regarding the progress of the civil war. Advices from Yokohama state that in three engagements out of four the Tycoon's troops had been victorious, while Nagasaki accounts affirm that all four battles had been gained by Choshiu's forces. The latest telegraphic news which comes from Shanghai under date Sept. 5th, confirms the defeat of the Tycoon in at least one case. The same telegram also announces that a treaty of commerce and navigation between Italy and Japan was signed at Yedo on the 25th Aug. It will come into operation on Jan. 1, 1867.

YOKOHAMA.

Our latest advices from this port are to the 13th August. The English mail of the 16th June, conveying also telegraphic news to the 27th of that month, was received on the 8th August. The following summary of news is from the *Japan Herald*:—

"The news from Osaka is more stirring than for some time past. War has commenced between the Tycoon and Choshiu. Up to Saturday, the 4th August, intelligence had reached Yokohama from Osaka, to the effect that in three engagements the troops of the Tycoon had prevailed against those of Choshiu. The scene of action was Oshimagoori, in the province of Soowo, one of the two provinces composing the estate of Mori. The troops engaged on the side of the Tycoon were 5,000 or 6,000 men, under command of Matsdaira Okino-kami, and some infantry and artillery (about 1,200) drilled in the European style. Oshimagoori is near the sea—so much so, that it is declared that the *Fusiyama* took part in the combats with good effect. In the last battle the Daimios Sakakibara and Tachibono commenced the attack. The Matchi Oshimagoori was taken and after the triple success the Tycoon's troops marched as far as Iwakonie. Mori and his son Nagato were in the castle of Yamagotchi, a very strong place fortified after latest European strategic rules. Ogasawara Ikino Kami was at Kokoora waiting for steamers to convey him and his force to the seat of war. It appears that Simonoseki was occupied by the Tycoon's troops without opposition before war began. The Tycoon is at Osaka with about half of his troops. His little squadron is at Simonoseki and Oshimagoori.

The opinion of high Japanese officers seems to be that the war will be short. They say they are fighting Ronins, and that Mori is overruled by them and is not hostile to the Government. We entertain serious doubts on this score and await results with much interest."

Later advices confirm the foregoing and add—"The Tycoon's troops occupy Oosima, and Choshiu's forces had made an attack on the ports on the other side of the Straits. They were, however, repulsed, but not before they had destroyed several towns. In these operations Choshiu lost two ships." On the other hand the latest item of intelligence from Osaka is less favourable to the Tycoon's cause, being as follows: "A body of the Tycoon's forces under Sakakibara and Ikanomono Kamihas been attacked and defeated by Choshiu's troops at Toshaigowa, near Oshimagoori. Details are not given."

In consequence of the constant firing across the Straits, and the blockade of Simonoseki by the Tycoon, the Gorogio has requested the foreign Ministers to proclaim the closing of the inland sea until the war is over and the blockade raised. This,

Digitized by Google

so far as British ships are concerned, Her Majesty's Minister has power to do, according to the terms of the order in Council. But what answer he and his colleagues will give has yet to be decided. On being pressed to say what was intended by the interdiction of European vessels through the Straits of Simonoseki for awhile, the Gorogio has replied that they are not very particular as to the mere passage through, provided they do not anchor; but they cannot be answerable if they are hit by shot from either side.

The Tokaido has been crowded during the week with coolies taking munitions to Osaka. From the constant drain of population from Yedo towards the seat of war—some to join the army, some to see the fighting, and others on speculation to see if anything can be gained, the Tycoon's capital looks every day more and more deserted.

Kubota Sentaro, the Colonel (not General, as we have been in the habit of calling him) lately commanding the troops at Kanagawa, is in Yedo in good health. The troops he commanded were raised from the peasantry after the manner of Europeans, as a trial, and were not of the ordinary class of Samourai. The trial was only a partial success, one half did extremely well, and have gone to Osaka to join the Tycoon's force there; the other half nothing could be made of, and they were sent to their homes. Kubota Sentaro could not go to Osaka with the portion that was sent thither, as it would have been lowering him after being in command of upwards of 1,000 men to give him command of only half of the number. He was appointed to the charge of all munitions of war in Yedo, and his services acknowledged by an advance of two steps in promotion.

The Italian frigate *Magenta* is again at Yedo. The plenipotentiary of Italy has commenced the conferences for the treaty between his country and Japan. He is temporarily lodged at Dai Tchoodje, the temple once occupied by the British Legation.

The Daimio Midzoo Idzoumi no Kami, who lately resigned his seat in the Gorogio, is confined as a prisoner in his own house. The exact reason is unknown. That given, however, by public report, and most generally believed, is, that orders having come from Osaka for an additional tax to be laid on Yedo, Midzoo Idzoumi no Kami opposed its levy, saying that the city had contributed already so largely that the greatest distress prevailed; and that, to prove the correctness of his opinion, he incited the leaders of the rice-rioters to make the *emeute* recorded in our last issue.

Among the visitors to Yokohama were H.E. the Governor of Macao and the Duc d'Alencon. The hospitality of the British Legation was offered to the latter on his arrival, but he preferred to remain for the present at the Commercial Hotel. He is accompanied by his secretary, Baron Bache. It is his intention to make one or two excursions in the neighbourhood of Yokohama, after which he will pay a visit to Yedo, where the building of the British Legation will be placed at his disposal.

Major General Guy, commanding H.B.M.'s troops in China and Japan, was expected to arrive very shortly.

With regard to the visit of the British Minister to Kagosima, the *Herald* says:—"The visit of Sir Harry Parkes to Kagosima has not the political significance that some attach to it. He is quite justified in accepting the invitation of the Prince of Satsuma, and, as British Minister, has perfect right to go to Kagosima or any other port or place in Japan where it would be against law for those unconnected with the legations to show themselves. But he is not the man even to entertain the question of diplomatic relations between his Government and Satsuma or a confederacy of Daimios. He would be acting treacherously if he even listened to proposals that had for their end the upsetting of the Tycoon's throne and Government, or the setting aside of treaties already made. He may be impulsive, as some have recently proclaimed him. His first impulse, if such proposals were whispered to him, would be to embark forthwith, and leave the territory of one who could have so unworthy an opinion of him as to suppose him capable of lending his ear to them."

An amusing incident has happened at the celebrated sulphur baths of Atami, a watering place situated at the foot of Fusiyama, which is thus narrated in the *Japan Times*:—

"Our readers are aware that M. Leon Roches, the French Minister, has lately been at the baths of Atami, whither he has resorted to try the effect of the sulphur spring there on a chronic rheumatism to which he is a martyr. This spring is well known to, and much admired by, the Japanese in this neighbourhood, and its virtues are undeniable. The hot well, for which the place is famous, is about a quarter of a mile from the beach, and resembles, when quiescent, a mere hole or cavity among some rocks. Every four hours, as regular as a clock, takes place an eruption of the sulphur well beneath. A few puffs of steam are first seen ejected from the hole—which increases in rapidity and volume until the water leaps out. The action lasts ten minutes, during which the water increases in heat and intensity of flow, until the temperature rises to such a pitch that nothing comes from the hole but a prodigious jet of steam, which, with a great roar, dashes against the large stone spoken of above, and finally rises in a magnificent pillar two or three hundred feet into the air, which gradually dissolves as the action of the spring weakens, and the flow of steam diminishes and finally ceases altogether. The strong impregnation of sulphur is perfectly distinct to the smell and taste of any one standing in the enclosure during the eruption. The precious water flows away into a tank, built behind the large upright stone, and is thence conducted by the usual bamboo tubes into the various bathing houses in the village below.

It appears that the French Minister had taken up his quarters among the hills, a mile or two from Atami, and was in the habit of having the water brought to him from the spring day by day. The village Yakonins of course soon thought they saw a fine opportunity for a 'squeeze;' so, as soon as M. Roches had fairly established his *ménage*, proposed to him the modest sum of 30 boos per diem as compensation for the labour of bringing him his diurnal baths. This was of course resisted. His Excellency, knowing very well the price of coolie hire, said that he did not mind three boos a day, which was about twice the proper tariff, but thirty boos he would not pay. The officials—applying the great economic law of demand and supply in a novel way, viz., holding the 'supply' thinking that they could 'demand' what they chose—persisted. Then the Minister threatened to write to their superiors in Yedo, and bring them to condign punishment, but still they would not give in. Thus stood matters when the *Magenta* passing rather close saw the French flag flying and dropped anchor in the bay. This was a pleasant distraction for an invalid Minister, and M. Roches invited the officers up to his house. Next morning, on his returning their visit on board the corvette, the usual salute was fired. Fired with most unexpected effect—dire was the consternation in Atami—all thought a bombardment had commenced, and that the place was given up to destruction—for squeezing a Minister! 'The fisher left his skiff to rock' wherever it happened to be at the moment, the cabinet maker dropped his tool, and the Yakonins the *abacus* on which they were calculating their ill-gotten gains. All the able-bodied men in Atami fled up into the hills, the women, children, and household goods were rapidly thrust into hiding places of safety, and none but bedridden cripples were left in Atami, when the Minister returned to tiffin. In due course the Yakonins presented themselves, it is said, in sackcloth and ashes, pleading hard for their lives, offering exchange for building villa residences, buying horses, &c., &c., at five boos for the dollar and daily hundreds of gallons of highly sulphuretted water considerably below cost price. A convention and tariff were, after due deliberation, arranged, the people were persuaded with great difficulty to return to their homes, which they found much to their astonishment in *statu quo*, and in about six-and-thirty hours tranquillity was restored. And so the bombardment of Atami has become an historical fact."

NAGASAKI.

Dates from this port are to the 12th August.

Choshiu's troops are said to have beaten the Tycoon's forces in three engagements, and each time to have made captures of guns. A further report had just reached Nagasaki to the effect that a fourth battle had been fought, with great slaughter on both sides, in which the Tycoon's troops were signally defeated with great loss of officers, men, and guns. The last report, however, though generally believed, wants confirmation.

Sir Harry Parkes and M. Roches, the French Minister, had visited Simonoseki and had interviews with Choshiu. With regard to Sir Harry Parkes' visit to Kagosima, his Excellency had caused the Gorogio to be informed that the visit was strictly of a private character, having nothing whatever to do with politics. Sir Harry Parkes received the invitation for himself and as many of the officers who accompanied him as could avail themselves of it, to enjoy a few days' shooting, and most naturally was most happy to accept it. Mr. Glover, of Nagasaki, was also on a visit to Kagosima.

Digitized by Google

The steamer *Eagle* had been sold by Walsh and Co. to the Tycoon for $180,000 or $185,000, and the *Mercury* has been sold by Glover and Co. for $30,000. The export of rice had been prohibited, but prices were still very high. Trade had been very dull, recently, in consequence of the high rate of exchange—305 ichibous per $100. Great complaint had been made that officials should alone have the privilege of drawing ichibous at the rate of 300 to the $100; but now that the current rate of exchange had passed even this limit, there were few merchants who were not anxious for its reduction to the normal limit of 240 or 250.

The following statement of export of Tea is from the Circular of Messrs. Alt and Co.:—

Export of tea from all Japan from 1st June, 1866, to 31st July:—

From Nagasaki to United Kingdom ...	none	
„ „ to United States ...	421,885 lbs.	421,885 lbs.
„ Yokohama to United Kingdom ...	none	
„ „ to United States ...	5,392 lbs.	5,392 lbs.
Total from all Japan		427,277 lbs.

Comparative Export of Tea from all Japan as under:—

Yokohama, 1st June, 1865, to 1st June, 1866—			
United Kingdom.	lbs. 994,362	1864-65... lbs.	2,572,013
„ States	6,731,125		2,275,985
	7,725,487		4,847,998
Nagasaki, 1st June, 1865, to 1st June, 1866—			
United Kingdom... ...	lbs. 924,300	1864-65... lbs.	1,771,839
„ States	1,733,158		669,148
	2,657,458		2,440,987
Nagasaki, *via* Shanghai—			
United Kingdom... ...	lbs. 106,089		
„ States	93,448		
	199,537		
Total from all Japan—			
1865-66	10,582,482		
1864-65	7,288,985		
Increase 1865-66	3,293,497		

CHINA.

SHANGHAI.

The mail of June 26 arrived out on 8th August, and the dates of this mail are down to the 17th August. In reference to the murder of the Catholic priests in Corea, the following appears in the *North China Daily News*:—

The American schooner *General Sherman* is believed to have left Chefoo for Corea, though she cleared nominally for Passiet. She is heavily armed, and carries a large crew; Mr. Thomas, the author of several articles which have appeared lately in the *London and China Express* regarding the Corea, accompanied her. The French missionary who brought intelligence of the late massacre of his companions intends shortly to visit Shanghai.

It is believed that some twenty or thirty lives were lost on board the *Williamette*, through her collision with the *Plymouth Rock* near Kiukeang. She had 900 soldiers on board returning from the recent disturbance in the salt districts; a number of these were asleep on the paddle-box, which was completely cut away by the collision, and were of course thrown overboard and drowned. The *Williamette*, which was at anchor at the time, is so seriously damaged that it seems doubtful whether it will be possible to repair her.

It is with much regret that we have to announce the death of Captain Townsend of the *U.S.S. Wachusetts*, which resulted from sunstroke at Chinkiang. Mr. Kelly, the mate of the same vessel, died from a similar cause. We also hear that two men on board the *Algerine* were struck down.

The Fete Napoleon was celebrated by a *Te Deum* at the parochial church on the French concession; the ceremony being very imposingly conducted, and being attended by a large number of the officials, both Naval and Civil, of various nationalities.

The *Glengyle* brings intelligence that the river has at length ceased rising at Hankow, though there is not yet any apparent decrease. She left on the 12th, and there had been no rise for two days previously. It had risen on the 10th Aug. to four feet on the Bund.

Messrs. Latimer, Little, and Co.'s Kiukiang property was sold by Messrs. Cowie and Co. for tls. 15,700.

We understand that the various Consuls in Shanghai are about to make a formal protest to the Ministers at Peking with respect to the new Municipal Regulations for the French Concession.

If any proof of the extreme heat of the sun were required, beyond personal experience, it would be afforded by the fact that six of the Chinamen employed in building the Masonic-hall were struck down by the sun in eon day, at their work. The next day, we learn, eight deaths occurred among sailors, who habitually come on shore with only a straw hat or some still less adequate covering for the head.

We regret to learn that the *Foh-ke-lin* has brought back the bodies of the captain and mate of the *Bridgetown*, both of whom died of sunstroke on their way down the river.

The recaptured convicts, West and Maclean, were sent down to Hong Kong per steamer *Cadiz*, a consular constable accompanying them as far as the Saddles, from whence he returned in the pilot boat. It is to be hoped that the P. and O. officers will keep them safe at Hong Kong until they are delivered over to the custody of the proper authorities.

A flock of Tientsin sheep, belonging to J. Markham, Esq., grazing on the old racecourse, were at 6 A.M. quite well and lively, at 10 A.M. a messenger reported that the sheep were apparently sick, and at quarter-past eleven it was found that the whole, 32 in number, were dead. As there is great suspicion of poison having been administered to them, one or two of the carcases are being analysed. Another flock, grazing in the same neighbourhood, is still in good health. It is reported that the Russians intend shortly to annex the southern half of the island of Saghalien, in which they have already several settlements.

Messrs. Hall and Holtz have undertaken the agency of Grant's Courier Service *via* Kiachta, and have issued the following notice of charges:—For twenty words, 15 taels; thirty, 20 taels; forty 25 taels; fifty, 30 taels; and for every ten words extra, 5 tls. Special couriers will be despatched from Tientsin and Kiachta at any moment for 150 taels. An allowance of 5 per cent. will be made on regular weekly messages.

It is announced from Chinkeang that Mr. Harvey, the Consul, had suddenly left the place, *en route* to Hong.

AMOY.

Native reports say that Ting-jih-cheng will shortly return to his post at Yangchow, having accomplished the object of his mission to Changchow.

A gentleman recently from Tokao, on the west coast of Formosa, reports on the whole very satisfactorily regarding the commercial prospects of that port, which is situated about 28 miles south of Taiwan, the capital of the island. There are about a dozen of Europeans, exclusive of the missionaries resident there. The harbour is large and spacious, but not of sufficient depth of water to allow of vessels drawing over twelve feet to enter. The climate is delicious; during the south-west monsoon a refreshing breeze prevails, and the north-east winds do not affect Takao, inasmuch as it is protected by high hills on that quarter. For the last few months trade in imports had not been in a very flourishing condition; as for exports, sugar had been shipped off in large quantities by Chinese, especially during the first part of the season, commencing in January; of rice only small parcels were exported in Chinese junks, owing to a prohibition on the part of the Tautai at Taiwan to permit grain to quit the country. With respect to this prohibition, which is against treaty stipulations, a kind of protest has been despatched to Peking. The document is signed by all the Consuls of Amoy, and more will be heard on this subject before long. Camphor continues a monopoly of contractors with the mandarins of Tamsui. The Island of Formosa is remarkably fertile, and for purposes of colonisation our informant praises it very highly.

HONG KONG.

The *Feiseen* has gained a salvage of $4,000 for the aid rendered to the *Hong Kong* at the time of her being run ashore by mutinous coolies embarked at Macao. The judge of the Vice-Admiralty Court ruled that the latter was not derelict at the time of her salvage, and considerable disappointment will doubtless be felt by those belonging to the *Feiseen* at the verdict.

The reported amalgamation of the steamboat companies, or rather the sale of the vessels owned by Messrs. Russell and Co., to the limited company, is likely to be satisfactory to everyone who wishes well to the rival firms whose names represent the conflicting interests.

The following on the Coolie trade is from the *Evening Mail*:—

"We have been permitted to make the following extract from a letter received last mail by a gentleman in Hong Kong, from the captain of a ship bound to Havana with coolies. The letter is dated 'June 28, off Scilly Point,', the writer being on his voyage to England, after delivering the coolies.

Digitized by Google

"Soon after leaving Anjer, a plot was set on foot amongst our cargo of coolies to treat us as some other poor creatures have been served. This was during some hot calm weather, when they had nothing else to think of but making mischief. Our old Chinese steward was the one to give us the first information. A strict look out was kept that night, and our pistols prepared. Next morning two corporals (*i.e.*, police among the coolies, of which we had very good and zealous ones), sought out and tied by their tails all the suspected coolies, and after breakfast we had a regular court of inquiry when the whole plot was revealed by them accusing one another. It was, for one of their number to jump overboard, and while some of the crew were endeavouring to rescue him and the others about their work, to rush in a body aft, murder us all, and get possession of a fabulous amount of dollars which they imagined we had on board, and take the ship to China. They had appointed their captain, chief mate, &c., who of course were the ringleaders in their pretty scheme. However, the end of it was, when all had been examined, that a dozen of them got each a dozen lashes, and another twelve two dozen. How they did yell out! Some of them wanted their heads cut off in preference. The two ringleaders were kept in irons for some days, and I am happy to say that was the end of it. There never was the least trouble afterwards; they were as orderly as possible. They all got quite fat, respectable, and cleanly-looking before reaching Havana, and we lost only two after leaving Anjer. With respect to the company to whom we were consigned, I can only say that their arrangements are most liberal and their transactions truly honourable. A complete register of the Chinamen is strictly kept in their own office, containing the date of engagement (on leaving Macao harbour), the date of each transfer, to what district each coolie is taken, the name of planter who hires him, the coolie's vocation, &c. If the coolie, during his term of service, has good ground for complaint of ill-treatment, he can change to another estate. They are clothed, lodged, fed, and medically treated, all gratis; and though their pay ($4 per month) is small for Cuba, still they have opportunities of making outside pidgin; so that those who keep clear of the gambling dens and are industrious frequently make plenty of money. Many are settled down in the island. A great many whose time of service has expired are working at high rates of wages on their own account. About sixty left in the *Emma Matilda* on their return to China, paying $102 each for their passage—you may be sure carrying a few dollars with them also. The *Josephita y Almira* was expected to leave in about a month after us direct for Hong Kong, and would probably take three hundred more Chinese back at the same rates. No doubt there are dark scenes in the system at Macao, but that is confined to the Chinese (native broker) collectors, and does not attach to the company or their agents, and in that respect the British emigration (*free*, forsooth) is exactly on the same footing. Mr. S—— has no more idea than the man in the moon where or how his Chinese brokers get the coolies. The coolie in Demerara has a shorter term of service. A great advantage granted; but I much doubt if he is better off in other respects. Certainly he has a much worse climate to work in. One thing I am convinced of is that the emigration to Havana is just as free as to Demerara, and is a great boon to the class of men (animals you may term them, so long as they remain in China) from which the emigrants are taken. They have not a ghost of a chance to better themselves in their own country."

From another part of the same letter we take the following, relating to the *Josephita y Almira*, with coolies to Havana:—

"They had a great deal of trouble. They had three mutinies amongst their coolies before reaching Anjer, and had to put into Batavia. Their crew were nearly as bad as the coolies. Through the dilatoriness or misbehaviour of the crew, the ship got on shore in Gaspar Strait. They would not obey Captain Lee's orders. Two days after this the coolies made an attempt on the ship. It appears that a great number of them rushed aft, armed with belaying pins, knives, pots, or anything they could lay their hands on. One wretch actually got into Mrs. Lee's cabin and was making up to her, when she seized a sword and stood on her defence; at the same moment the steward came in and felled the Chinaman to the ground. Then a fight occurred on deck, but the crew obtained the mastery, and a large number of coolies were put in irons, and some were brought into Havana still in chains."

On the meeting of the Legislative Council, the *Evening Mail* says:—

His Excellency opened the meeting by remarking that he thought it best that the Council should at once come to a decision upon the question of revenue, and determine whether they would increase the revenue, or cut down the expenditure. That he thought it would be best to pass the Stamp Act through its second reading, so that it could be published in full for the information and opinion of the public.

Mr. Whittall opposed the second reading of the ordinance. He thought it could not be said that the colony was under taxed, when so small a portion of it paid £200,000 per annum. That the colony owed much of its success to its freedom from taxation, and the new taxes would create distrust in the minds of the Chinese. He thought there was no immediate necessity for an increase of the revenue. and he proposed to defer the passing of the Stamp Act for twelve months. To meet the deficiency in the revenue, he would advise that the new road be given up, and that they should not accept the gunboat as offered by the Home Government; these two items would give $49,000, leaving a surplus of $17,000. He hoped that an increase of the revenue might be looked for, and that public money would not be squandered as it has been in building works so badly that they had to be rebuilt yearly. That there were several lots of land that might be sold at Battery Point which would realise $60,000, and that by 1867 the Mint will have proved a success and pay for itself, or a failure and be abandoned. He then proposed to postpone the Stamp Act for twelve months, and suggested that a police tax could be raised to meet the expenses of the Pok-foo-lum waterworks. His Excellency expressed his dissent from Mr. Whittall's opinion, and Mr. Dent and Mr. Rennie both offered remarks on the subject, the former in support of, and the latter in opposition to Mr. Whittall's proposition. The motion for a second reading of the Act was carried by four to three.

The *Daily Press* says:—The Stamp Act was read a second time in the Legislative Council, in the face of the united opposition of all the non-official members. One after the other, in vigorous and argumentative speeches Mr. Whittall, Mr. Dent, and Mr. Gibb said that they protested against the measure; they affirmed on their experience of the trade of this place that it was calculated to have a most disastrous effect on commerce; they stated as a fact that the Chinese trading classes were already alarmed by the ordinances that had been passed, and they gave it as their opinion, based on the knowledge of the Chinese character, which in the course of business they must have acquired, that the introduction of the Stamp Act would heighten that alarm to a dangerous extent. In spite of all this, in spite of the fact that the matter under discussion was a piece of commercial legislation and that the three commercial men on the council were earnestly opposed to it, the Governor carried it over their heads by the votes of the official brigade. The whole responsibility of passing this measure rests on the Governor, because the votes of the official members count for nothing in the public estimation. We all know that they cannot vote otherwise. We all know that with strong convictions against any measure before them they yet must vote with the Governor, under pain of dismissal, according to the principle laid down in Mr. Cardwell's despatch. It is the Governor who says the Stamp Act shall be, against the voices of Mr. Whittall and Mr. Dent. Mr. Gibb says, "This measure is disastrous; we as commercial men know it to be disastrous, and protest against it." That he accepts such a responsibility is amazing.

H.M.S. *Osprey*, which left Hong Kong on the 2nd August, returned into harbour on the 13th. She only succeeded in finding two piratical junks, which she made out on the 8th, and proceeded to overhaul them; finding escape impossible they ran on to shore near Hang-go-tsin in Hainan. The crews deserted the junks and escaped inland. On the *Osprey* getting within range she fired a few shot and shell at the junks, and then sent her boats to burn them. which was accordingly done, though in effecting it one man was seriously burnt by the explosion; he, however, has since been doing well. She afterwards proceeded to Sama Bay, where the piratical fleet was lately destroyed. A white button mandarin, with a party of soldiers, had arrived there since the pirates were destroyed. Some of the soldiers had been ill-treating the villagers in the vicinity, who had given information which led to the discovery of the pilongs. One soldier was found plundering a house by a party of blue-jackets who were getting wood off to the ship, and by them subjected to a summary punishment,

Digitized by Google

known on board ships as a "cobbing," an operation in which a rope's end plays a conspicuous part in the hands of a good performer.

According to the following account it would appear that Hong Kong coolies can compare with any smart Yankee:—Last night, when the bag of an eminent firm was handed into the post-office window for receipt of the mail letters, some scoundrel in waiting stepped forward when the hong name was called, and received the bag, leaving the proper coolie to return without it. This morning several of the letters were picked up by Europeans, who found them floating in the water near the Mint, and were fortunately restored to their lawful owners Another firm in the habit of receiving a large number of letters has not received any by this mail, and it is supposed that a similar trick has been played them. It is to be hoped that our energetic Postmaster-General will be able to devise some means of putting a stop to such an infamous proceeding.

The following discussion on the Hong Kong Bank took place at the meeting of the Council on the 14th August. The members present being:—His Excellency the Governor, the Hon. the Acting Chief Justice, the Hon. the Attorney-General, the Hon. the Acting Colonial Secretary, the Hon. Colonial Treasurer, the Hon. Mr. Whittall, the Hon. Mr. Dent, the Hon. Mr. Gibb. Before the second reading of the Ordinance respecting the incorporation of the Hong Kong and Shanghai Bank Corporation, his Excellency remarked that since the last meeting he had given this ordinance his attention, and that there was no provision for the winding up of the bank. That in view of recent closing of banks, and the consequent want of confidence in bank-notes, it would be well to adopt some means to satisfy the public of their security. He would propose that the liability of shareholders should be unlimited in reference to bank-notes payable on demand. After conversing with the chairman and directors of the corporation, he thought this better than giving the notes a first lien on the bank property, which was the plan he had first proposed.

Mr. Dent remarked that the provision was not in the charter of any other bank. He did not oppose the clause, but merely pointed it out.

His Excellency said that it might become necessary to extend the provision to the other banks as well, and he thought the Hong Kong and Shanghai Bank would be a gainer by it, as it would have the greater confidence of the public. The Bill was read a second time, and the Council went into committee on it.

At the half-yearly meeting of the Hong Kong and Shanghai Bank, John Dent, Esq., in the chair, the report and balance sheet were duly adopted. A full report will appear in our next issue.

The following extracts from the Colonial Estimates for 1867 show the proposed works and repairs and the estimated expense attendant on their being carried out:—

WORKS AND BUILDINGS.

New Gaol, Stone Cutter's Island	$2,000.00
Suggested Reservoir at Pokefulum to impound 100,000,000 gallons water; cost, say $100,000 to be expended in 1867	50,000.00
Improvements, Ventilation to Victoria Gaol ...	2,000.00
Extension of Sanitarium at Kowloon ...	11,000.00
Reclaiming Ground at Bowrington	10,000-00
Repairs to Buildings	7,000.00
Maintenance of Public Gardens, Fountains and Improvements to same	5,000.00
Maintenance of Water Works	2,000.00
Planting Trees	1,000.00
Proposed Breastwork or Fortification at Mint	1,600.00
Total...	$91,600.00

ROADS, STREETS, AND BRIDGES.

Paving Streets and Improvements to same in Taipinshan	$25,000.00
Carriage Road from Upper Albert Road to Gap above Race Course	23,000.00
Widening and improving Quarry Bay Road ...	2.500.00
Correcting Levels and repairing Robinson Road ...	3,000.00
Roads in Kowloon	4,000.00
Repairs to Roads out of Victoria	3,000.00
Do. to streets in Victoria	1,000.00
Do. to drains in Victoria	3,000.00
Do. to surface drains is Victoria	500.00
Repairs of bridges	1,010.00
Praya Walls in Victoria	2,000.00
New Surface drains in Victoria	2,000.00
Miscellaneous Services	1,500.00
Roads and Streets contingencies	2,000.00
Total ...	$73,500,00

Return of the average amount of notes in circulation at the Bank of the Oriental Bank Corporation.

Notes issued	$329,600
Specie in reserve	150,000

Chartered Mercantile Bank of India, London, and China.

Notes in circulation	$335,441
Specie in reserve	200,000

Chartered Bank of India, Australia and China.

Average notes in circulation	$33,800
Specie in reserve	33,800

Hong Kong and Shanghai Banking Company.

Notes issued	$607,050
Specie in reserve	460,000

The new half-dollars have been issued from the Mint.

PHILIPPINES.

MANILA.

Dates from this port per China Steamship Company's line *via* Singapore reach us to the 20th August. The mail of July 10 had not arrived out; the last one being of June 26, received on the 12th of August.

In reference to the remarks made in our last issue on the subject of the Manila Consulate, it has been suggested that our comments are calculated to convey an impression, that Mr. Rainals is incompetent for the post. Our intention was simply to express an opinion on the incompetence of Mr. Rainals or any other gentleman not acquainted with the Spanish language. Our information with regard to Mr. Rainals' general qualifications as a Consul—in which post he has served for some eight years—is quite unexceptionable.

SIAM.

BANGKOK.

We take the following from the *Bangkok Recorder*:—

"We are informed that an audience was given by his Majesty the King to Monsieur Aubaret on July 6th, for the reception from the Consul's hand of the autograph letter of Napoleon III., Emperor of the French, as also the sword sent by the Emperor as a present to his Majesty. What was done with the dagger from the Prince Imperial to Prince Somdetch Chow Fa Chulalongkorn we have not been informed, but suppose it was then duly presented to his Royal Highness.

"A matter of importance in its bearing upon the future of the kingdom has transpired this week at the Royal Palace. The young Prince Chow Fa, heir-apparent to the throne, has really entered for a time the holy orders of the priesthood, without which, in the estimation of his Royal father, he would not have been fully prepared to occupy the throne of Siam. Wednesday and Thursday were devoted to these ceremonies."

The following is in reference to the proposed telegraph from Rangoon to Singapore:—

"It is hoped that those who have this telegraph project in hand will not fail to remember the handsome offer made by the merchants of Maulmain. They promise and engage to pay all working expenses of the line for a stipulated time. Amherst lies almost in a direct course on the route to Bangkok. The Government have declined the construction of this line, because, as it is said, they have other and more important points to connect. They cannot lay down telegraphs everywhere at once, and the director-general has no personal knowledge of the province and, as a consequence, no interest in its commercial or political welfare. Twice has this authority vetoed the application laid before him, on this very subject of putting up a telegraph wire between the town of Maulmain and the port of Amherst, a distance only of twenty-five miles. No reasonable doubt can be entertained that if Bangkok can be connected, and there is no reason why it should not, with the proposed telegrams to the Straits, two important objects will have been achieved. One is, that much of the distance will have been gained towards Saigon and China; the other is, the line will pay better dividends to its shareholders."

STRAITS OF MALACCA.

SINGAPORE.

From this port we have dates to the 1st Sept., but no news of importance either political or commercial. The English mail of 26th July arrived on the 27th August, conveying also telegraphic news from London to the 5th August.

The steamer *Arabia* having on board the Rajah of Kedah, arrived from Calcutta on the 25th inst. H.I.M.'s steamer *Lorne*, Captain Juin, from Suez arrived on the 27th, having on board 944 French troops *en route* for Saigon.

Digitized by Google

The arrangements for conveying gas into Fort Canning were completed by the Singapore Gas Company, and the Fort was lighted up for the first time on the 1st of September. The introduction of gas into the settlement is highly appreciated by residents of all classes.

The steamer *Pluto* was on the way from Penang to Malacca and Singapore, conveying Sir Peter Maxwell, the Recorder of Singapore.

The papers are filled with an unusually large number of cases of robbery and other offences by Chinese.

The steamer *Ajax* noticed in the shipping intelligence in our last issue as having arrived from "Penang" on the 12th July, should have been "Liverpool for Penang," &c. We now hear of her arrival at Singapore on the 29th August, being sixty days from Liverpool.

Births, Marriages, and Deaths.

(Announcements for subscribers are made free of charge.)

BIRTHS.

Coghill—On the 14th Aug., at Shanghai, the wife of J. G. Sinclair Coghill, M.D., of a daughter.

Douglas—On the 16th August, at the Victoria Gaol, Hong Kong, the wife of F. Douglas, superintendent of the gaol, of a daughter.

Keasberry—On the 20th Aug., at Singapore, Mrs. Keasberry of a son.

Robinson—On the 27th Aug., at Singapore, the wife of Philip Robinson, Esq., of a son.

Walsh—On the 2nd July, at Yingtsze, Newchwang, the wife of Mr. M. A. Walsh, pilot, of a daughter.

DEATHS.

Andrews.—At the General Hospital, Shanghai, on the 5th August, James Andrews, of —— Tientsin, aged 28, a native of Ayrshire, Scotland.

Duncan—On the 15th Aug., at Shanghai, on board the *William Melhuish*, the last survivor of the twin children of Captain and deceased Mrs. Duncan.

Green.—At Shanghai, on the 4th August, Annie Maria Wilson Green, second daughter of the late Rev. J. Fish, of Chester, England, and wife of John Wilson Green, of the Imperial Customs Shanghai.

Fabris—On the 10th August, at Shanghai, Florence Joy, youngest daughter of E. A. Fabris, aged 5 months.

Kelly—On the 13th August, at Chinkiang, Thomas Kelly, mate of the U.S. steamer Wachusett.

Lessler—On the 10th July, at Bangkok, very suddenly, Max Elliot, only son of Paul Lessler, Esq., Prussian Consul, aged 8 months.

Lyon—On the 12th August, at Hong Kong, Dr. H. Lyon, eldest son of L. J. Lyon surgeon-dentist, after a few days' illness.

Macpherson—On the 3rd Oct., at Bath, Christina, the beloved wife of Colonel Ronald Macpherson, Resident Councillor, Singapore, and elder daughter of the late Matthew Townsend Bethune, Esq., M.D., of Inverness.

Middleton—At Sarawak, Mr. J. Middleton, for thirty years a follower of Sir James Brooke.

Oppert—At Shanghai, suddenly, of heat apoplexy, Hermann Oppert, native of Hamburg, aged 32 years.

Pray.—At Pagoda Anchorage, Foochow, on the 10th July, Mr. Charles Edward Pray, of U.S.A., aged 52 years, formerly of Shanghai.

Sirr—On the 8th July, at the residence of her sister, Bangkok, of dropsy, Phoebe Sirr, widow of Richard Sirr, youngest son of the Rev. Joseph D'Arcy Sirr, of Winchester, England, aged 32 years.

Soloman—On board the P. and O. str. *Orissa*, between Hong Kong and Singapore, Gregory Soloman, late master of the barque *Julian Edward*.

Thomson—At Singapore, on the 29th Aug., H. D. Thomson, Esq., Surveyor to Lloyds.

Townsend—On the 12th August, at Chinkiang, Commander Robert Townsend, of the U.S. steamer Wachusett, aged 42 years.

Wignall.—On the night of the 6th August, Horatio William, aged 9 months, the infant son of J. H. Wignall, Esq., of Shanghai.

EXCHANGES ON LONDON.

[For dates, see first page.]

		Bank.	Private.
At Yokohama	6 months sight.	4s. 5½d.	4s. 6½d. to 4s. 7d.
At Shanghai (per Tael.)	6 ditto	6s. 2d.	6s. 3d.
At Canton, At Hong Kong, At Macao	6 ditto	4s. 4½d.	4s. 5d.
At Singapore	ditto	—	—
At Manila	ditto	4s. 1½d.	4s. 2d.

At Shanghai, bills on India, Rs. 298 per 1,000 taels. At Hong Kong, Rs. 217 to 218 per $100. Bar silver at Shanghai, tls. 111; at Hong Kong, 11¼ per cent. prem. Mexican dollars at Shanghai, tls. 73·8 per 100; and exchange on Hong Kong, 27 discount. Hong Kong and Shanghai Bank shares, 1 per cent. dis.; Gas Company, 20 per cent. prem.; Hong Kong and Whampoa Dock, 40 per cent. prem.; Steam Shares, 5 per cent. discount; Union Dock Company, 10 per cent. dis.

The latest telegrams, dated Shanghai 5th, and Hong Kong 11th September, give Exchange at 6s. 2d. and 4s. 5⅞d. respectively.

EXPORT OF TEA AND SILK TO GREAT BRITAIN.

1866-67.

	From Kanagawa.	From Shanghai and Hankow.	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales.
From June 1, to July 31, 1866		21797431	21915916		4466499	48179846	6747
Corresponding period last season		12441059	15321850		2899463	30662372	25028

New Seasons Export.

	Ship.	From.	
July 19	... Lauderdale	... Hankow	... 1,249,636
— 27	... Peterborough	... Shanghai	... 687,457
— 27	... Blencathra	... Do.	... 589,888
— 27	... Coral Nymph	... Do.	... 955,326
— 27	... Agamemnon (str.)	... Do.	... 1,521,638
— 29	... Benares	... Do. &c.	... — 1,030
Aug. 9	... Melbreck	... Canton, &c.	(Cargo not reported).
— 9	... Valdivia	... Do.	Do.

TO UNITED STATES.

			Pcls.
From June 1 to July 31, 1866	899840	102	
Corresponding period last season	3094295	19	

Sailed Since.—None.

TO THE CONTINENT.

		Bales.
From June 1 to July 31, 1866	...	...
Corresponding period last season	...	...

Sailed Since.—None.

TO SAN FRANCISCO.

	Tea pkgs.	Boxes.
From June 1 to July 31, 1866	16893	22
Corresponding period last season	9878	293

Sailed Since.—None.

TO AUSTRALIA.

From June 1, to July 31, 1866	3,397,005
Corresponding period last year	1,541,600

Sailed Since.—None.

TO GREAT BRITAIN.

	Tea—lbs.	Silk bales. China & Japan.
From 1843 to 1844	51,022,600	...
„ 1845 to 1846	57,334,200	18,604
„ 1850 to 1851	63,972,000	22,143
„ 1853 to 1854	77,827,800	61,280
„ 1855 to 1856	92,240,300	50,48
„ 1857 to 1858	76,990,255	66,31
„ 1858 to 1859	66,789,792	83,136
„ 1859 to 1860	85,560,452	64,163
„ 1860 to 1861	90,066,160	70,644
„ 1861 to 1862	109,854,040	79,199
„ 1862 to 1863	121,273,580	72,884
„ 1863 to 1864	117,463,586	46,605
„ 1864 to 1865	121,236,870	32,317
„ 1865 to 1866	115,383,042	62,899

EXPORT OF SUNDRIES TO GREAT BRITAIN.

	Cotton Piculs.	Wool Piculs.	Camphor Piculs.	Cassia Piculs.	Aniseed Oil Boxes.	Japan Wax Piculs.
From June 1 to July 31, 1866				135	92	28

TO THE CONTINENT.

	Cassia Piculs.	Aniseed Oil Boxes.	Camphor Boxes.	Preserves Boxes.	Galangal Piculs.	Crackers Boxes.
From June 1 to July 31, 1866						

TO THE UNITED STATES.

	Crackers Boxes.	Matting Rolls.	Fans Boxes.	Cassia Piculs.	Silk Pongees Pieces.	Wool Piculs.
From June 1 to July 31, 1866	47336	10630	377	3123	2235	...

TO SAN FRANCISCO.

	Emigrants Number.	Sugar Piculs.	Rice Piculs.	Crackers Boxes.	Matting Rolls.	Opium Prepared Taels.
From June 1 to July 31, 1866	557		14677	5088	890	65300

TO AUSTRALIA.

	Emigrants Number.	Sugar Piculs.	Oil Piculs.	Matting Rolls.	Prepared Opium Taels.	Crackers Box
From June 1 to July 31, 1866	170	...	630	2718		...

The picul is 133⅓ lbs. weight; the tael at Shanghai is equal to 1 dollar and 40 cents and is divided into decimal parts of ten.

VESSELS EXPECTED.

From Yokohama.—Thomas Dryden.

From Nagasaki.—Queen of Avon, Chanticleer (put into Pernambuco for repairs).

From Hankow.—Eliza Shaw, Min, Hoang Ho, Gossamer, Sir Lancelot, Napoleon III., Highflyer, Fire Queen.

From Shanghai.—Ethiopian, City of Aberdeen, Burdwan, J. R. Worcester, Pakwan, Coulnakyle, Cinderella, Fusiyama, Vigil, Star of China, Peterborough, Coral Nymph, Blencathra, Nelly, Illimani, Lansdowne William Melhuish, Charlgrove, Agamemnon.

From Foochow.—Belle of Southesk, Yangtsze, Tamana, Feronia, Laurel, Leunox Castle, Sovereign of India, Amber Witch, Zingra, Maitland, Devana, Everest, Ornate, Philomela, Dewa Gungadhur.

From Canton.—Deerfoot, John Milton, Alma, Island Queen Taymouth Castle, Victoria, Cedars.

Digitized by Google

SHIPPING INTELLIGENCE.

ARRIVALS.

At Shanghai.—From London, Aug. 15, City of Quebec; from Shields, 13, Caducius; 14, Mirella; from New York, 14, Lota.

At Hong Kong and Canton.—From London, Aug. 20, Portland, 14, Banian; from Southampton, 17, Hotspur; from Sunderland, 23, Drydens; 14, John Frazer, Cora Linn; from Newport, 16, Ariosto; 13, War Sprite; from Cardiff, 12, Albatross; 13, Glenlee, Amazone; from Shields (*via* Algoa Bay), 14, Herald; from Hamburg, 14, Louisa.

At Manila.—From Liverpool, Aug. 11, Espana; from Cadiz, 12, Cilminar.

At Singapore.—From Liverpool, Aug. 23, White Squall, 25, Sirius. From Cardiff, 16, Tollens; 17, Joachim; 21, Walcheren; 29, Matador. From Falmouth, 19, H. E. Susanna; 21, Hollandia. From Sunderland, 19, Norkham. From Newport, 20, Cornelia Mathilda. From Swansea, 23, Martin.

DEPARTURES.

From Shanghai.—For London, Aug. 8, Illimani; 9, Lansdowne; 16, Wm. Melhuish, Charlgrove.

From Hong Kong and Canton.—For London, Cedars; for New York, Aug. 21, Challenger.

From Manila.—For London, August 14, Passing Cloud.

From Singapore.—For London, Aug. 23, Ganansque. For Liverpool, 11, Benjamin Bangs. For Cork, 13, Prudhoe. For New York, Lady Blessington.

FREIGHTS AND CHARTERS.

Yokohama.—To London: Cotton and Tea, £2. 10s. to £3; Silk, £4 to £4. 10s.

Nagasaki.—To London: £3. 10s. to £4. To New York: £4 to £4. 10s.

Hankow.—To London: The Helen Nicholson is loading at £5 per ton.

Shanghai.—To London: 30s. to 40s. per ton (reported by telegram of 5th Sept.).

Foochow.—To London: £2. 10s. per ton.

Hong Kong and Canton.—30s. 40s. per ton (reported per telegram of 12th Sept.).

Manila.—The vessels fixed during the fortnight are the Passing Cloud, for London, at £2. 12s. 6d., for unclayed sugar, and £3. 5s. for hemp; and the Sterling, for Liverpool, at £2. 7s. 6d. for clayed sugar, and £3 per ton for hemp. There has been some inquiry for vessels to load at Bangkok for China, but only a few have been taken off for that voyage, at 42½ to 45 cents per picul to Hong Kong, with the usual additional rates for the Northern clauses.

Singapore.—Homeward rates are weaker, and the vessels now on the berth are loading at £1 per ton for tin, £2 for other dead weight, and £2 5s. for light cargo. The only additions to the berth are the Lockleven Castle for Liverpool, and the Indemnity for London.

Penang.—For London: The British barques Elizabeth, 504 tons, and Victor, 370 tons, are on the berth—the former at £2 15s. and £1, for light freight and tin respectively, the latter at £2 10s. for light freight, and £1 to £1 15s. for dead weight Both have the greater portions of their cargoes engaged.

Batavia.—Freights continue firm, all vessels which have arrived seeking have found employment, and others could be placed at remunerative rates.

COMMERCIAL POSTSCRIPT.

The India and China Bank shares have not been affected by the stoppage of the Asiatic. Oriental is quoted 46 to 48, Chartered Mercantile 36 to 38, Chartered of India 17¼ to 18½, Hindustan 1 to 2, London Joint-Stock 42 to 44.

Arrivals not included in the Tables.—Oct. 3, at Plymouth, from Batavia, Charlotte of Derby; 1, off Plymouth, from Penang Moorhill; Sept. 20, at New York, from Batavia, George Green, from Manila, Hadapah, from Shanghai, Finzel; Oct. 4, off Falmouth, from Bassein, Cambrian; at Deal, from Colombo, Blanch; at Scilly, from Akyab, Ranavola; 5, at Queenstown, from Rangoon, Schiller; 4, at London, from Foo-chow-Foo, Ada.

Departures.—Sept. 28, from Liverpool for Colombo, Empress; Oct. 5, from London for Nagasaki and Yokohama, Chrysolite.

Laid On.—At London, for Colombo and Cocanada, Brockham; for Shanghai, Falcon, Whiteadder, Chinaman.

Spoken.—Elisabeth (Dutch barque), Rotterdam to Batavia, August 25, 9 S., 35 W.; Neptune's Bride, Colombo to London, September 22, 43 N., 27 W.; Aboyne, Ceylon to London, September 21, 41 N., 30 W.; an English barque, Shanghai to New York, August 22, 11 N., 38 W.

The Ceylon papers state that almost as soon as the Atlantic cable was laid a captain of a ship who arrived at Point de Galle telegraphed to his owners at New York. He telegraphed to the agents in London, and they telegraphed to America, but the answer was sent direct from New York to Galle. The distance which the telegram and the reply travelled was 29,000 miles, and the cost was £50.

THE JAPANESE MARRIAGE CEREMONY.

The lower orders of the Japanese employ some married couple to make matches for their sons, and these agents are called nakodo, or go-betweens. Betrothal sometimes takes place in the infancy or childhood of parties, but is very often deferred till they are old enough to wish to have some voice in the matter themselves, which, however, is denied them if they have parents living. When, by reason of the death of his parents, a young man is left free to manage the matter in his own behalf, he chooses a pair of go-betweens from among his friends (or acquaintance, and through them makes inquiries for a suitable help-mate, and when they report the discovery of one, he sends them to solicit her hand of her parents. If the proposal suits her parents, the bargain is made, and by their connivance a meeting is arranged to take place between the young people at some tea house, unless they already know each other by sight, where the betrothed can only cast sly glances at each other, but are permitted to hold no conversation, as that in the present stage of affairs would be a breach of Japanese etiquette.

In arranging matters for the wedding, fixing the day for it, &c., other go-betweens are employed, whose office expires only when the two are made one. First, the young bridegroom sends the go-betweens with the presents to the parents of the bride elect. These may consist of a variety of things, varying according to the taste or ability of the bridegroom or his parents, provided only that certain things are included in the number; as, for instance, some edible seaweed, and noshi, or strips of dried and powdered awabi. The preparation of the latter is made chiefly in the department of Iser. If noshi cannot be obtained a kind of dried fish will answer the purpose. But whether the presents be few or many, the bridegroom must send a written list of the articles along with them, for which a specified form is furnished in the Japanese works on the subject.

These presents being received, and the wedding day being fixed between the bride's parents and the go-betweens, nothing remains to be done but to await the appointed time. Meanwhile the bride and her family are occupied in preparing the numerous presents to be made by them to the parents and relatives of the bridegroom on the night of the wedding.

In the evening of the day set for the nuptial ceremony, the bride, dressed throughout in white (the colour of mourning in Japan), is escorted in the kango or norimon by her parents and invited relatives to the house of the bridegroom.

Between the bride and bridegroom is placed a tray bearing three lacquered cups, one upon another, the smallest at the top. The two butterflies pour a little sake from both their flasks into the uppermost cup, while the bridegroom holds it to be filled, grasping it with both hands. He then sips the wine three times, in a very slow formal manner, and passes the cup to the bride, who takes it in her hands and takes three similar sips under cover of her veil, when she hands the cup to the female butterfly who sets it aside. The second cup and the third are filled and emptied in like manner, so that each party drinks nine times. Hence this ceremony is called san-san-kudo, and forms the most important part of the nuptial rites, for it makes the parties husband and wife. While this drinking is going on, one or two male singers are seated behind the screen in the same room, chanting songs of congratulation to the happy pair. They are now married, and the bride and groom proceed to another room, where they pay their respects to her parents, by drinking sake together; nominally, but not really going through the san-san-kudo again. After that they are conducted to another room, where the bride removes her veil, and exchanges her white dress for one of bright and gay colours; and the groom puts on the ka-mi-shimi, or Japanese full dress, distinguished by the wing-like shoulder pieces, and full trousers; and then again they drink to each other three times three cups, in mutual congratulation at the happy change that has come over them, as indicated by their change of dress. This being done, there follows a feast to all in the house, who assemble in one room, and regale themselves with the fare set before them; and having kept up the festivities till about the dawn of day, the wedding party breaks up. Three days after the bride usually pays a visit to her own parents, when another entertainment is made, to which the relatives of the family are invited.

Henceforth the married woman is regarded as having been absorbed, as it were, into the family of her husband, and to have sundered her relationship to her father's house. Her duty to her father-in-law and mother-in-law supersedes all the obligations of filial piety.

The common people in their matrimonial rites endeavour to ape as far as possible their superiors, the daimios and other great people of the land.

ITALIAN MISSION TO CHINA AND JAPAN.

It will be remembered that some months ago the Italian Government sent out the *Magenta* on a mission to Japan and the Chinese seas. The *Gazette de Turin* has just published extracts from a letter written home by the chief of the expedition, Professor Filippi, and bearing date Singapore, May 16, 1866. Professor Filippi says that he is well content with the materials which he is accumulating in his portfolio, that he has made many drawings, and hopes to be able to publish a magnificent volume. He says that the expedition had scarcely left the sea; it left Montevideo on the 2nd of February, avoiding the Cape, and directed its course towards the south between latitude 42 degrees and 44 degrees, but that they were met there by cold, fog, heavy seas, wind, and tempests. They saw few creatures, not one whale, but clouds of procellaria and albatrosses, which, however, disappeared when they reached 32 degrees north latitude. The expedition took eighty-six days to run from Montevideo to Batavia, with the excitement upon one occasion of fire on board, but which, thanks to the energy and coolness of the captain and his officers, was subdued in twenty minutes. Professor Filippi and his companions were enchanted with Batavia, where they staid eight days. The Governor-General received them magnificently and lodged them like princes at Burten, where they saw the most marvellous collection of tropical plants in the world, as well as some very interesting animals. They hoped to have met there the two eminent naturalists, Bernstein and Magulne, but found that both had died in the preceding year. They took nine days to cross from Batavia to Singapore, in consequence of a succession of dead calms, but found the Archipelago splendid. The arrival of the *Magenta* at Yokohama has been announced by us. The expedition was to start at the end of May for Saigon and Yokohama, just touching at Shanghai; the only long halt they intend to make is in Japan. One of the young men of science with Professor Filippi is the son of Count Arese.

The objects of the mission were announced to be military, scientific and diplomatic, especially in Japan, but the selection of a scientific man for the chief of the expedition would seem to show that the scientific object formed the principal element. Beyond this it is more than probable that the supply of silk will occupy considerable attention, the malady amongst the silkworms in Italy having committed ravages almost, if not quite, equal to those which have placed the French silk growers in such a terrible position. Whatever may be the commercial or diplomatic fruits of the exhibition, there is little doubt that professor Filippi and his friends will cull some useful and interesting matter respecting the natural history of Japan and other parts of the Far East.

Digitized by Google

NOTICES TO CORRESPONDENTS.

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be authenticated by the name and address of the writer, not necessarily for publication, but as a guarantee of good fait .

A Register is kept of the addresses of all persons connected with the Far East and reference can be made to the same by personal application at the office or by letter.

Any information required by Subscribers, in reference to Commercial or General matters in China, Japan, Singapore, *and other parts of the* Far East, *will be supplied on application at the Office, where files may be seen of the Journals published in those countries.*

THE LONDON AND CHINA EXPRESS.

PUBLISHED on the departure of the Mails *via* Marseilles on the 10th, 17th, and 26th, contains a Summary of European, American, and General News; Commercial and Shipping Reports, and Special notices of Trade with the Far East.

Subscription 54s. per annum, including Postage. Export Supplement 12s. extra.

The London & China Telegraph.

LONDON, SATURDAY, OCT. 6, 1866.

COMPLICATIONS IN THE COREA.

We have frequently taken occasion to point out the desirableness of establishing both political and commercial relations with the inhabitants of that important though jealously guarded peninsula known as the Corea, and to express satisfaction at the belief that our views on the subject were shared in by the Government. Events have recently occurred there of such a nature as to warn us that any further delay in so doing will be attended with danger both to our own particular prestige in the Far East and to the general interests of Christianity and civilisation also. At the very time when our last article on the subject was penned a murderous persecution of both foreign and native Christians was being vigorously carried on. It is the old story over again. The French missionaries—than whom no more zealous and successful propagandists ever existed—gained a footing among the primitive inhabitants, precarious at first, but of later years more apparently secure; for the natives were not unfavourable to the Romish doctrine, and we are told that the number of converts to it exceeded 50,000. But the growing magnitude of the new sect at last roused the alarm, and doubtless the jealousy of the dominant class; and a savage and relentless persecution was commenced by the arrest, torture, and the subsequent execution of the principal French clergy, and a general massacre of the native Christians.

There is little room for doubt as to the course that will be adopted by the Imperial Government to obtain redress for this outrage. Any immediate operations will doubtless be impracticable, the presence of the French Admiral with the greater part of his fleet being just now required at Saigon. But during next summer full retribution will doubtless be exacted. A powerful French force will rudely break into the long-cherished seclusion of the Coreans; a heavy indemnity will be required; the establishment of diplomatic relations and full religious toleration will be enforced; other missionaries will arrive to take the place of those so inhumanly martyred, and consuls will be stationed to watch over their safety. Now, if this has to be done in the interests of the Romish Church, why should not the same occasion be made to serve the cause of Protestantism? And if, as a consequence of the impending operations, the Corea is to become a secure field for missionary labours, what should prevent its becoming both a safe and a profitable one for commercial enterprise also? By making common cause with our neighbours now, we have an opportunity of attaining both these ends; together with the satisfaction of aiding, in yet one more instance, to break through the barriers of exclusiveness by which a large portion of the human race are prevented from mingling with their fellow-citizens of the world. We know that Sir Rutherford Alcock has had full instructions for some time to take advantage of any opportunity of negotiating with the Coreans, and we trust to hear of his having, in conjunction with the French Minister, procured a peaceful opening for a treaty.

THE SAN FRANCISCO, JAPAN AND CHINA LINE.

The long-talked of line of steam communication between New York and China, *via* Panama and San Francisco, is at last to become an accomplished fact. When San Francisco was settled into one of the United States it was believed that our monopoly of American correspondence to China would soon cease. Ever since 1850 has the question been agitated, but various influences at Washington have succeeded in preventing a subsidy being granted to this line. It is the greatest anomaly on record that our American cousins should have talked so long over a thing so practical and useful; no scheme could be more legitimate, it was palpable, and yet there has been sixteen years' talk over it. It may be that we Britishers have had a share in that talk, and done all we could to prevent what was so injurious to our own supremacy as the ocean carriers of the world from being carried into effect; however, talking is now over, and action is the order of the day. We announced in our last issue that the line would be opened by the despatch of the Pacific Mail Company's steamer *Colorado* on the 1st January next. This vessel will be followed by other steamers of about 4,000 tons, built specially for the service, with large accommodation for European and Chinese passengers. The question as to calling at the Sandwich Islands *en route* has been finally decided against it. It has also been decided that the terminus in China should be at Hong Kong, with a smaller steamer running between Yokohama, Nagasaki, and Shanghai, to connect it with the main line. At present the service is to be only a monthly one, but as the connecting links with Panama and New York are three times a month, and between Panama and Southampton twice a month, we believe the company will soon find sufficient inducement to make the China line twice a month. For the monthly service we understand the Government subsidy is $500,000 per annum. The Company's steamers leave New York on the 1st, 11th, and 21st, but the one to correspond with the departure from San Francisco for China will be that of the 11th, and the route will stand thus:—

From New York on the 11th, arriving at Aspinwall on the morning of the 19th, and in the evening at Panama, say ..	9 days
From Panama to San Francisco, arriving on the 1st to 2nd ...	12 „
From San Francisco to Yokohama, arriving on the 18th or 19th	17 „
Stop at Yokohama	1 „
From Yokohama to Hong Kong, arriving about the 25th ...	6 „
Total	45

The present route from New York to Hong Kong *via* Liverpool and the Red Sea occupies 54 to 57 days. The journey from England by this route will be as follows:—

Leaving Southampton by the Royal Mail (West India) on the 17th of the month, arriving at Aspinwall on the 8th, and across to Panama, leaving that port on the 9th	22 days
From Panama to San Francisco, arriving about the 21st ...	12 „
Stop at San Francisco	9 „
From San Francisco to Yokohama, arriving on 18th or 19th ...	17 „
Total	60 „

From Yokohama to Shanghai or Hong Kong this passage is four and six days respectively. The time will of course be greatly shortened when the Pacific Railway shall have been completed, so as to form a direct line between New York and San Francisco. This route will be *via* Philadelphia, Pennsylvania, and Cincinnati, Ohio, onward to the capital of Indiana, thence across Illinois and Missouri to Omacha, in Nebraska, from which point sixty miles have been constructed, running westward into the wilderness. Traversing Kansas in a north-westerly direction by the old traders' route to Santa Fe, and a considerable distance of Indian territory, it enters Arkansas, from which the way lies across Utah, touching upon the famous salt lakes. Running south of Colorado, the line stretches across the northern part of Arisona, striking the Red River at Fort Moyaire, from which it makes its way across Nevada to San Francisco. The section of railway from San Francisco to the city of Nevada is already built, and, as with the other completed portion of the line, has been made available for transit. The Union Pacific Railroad will be completed, according to contract, in about eight years from the present time. Its length, as nearly as can be calculated, will be 2,592 miles; and it is estimated that the ordinary time for accomplishing the through distance will be four, days for express and five for ordinary trains. The gradients are for the most part eminently favourable. The difficulties, however, of constructing a road through a wilderness are necessarily very great, arising from the transport of materials and the provision of engineering facilities. So far great energy has been displayed, and the undertaking is in able and efficient hands.

Although the route *via* Panama, as it at present exists, effects no saving of time for passengers to England, it will make a material diffeernce in the conveyance of telegraphic news, San Fran-

Digitized by Google

cisco being in telegraphic communication with New York, and New York by the Atlantic cable with London. We have only to allow the sea passage of seventeen days from Yokohama to San Francisco, or twenty-one days from Shanghai, while our service by Galle occupies twenty-seven from Yokohama and twenty-three from Shanghai, allowing that the lines to India are in good working order, which unfortunately is the exception, and consequently the time of transit is indefinite. At all events there will then be two distinct channels for the conveyance of telegrams between America and China, with the certainty of a third at no very distant date, since the Russo-American telegraph will be completed in about two years.

The question of relative cost of conveying passengers and cargo we are not able to discuss at present, not having yet received the company's tariff; and as regards the accommodation for passengers and the exact measure of comfort they may expect to enjoy we are of course not in a position to speak. As soon however as the line is open we purpose taking steps to furnish a special report on it, as although it will not at present bear comparison in point of time with our own mail route, we are quite sure that as a change of route it will be availed of to a great extent, even by residents in China and Japan, who have no business with San Francisco; and we need not tell our readers that a considerable business is conducted between Hong Kong and San Francisco.

The following comments on the new line are from the *New York Shipping List*:—

"We understand that the Pacific Mail Steamship Company, to whom Government awarded the contract for carrying the mails between San Francisco and Hong Kong *via* Kanagawa, have lately added to their line the fine new steamship *Rising Star*, and that they have on the stocks, in this City, two more steamers of greater tonnage than any vessels belonging to the company. The first steamer (the *Colorado*) will be despatched from San Francisco in January next, and be followed by the *Montana*, now on the way from this port to California. The establishment of this line, in connection with the British line recently established between New Zealand and Panama, it is expected will create a new era in the commerce of the Pacific. The Australasian trade will be controlled by the British line, but as an offset to this, we shall have the vastly greater and richer traffic of China and Japan. The inhabitants of the colonies, including Australia, are few in number compared with those who will be brought into direct commercial intercourse with us by means of our steamship line across that ocean. Many of the most valuable commodities which the world affords are produced by the people who dwell upon the borders of the China sea. The silk, tea, and cotton which seek a market from that densely populated region make it certain that this country will come into possession of a great trade from beyond the Pacific, as soon as the mail steamship line commences its work. Steam to China will cause our country to realise more forcibly than ever the necessity of a Pacific railroad. That the construction of this great thoroughfare will be hastened by the increase of trade which will be offered by means of a steamship line from the Pacific coast to China, at once appears evident. Not only is the commerce between China and Japan and our Pacific possessions expected to be greatly enlarged, but a large passenger traffic is confidently looked for. A few years ago China furnished no passengers. Now large numbers travel to and fro by sail, and it is estimated that at least 5,000 Chinese will travel each way by the steamers. Restrictions upon travel have already been removed by the Japanese authorities, and the time may not be far distant when that curious and inquisitive people, availing themselves of their newly-granted privileges, will travel extensively, and their patronage in this way may become of great importance to California."

CHINESE EDUCATION IN ENGLAND.

Sir John Davis, whose name is familiar to all who have studied the history of foreign relations with China during the past forty years, has, in his recently published volume of *Miscellanies*, traced the rise and progress of Chinese literature in England. We fear that he has somewhat overrated the advance made by Orientalists in this most important branch of study, and we therefore desire to draw attention to the advantage that might accrue from the encouragement of sound Chinese scholarship. At the present moment the language and literature of one-third of the human race possess an expositor in but one university, and that a university of comparatively recent creation. Professor Summers has undertaken an important office, which, however, holds out but few pecuniary attractions, and he has devoted himself with much energy to the task of familiarising Oriental scholars with the language of China. But he labours under many disadvantages, and it is not fair to the vast literature over which, metaphorically speaking, he in England holds watch and ward, to leave him as the solitary guardian of Chinese knowledge. The learned Corporations of Oxford, Cambridge, and Dublin have but a faint idea of what they are slighting when they consider the language and literature of China beneath their attention. The moral philosophers, poets, and philologists of the Celestial Empire are far above mediocrity, and can without arrogance claim niches beside those allotted to the worthies of ancient Greece and Rome. But even on the supposition that the entire range of Chinese literature contained nothing likely to enlighten searchers after truth in this enlightened age, it is yet a duty to acquaint ourselves with the processes of thought which obtained in China during remote ages, and to trace from them the sequence of theories upon which the fabric of government has been built. The political and social constitution of the Chinese people has ever been a puzzle, but it has so long continued a puzzle simply because no encouragement has been offered to those competent to attempt the solution. We are not about to discuss the relative merits of Chinese and (for example) Sanscrit literature. We may, however, assert without fear of contradiction that the one is intrinsically as valuable in every respect as the other, while, moreover, the progress of events seems to indicate that at no distant date political events may give to Chinese the only importance it now lacks. As we have said, Professor Summers has hitherto done his duty nobly, but there should be in England more than one priest of the Chinese mysteries. So much for the general question on purely literary grounds. But there are likewise practical considerations to which much weight is to be attached. Foreign interests in China are rapidly growing in importance, and that they may be developed with the greatest possible fairness both to Europeans and natives a large class of properly qualified interpreters is absolutely necessary. At the present moment not only are natives the sole mediums of communication in all mercantile matters, but many consulates are altogether dependent on Chinese linguists. We speak advisedly when we say that not one in ten of these men is to be implicitly trusted. It is true that European public servants in China are miserably paid, but the Customs offer a field to young men of education and ability which the present Inspector-General is rapidly extending, and rendering more and more attractive. Merchants are unceasingly raising energetic protest against the duplicity of their "compradores" in whose hands they find themselves all but powerless, but no steps are taken to remove the incubus and remodel the existing state of things. Yet a little encouragement offered by the universities and by the mercantile community in China would rapidly call into being a body of Chinese students whose talents and energies would be invaluable acquisitions alike to the literary and mercantile world. Missionary societies would also soon discover how vastly advantageous to the interests of Christianity would be some means of testing the capacity of candidates of labour in the Far East. Young and earnest men are often misled by enthusiasm and discover only when too late that they are incompetent to discharge the duties they have undertaken. It has been repeatedly proved that members of the Consular services and missionaries are occasionally unable to surmount the initiatory difficulties of the language, and this inability is in the one case a certain bar to promotion, in the other a source of pecuniary loss, and, still worse, a scandal to the missionary cause. The Queen's service has, as Sir John Davis justly asserts, given rise to many able sinologues, but the official cares of such men as Parkes, Wade, Hart, and Medhurst, and the less important but equally absorbing interpretorial duties of Alabaster, Brown, Mayers, and others, effectually preclude the possibility of their doing much, if indeed anything, for the spread of knowledge with regard to the Chinese language. Mr. Wade has already contributed a certain quota, but it is vain to expect assistance from any one whose attention is absorbed by the routine of daily official work. Amongst the missionaries at present labouring in China we are indebted to Dr. Legge and Mr. Edkins alone for any valuable light on the subject to which all are supposed to direct their attention, and the names of these gentlemen will ever be connected with the history of Chinese philology. It will therefore be seen how little can be done until some encouragement is held out, and our design now is to suggest the adoption of a plan whereby the needed impetus may be given to the study of Chinese. Such a plan, in order to be successful, should be elaborated in China. Were an exhibition even of comparatively small value offered for competition in London University, or in any other institution where the study of Chinese is promoted, the result could not but be beneficial. The conditions as to the time of study necessary before candidates could become eligible, and the standard of proficiency to be adopted, might be decided by the patrons in China; while, on the other hand, it would be easy to find men now resident in England fully competent to direct Chinese studies and examine candidates. We throw this out merely as a suggestion, but we are moved to do so by the well-known

Digitized by Google

munificence of the merchants in China, and more especially by the recollection of the generosity displayed by Mr. Joseph Jardine, at whose expense (in great measure) the edition of the classics by Dr. Legge was published.

LI HUNG-CHANG.

The Times' Shanghai correspondent has lately thrown into a tangible form the desultory rumours regarding Li Futai's designs on the Imperial throne which for some years have been bandied from mouth to mouth in China. We are not disposed to undervalue the importance of observations made upon the spot or to speak slightingly of circumstances which though undetailed may form an accumulative mass of evidence in favour of the opinions advanced in *The Times*. Separated by a prodigious interval from the theatre of events, and dependent for information upon the ever varying reports that find their way with more or less of authority into the Anglo-Chinese papers and into the letters of our correspondents, we are compelled to fall back on the *ex post facto* argument, and confine ourselves to proving that under the most favourable circumstances such and such events *did not* take place, and that therefore the probability is that these events *will not* take place. The means of communication between the open ports and the interior are so scanty and uncertain that an undue amount of reliance is in general placed upon native statements. The accounts brought by traders from the remote districts of Yunan and Kansu, no matter how vague, are at once accepted for want of better, and few venture to suggest that the existence of interested motives in the creation and propagation of these travellers' tales. Upon such sources and upon the *Peking Gazette* foreigners are obliged to depend for all they know about the interior of China, and it is needless to do more than to assert that the facts derived from travelling traders and the published memorials of the officials are alike unworthy of trust and confidence. But such as they are they command attention and respect, and must continue to do so until some more reliable means of communication with the interior be devised. Even information regarding events occurring at Nanking is all but inaccessible at Shanghai, and by the time it has reached foreigners it has passed through perhaps a hundred mouths, to each of which it is indebted for some fresh colouring or some more material alteration. It is upon evidence thus modified that all speculations regarding the progress of prospective events must rest. The actual condition of affairs at Nanking, which is now the seat of Li's Government, may be ascertained by foreign eye-witnesses, and may be detailed with tolerable accuracy, but the motives that have suggested the warlike preparations that create so much suspicion are matters of mere hearsay, and may or may not be justly ascribed to the Governor-General. There appears to be no doubt that Nanking has of late been very strongly fortified, and that the armament collected within its walls was sufficient to render it impregnable to all attacks from a purely native enemy. Whether there is any reason to suppose that the southern capital has thus been rendered more formidable to a foreign foe is a matter of opinion; suffice it to say that the officers in command of British gunboats on the Yangtsze confidently assert that Nanking could as easily be taken in 1866 as was Chinkiang in 1842. It is also undeniable that the entire province of Kiangsu is in a state of warlike preparation; that large arsenals have been established in various places, and that garrisons are maintained at all the most important strategic points. Lastly, it seems clear that the desolation induced by the long continued existence of the Taiping rebellion in Kiangsu and Anhwei has rendered unnecessary any attempt to render these latter provinces more inaccessible than they are at present. So far the Vice-Royalty entrusted to the hands of Li Hung-Chang appears to be, as it really is, maintained on a war footing. But we do not therefore rashly assume the existence of any *arrière pensée* in Li Hung-Chang's breast; we are satisfied for the present to believe that in adopting the measures he has adopted the safety of his provinces is his only care. We are not sure that the ever-recurring Nienfei alarms are so insignificant as they are occasionally represented to be. On the contrary, when we acknowledge how little we really know regarding the extent and importance of these movements, we are disposed rather to accept the Governor-General's estimate than to pin our faith to the semi-ludicrous pictures drawn for our behoof by newspaper correspondents at the ports. It must be remembered that such as the Imperial troops are such also are the insurgents under whatever banner they may assemble. The raw material is the same, the influences exerted upon both sides are identical, and with sufficient money at command no rebel army need be without foreign officers, foreign guns, foreign small arms, and foreign powder. That it should be so is matter for sincere regret in view of our treaties with the Imperial Government, and of the constant misunderstandings to which such *quasi* foreign opposition gives rise. But that it actually is so the history of the Taiping rebellion sufficiently proves. There can be no doubt that any rebellious movement which has for its end a political object, will tend towards the province of Kiangsu. We have seen that it was so in the case of the Taipings, and we may fairly assume that the possession of the ancient capital of the Empire would appear to any rebel chief the most desirable object to attain. Moreover, Kiangsu represents the mercantile wealth of China, and within its boundaries if anywhere an understanding with foreigners must be arrived at. Apart therefore from all personal considerations in the case of Li Hung-Chang, we can well imagine the Central Government itself directing special attention to the capabilities of Kiangsu and the adjacent provinces.

We should also recollect that Li Hung-Chang is not the head of a party; he is not even a popular man. In Tseng Kuo-fan he lives and moves and has his being. To him he owes his first introduction to public life, and all his subsequent honours and distinctions have been conferred through Tseng Kuo-fan's influence exerted directly or indirectly. At least until the death of his chief he is powerless to act independently of him. But Tseng Kuo-fan has so little to gain and so much to risk by joining any rebellious or revolutionary scheme that he may fairly be said to be above suspicion. The same in a modified sense is true of Li Hung-Chang, although it is of course difficult to form a conclusion as to the ultimate desings of an ambitious man still in the prime of life. But, as we have said, Li is not a popular man either with natives or with foreigners. From the former his success has in part estranged him, and his excessive nepotism has alienated the affections of all the provincial officials but those who belong to his own family or province. The latter trait in his character has called forth several memorials to the throne, to at least one of which he has been directed to draw up a formal answer. To describe his conduct towards foreigners as insolent and overbearing in the extreme is to give but a faint picture of the position wherein he stands with regard to the European and American Consular representatives. From them he has no sympathy to expect, no assistance to anticipate. His removal or degradation would be grateful to the personal feelings even of those who believe that for the purely internal administration of his government he is the right man in the right place. Out of countless instances that we might enumerate we assign but three:—the murder of Burgevine, for which no satisfaction has been offered to the American Government; the difficulties thrown in the way of free-trade with the interior in the matter of steamboats on the inner waters, and notably in the case of British subjects, by the uncondoned outrages upon Messrs. Jardine, Matheson, and Co.'s property; and the refusal to restore to the French Jesuit fathers the land formerly occupied by their mission at Nanking. These are mere isolated examples which will recall many others to the minds of those who have followed the course of events in China during the past few years. But besides all this, we would lay especial stress on the fact that when the ball was at his foot, when opportunities were not wanting, when the Imperial Government was apparently at the last gasp, Li Hung-Chang remained faithful, and obstinately refused to coalesce with any of the great parties by whom the State was then torn. Two years ago he had but to say a word, and a southern empire would have risen upon the ashes of the Taiping misrule; and we must underrate not only his talents but his natural feelings if we assume that the temptation did not suggest itself to him. Well informed upon every shade of European opinion with regard to the advisability of interference in the internal affairs of China, and conscious of the vast inducements he had it in his power to hold out, he might well doubt whether England, France and Russia would offer any material opposition to his designs. But notwithstanding this his aim seemed to be to strengthen the Empire by extending to the provinces and to the north the advantages he had by his individual energy and enterprise gained from foreign assistance. Not only were the Imperial armies in Hunan, Hupeh, and Fukien recruited from his disciplined forces, and the Imperial arsenals in those provinces supplied by him with foreign arms and with shot and shell manufactured in his own workshops, but the Peking Government was urged to send down Tarter officers and workmen to

Digitized by Google

learn the wondrous secrets of gun-making and projectile manufacture brought to light by Macartney and others in the Soochow and Shanghai foundries. These facts speak for themselves. We do not desire to act, self-appointed, as advocates for Li Hung-Chang; indeed we would recommend the European representatives in China to take careful note of his proceedings; but with such evidence as we possess at present we must decline to join in the anticipations of evil to which *The Times'* correspondent appears to have committed himself.

PROFITS OF COFFEE CULTIVATION IN CEYLON.

There are few of the leading problems of political economy on which colonial experience is not calculated to throw light, worked out, as they are, under new conditions, and free from artificial restrictions. That industry must always be arrested at that point where the expenses of production can no longer be replaced with reasonable profit, is one of the soundest maxims of industrial science, and there are those in Ceylon who would appear to be in a constant state of apprehension that this will be the fate of her chief staple. The short-sightedness which measures the future by the present has always been the fruitful source of error. In the last thirty years of coffee cultivation in Ceylon, how frequent and, we may add, how varied have been the forms of vicissitude which the planting interest has encountered! If the question of remunerative returns is that which is now being most actively discussed, the means also have become more apparent by which, in face of increased production and somewhat lowered rates, satisfactory returns may be secured. We do not, however, include within these means a proposition that has found expression, that merchants dealing in Ceylon coffee should lower their commissions and charges for interest. If we mistake not, the competition between the Colombo merchants themselves has been somewhat too keen, even for their own interests. Mercantile capital, too, is entitled to an indemnity equal to that capital employed in other branches of industry. These commissions are wrongly regarded as so much subtraction from the wealth of a country. Nothing so stimulates its productive powers as the exchanges effected. It is, nevertheless, to the interest of all parties that transactions should be carried on with the least expense possible, but not so as to retard the investment of capital. It is in economic management, in more careful and skilful culture, and in the superior preparation of the berry that Ceylon planters must look for the margin of assured profit. Many of the difficulties pleaded as attending the profitable cultivation of coffee are rather referable to the embarrassed financial condition of the complaining planters from the outset, than increasing production and competition. Where profits already go to get bills discounted, it must be an exceptionally good fortune that will hereafter provide a handsome surplus. The profitable cultivation of coffee in Ceylon demands, besides sufficient means, greater skill than ever, a requirement tending to discourage disqualified individuals from entering on the enterprise. The growth of other articles for which soil and climate give Ceylon special advantages—such especially as increase the cultivable area, occupying land not suited for coffee—would render estates more remunerative. A system of rotation of crops has yet to be introduced. When Northern Australia is threatening a close competition with Ceylon coffee, Batavian houses having established themselves in Queensland for its cultivation, it is time that the economic conditions to which we have referred were more fully studied, and more united action taken among planters to secure them. Such a conviction evidently exists at Ceylon itself, and a more perfected organisation of the planting interest is the result. Various incidental influences, wanting in earlier times, now aid the development of coffee production in Ceylon, among which we may note the increase of foreign trade, the improved demand for Plantation in England and in the Continental markets, and the prospect of long-continued ease in the money market—a state of things not likely to be again affected by the same concurrence of causes which led to the late disastrous crisis. That crisis has served to render evident the generally healthy character of the trading relations of Ceylon not only with this but other countries; and, whilst repressing speculative enterprises at home, it has directed more attention than ever to colonial investments, for which Ceylon offers splendid temptations, now that those great deterrent causes—the absence of sufficient reliable labour and of suitable outlets to the remoter districts, are in course of being removed. Judging from the data before us, the coffee exports of the present year will but slightly fall short of those of 1865, a year that witnessed the largest annual shipment on record. Considering the extended preparations made for future culture, the increased facilities of transport, and the prospect of that abundance of labour which will reduce it to the ordinary rules of competition, we may anticipate, under favouring seasons, that the production for 1866-67 will be far in advance of any previously recorded.

In our last issue we stated that a Chinaman named Ah-Yuk was endeavouring to introduce coolie labour into the Southern States of America. Advices from New Orleans inform us that Ah-Yuk's mission had so far succeeded that he had contracted, through cotton factors, for 20,000 Chinese labourers for planters.

MUSEUM OF CHINESE AND JAPANESE OBJECTS IN THE LOUVRE.

A small suite of rooms has recently been opened in the Louvre containing a collection of Chinese and Japanese objects of art and curiosity well arranged. Among the artistic products are a quantity of coloured drawings, including figures, landscapes, scenes and botanical specimens, and some of the first especially present characteristics which are not usually to be found in collections of Chinese drawings, such as a few almost nude female figures not at all ill-drawn, and a curious anatomical or artistic figure, every part being elaborately marked either with references to anatomy or proportions, perhaps both. The enamels include some very beautiful specimens, such as incense burners, vases, cups and salvers, all in good preservation, and exhibiting brilliant examples of colour and harmony, for which they have evidently been selected. The China is small in quantity, but includes, amongst other specimens, two bottle-shaped ewers and basins of the most beautiful manufacture, and apparently without spec or flaw; and there are some very good examples of decorated earthenware, having coloured ornaments on a cinnamon ground.

The jade, rock crystal, and other articles in hard and precious stones, without being remarkable for any very large pieces, include specimens of all modes of application of this branch of art, whether in the production of special ornaments or in the decoration of furniture; and other objects of use or art, such, for instance, as the representation on screens of collections of vases and imitative wares, flowers and other objects, producing at first sight the appearance of cabinets filled with precious objects of virtu. There are some very choice specimens of fine bronze, amongst which a pair of bells or gongs of flattened form hanging within a bronze frame and elaborately decorated deserve attention. The artist has exhibited his ingenuity by inserting in the suspending chain, just above the bell, a ring of jade, with a view no doubt to render the sound of the bell more clear and crisp by preventing the waves of sound being continued by the metal chain and stand. The carvings in ivory are not remarkable, the specimens being chiefly of the ordinary kind, such as a concentric pierced ball, paper knives, baskets, and comb backs; but the articles in carved wood, such as mandarins' sceptres or batons, boxes, and ornaments, are numerous, and show that in the workmanship of these articles the Chinese have nothing to fear from the rivalry of any nation under the sun; the carving is free and beautiful, closely studied from nature, and, as picturesque, not highly artistic carving, it would be difficult to find better examples.

The collection of figures of all kinds, gilt, coloured, and dressed, is large and good; there is a female divinity with a child in her arms seated on a lotus or lily flower beneath a beautifully carved joss-house, with the burners for the joss-sticks in their places in front, which is very remarkable from the excellent modelling of the face and other parts of the figure, which is of life size. There is also a full-sized figure of a man or god with a beard in real hair, brilliantly gilt like the former, which exhibits much art. There are many other figures, gilt or coloured, serious or comic, which illustrate the talent of the Chinese in this curious form of art industry.

The furniture includes two curious bedsteads, one like a circular cabin, which only requires the removal of the legs to convert it into a gigantic cradle or rocking bed; some very beautiful tables with inlaid ornaments in jade and enamelled mountings, some very handsome cabinets and china stands, and many examples of the best kind of work in papier maché and lacquer. A very large compound travelling chest, with beautifully wrought iron handles to receive the bearers' poles, could certainly not be matched in Europe as regards the perfection of its lines and angles, the simplicity of its form, and especially the beauty of the black laquer of its whole surface; it is the very perfection of workmanship.

There is a small collection of arms, executioners' knives, bows, arrows, and other implements and utensils, just sufficient to give a fair idea of the condition of Chinese manufactures of this class. Lastly, there is a small series of musical instruments, stringed and brass, which gives we believe a pretty complete idea of the musical apparatus of the Chinese; the brass horns are nearly all of a peculiar shape, some having large tubular ends with trumpet mouths, while others are curiously bent, and look more like pipes for smoking than for the emission of sweet sounds. They are however simple in form compared to the famous saxophones and other instruments of M. Sax.

The opening of this special gallery is one more indication of the attention paid by the Imperial Government to everything relating to China and the Eastern Seas, and of its desire to familiarise the public with such matters. For the benefit of visitors who are not well acquainted with the more intricate portions of the great Museum of the Louvre, it will be well to state that the Chinese and Japanese collection is to be found in the upper floor of the Museum, at the end of the *Gallerie de la Marine*, and adjoining the room containing the weapons, utensils, implements, and other productions of the Pacific Islands and other uncivilised or half-civilised nations. The new gallery is evidently only a commencement, but it is a worthy one.

Digitized by Google

Monetary and Commercial.

STOPPAGE OF THE ASIATIC BANK.

We regret to announce the stoppage of the Asiatic Bank Corporation at Bombay, followed by the suspension of the London establishment. The Asiatic is known to have made heavy losses, but it was believed they would pull through. The bank was formed in Bombay in 1863 under very favourable auspices, and shortly after its formation new shares were issued in London at £15 premium. The shares are of £20 each, with £10 paid, but the shareholders are liable as a chartered institution to double the amount of capital. The price of the shares has been £1 to £3, and to-day there is no price. The subscribed capital is £2,000,000, of which £750,000 is paid up. The liabilities are estimated at over £3,000,000, but chiefly in India. The branches were at Bombay, Calcutta, Ceylon, Singapore, Hong Kong, and Shanghai. The London bankers are the Bank of England and the London Joint-Stock. The directors are:—

F. Boykett, Esq., Chairman (late Messrs. Timothy Wiggin and Co., London; now the London Asiatic, and American Company, (Limited).

J. A. Russell, Esq., Deputy-Chairman, (late Messrs. Grey and Coles, London, and Grey and Co., Bombay; now the London, Asiatic, and American Company, (Limited).

S. D. Birch, Esq. (late Accountant-General, Bombay, and President of the Bank of Bombay).

T. Cardwell, Esq, (late Messrs. Thomas Cardwell and Co., London and Liverpool, and Cardwell, Parsons, and Co., Bombay; now the London, Asiatic, and American Company, (Limited).

C. A. Fearon, Esq. (Messrs. Fearon and Co., and late Messrs. Augustine Heard and Co., China).

Wm. Maitland, Esq. (Messrs. Mackillop, Stewart, and Co., Calcutta).

Michael H. Scott, Esq. (Messrs. Finlay, Campbell, and Co., London, and Ritchie, Steuart, and Co., Bombay).

The following is the announcement by the head-office here:—

Asiatic Banking Corporation, 4, Lombard-street, London, Oct. 5, 1866.

"The directors of the Asiatic Banking Corporation extremely regret to state that in consequence of a telegram received this morning from the Bombay agent of the bank, announcing the suspension of payment of that agency, they are compelled to close the bank.

"A statement of the affairs of the bank will be prepared, and a meeting of the creditors will be convened as early as possible after the arrival of the ensuing mail from Bombay.—By order of the Board,

"F. W. Lawrence,
"Acting General Manager."

The acceptances of Messrs. J. B. Cumming and Co., in the Singapore, Siam, and China trade, have been returned. No statement of the suspension of the firm has been announced, and it is alleged that the bills so returned were dishonoured under peculiar circumstances, which it is expected will shortly be arranged. We are informed that other acceptances, due on the same day, were duly honoured.

The bar silver and Mexican dollars brought by the West India packet, together with a large quantity of silver by the steamer, amounting in the aggregate to about £600,000, have been disposed of for shipment to the Continent. The bar silver realised 61d. per oz. and the Mexican dollars 59½d. per oz., establishing in both instances an advance of ½d. upon the rates realised for the previous arrivals.

The biddings for £325,000 in bills on India took place on the 3rd, at the Bank of England. The proportions allotted were —to Calcutta, £203,000; to Madras, £2,000; and to Bombay, £91,500. The *minimum* price was fixed at 1s. 10¾d. on all three Presidencies, being an advance of 1 per cent. as regards Calcutta and Madras. Tenders on Calcutta and Madras, at 1s. 11¼d., will receive about 43 per cent., and on Bombay, at 1s. 11¼d., in full; above these rates, in full. These results show a rise equal to 1½ per cent. in the rates given for bills on Calcutta, and ½ per cent. on Bombay, and make a total advance of between 4 and 5 per cent. within three weeks.

Tea is decidedly firmer, but the chief business of the week has been in old teas. Several vessels have arrived from Foo Chow with new teas, including the *Ada*, *Flying Spur*, *Chinaman*, and *Falcon*. The *Eliza Shaw* is hourly expected with the new Moning's from Hankow. The total export to Sept. 11 is reported at 60 million pounds. The silk by the present mail (French) is about 2,600 bales China and Japan, and the next P. and O. mail leaving Hong Kong 28th August, and expected here on the 13th or 14th, has about 1,500 bales. The quotations are 32s. to 32s. 6d. for No. 3 Tsatlees, and by telegrams from Shanghai 625 taels, or about 34s. laid down.

Cotton is once more "King." The rise at Liverpool continues daily, although it is to a great extent purely speculative, still it is the opinion of first-rate authority that the rise will be maintained. We are glad to see that China and Japan descriptions have participated in the rise, and China is now up to 10½d. The increased demand for money at present rates is attributable to the cotton speculation. Strange to say, that the Manchester markets have not responded to the upward movement.

The amount of bullion by the P. and O. Company's steamer *Tanjore*, from Southampton on the 4th inst., was—In gold, to Alexandria, £1,800; in silver, to Hong Kong, £4,500.

The Board of Trade returns for the month and eight months ended August 31st still continue to manifest a favourable appearance, and the late commercial panic does not appear to have affected the value of the exports from and imports into this country to so great an extent as might have been supposed. The total declared value of the exports during the month of August of this present year was £17,450,156, against £14,158,648 during the same month of 1865, and £16,274,269 in August, 1864; thus there is an increase for the month of £3,291 508 over 1865, and of 1,175,887 over 1864. For the eight months ended August 31st of this year the total declared value of the exports was £125,265,820; for the corresponding period last year their value was, £102,400,696; and for the eight months of 1864, £108,716,219. These show an increase in value for 1866, of £22,865,124 over 1865, and of £16,549,601 over 1864. Of the enumerated imports, the returns are given up to the 31st July, and their total declared value for the month ending with that date was £19,597,929; in the same month of 1865 their value was £18,964,190, and in 1864, £20,458,253. These figures show an increase in value over 1865 of £633,739, and a decrease from the value of the imports for the month of July, 1864, of £860,324. The total value of the imports for the seven months ended July 31st, 1866, was £134,871,287; for the corresponding period of 1865, £94,305,062, and for 1864, £119,068,429. This shows an increase in value of £40,566,225 over 1865, and of £15,802,858 over 1864. It will thus be seen that, although the value of the imports for the month only is below the value for the corresponding month in 1864, the total value of the seven months' imports for 1866 is in excess of that for 1864. The trade with the ports and countries in the Far East contributes the following figures to the returns before us:—

EXPORTS TO CHINA AND HONG KONG.

Quantity for the Month ended 31st August.

	1864.	1865.	1866.
Cotton yarn	155,911	—	114,640 lbs.
Cotton manufactures	8,110,857	6,620,512	16,314,347 yds.
Worsted stuffs	2,140,598	1,127,272	1,984,683 ,,
Woollen & Worsted cloths.	140,927	114,417	187,198 ,,
Lead	821	151	56 tons

Quantity for the Eight Months ended 31st August.

	1864.	1865.	1866.
Cotton yarn	1,427,493	872,702	3,027,146 lbs.
Cotton manufactures	50,195,670	74,975,170	118,287,834 yds.
Worsted stuffs	9,975,186	11,135,678	14,261,072 ,,
Woollen and worsted cloths	1,193,144	1,129,916	1,284,857 ,,
Lead	5,074	1,188	4,241 tons.

Value for the Eight Months ended 31st August.

	1864.	1865.	1866.
Cotton yarn	£172,021	£82,925	£295,997
Cotton manufactures	1,409,104	1,646,436	2,906,700
Worsted stuffs	644,165	829,871	944,928
Woollen and worsted cloths	199,322	194,329	221,067
Lead	111,770	125,660	93,145

The Cotton Manufactures exported to other countries in the Far East during the month of August, and their value during the eight months of the respective years, are represented by the following figures:—

Quantity for the Month ended 31st August.

To	1864.	1865.	1866.
Ceylon	107,600	1,110,865	2,975,888 yds.
Singapore	619,534	2,927,722	4,568,069 ,,
Java	512,815	2,168,522	6,167,421 ,,
Philippine Islands	4,323,889	206,477	5,304,945 ,,

Value for the Eight Months ended 31st August.

	1864.	1865.	1866.
Ceylon	£271,888	£176,478	£399,358
Singapore	522,914	655,004	833,969
Java	433,991	443,412	878,771
Philippine Islands	457,517	439,825	444,514

Of Cotton Yarn the quantity exported to Singapore during last August was 166,024 lbs.; and during the eight months ended August, 1866, the quantity exported was 977,944 lbs., against 972,790 lbs. during the corresponding period in 1865, and 969,118 lbs. in 1864. To Ceylon 115,048 lbs. were exported in August 1866, and 608,026 lbs. in the eight months 31st August, against 121,392 lbs. in 1865, and 131,600 lbs. in 1864.

Value for the Eight Months ended 31st August.

	1864.	1865.	1866.
Ceylon	£20,910	£10,318	£68,597
Singapore	82,157	89,570	98,339

IMPORTS.

The total quantity of Raw Cotton imported (so far as the landing accounts were made up) is shown thus:—

Digitized by Google

From	Quantity for the Month ended 31st August. 1864.	1865.	1866.
Egypt	48,359 ..	101,135 ..	45,193 cwts.
British India	323,273 ..	530,105 ..	550,946 ,,
China	54,637 ..	44,581 ..	4,453 ,,
	Quantity for the Eight Months ended 31st August. 1864.	1865.	1866.
Egypt	845,212 ..	1,005,454 ..	735,460 ,,
British India	2,213,270 ..	1,941,401 ..	3,439,087 ,,
China	537,965 ..	301,509 ..	17,949 ,,
Total from all parts ..	4,670,000 ..	4,561,040 ..	8,809,601 ,,
	Value for the Month ended 31st July. 1864.	1865.	1866.
Egypt	£1,240,526 ..	£1,097,992 ..	£701,396
British India	2,792,611 ..	1,580,752 ..	2,167,506
China	646,432 ..	252,469 ..	58,258
Total from all parts	9,534,424 ..	4,056,267 ..	6,220,925
	Value for Seven Months ended July 31st. 1864.	1865.	1866.
Egypt	£10,192,905 ..	£7,291,833 ..	£6,168,031
British India	17,816,147 ..	7,460,795 ..	13,905,053
China	4,216,584 ..	1,210,335 ..	58,258
Total from all parts	44,392,716 ..	24,534,839 ..	53,569,684

Of Unrefined Sugar the quantity imported from Java and the Philippine Islands during the month of August last was, of 3rd quality 2,450 cwt., and of 4th quality 38,793 cwt. The quantity and value of this import from Java and the Philippines have been as follows:—

	Quantity for the Eight Months ended 31st August. 1864.	1865.	1866.
Of all qualities	382,295 ..	254,215 ..	125,551 cwts.
	Value for the Seven Months ended 31st July.		
Of all qualities	£133,291 ..	£446,357 ..	£222,718

Of Hemp from the Philippine Islands the import during the eight months and value for the seven months were as follows:—

	1864.	1865.	1866.
Quantity to 31st Aug. (cwts.) ..	110,196 ..	162,125 ..	28,312
Value to 31st July	£176,932 ..	£214,116 ..	£61,684

Of Coffee we received from Ceylon during the month of August, 1866, 10,069,123 lbs., the general return for the three years is as follows:—

	1864.	1865.	1866.
Quantity to 31st Aug. (lbs.) ..	47,234,274 ..	48,228,050 ..	47,706,659
Value to 31st July	£1,282,216 ..	£1,341,330 ..	£1,202,979

The following quantities of the articles named remained in the bonded warehouses of the United Kingdom on the 31st August:—

	1864.	1865.	1866.
Coffee (lbs.)	32,973,963 ..	31,091,573 ..	37,146,804
Unrefined Sugar (cwts.).	3,256,832 ..	3,796,559 ..	4,059,495
Tea (lbs.)	93,031,819 ..	90,724,339 ..	87,784,384

The following Returns give the Declared Value of the Exports of British and Irish Produce and Manufactures for the seven months ended 31st July:—

To	1864.	1865.	1866.
Egypt	£3,593,070 ..	£3,120,669 ..	£4,409,530
China (exclusive of H. Kong).	1,693,039 ..	2,140,234 ..	2,998,372
Hong Kong	1,021,284 ..	878,307 ..	1,542,445
Ceylon	509,523 ..	329,538 ..	601,694
Singa. and Eastern Straits ..	840,926 ..	924,211 ..	1,135,250
Netherlands India (Java, &c.)	567,248 ..	517,916 ..	898,624
Philippine Islands	441,854 ..	612,474 ..	415,630
Siam	11,513 ..	22,365 ..	4,088
Japan	214,316 ..	775,609 ..	880,967
Cochin-China, Camboja, and Tonquin	— ..	— ..	940

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Sept24	Whitesadder	Moore	Hg. Kg & C. G. Hope	Queenstown.
— 24	Belted Will	Locke	Hg. Kong & Canton	Off Falmouth.
— 25	Ziba	Bowes	Foo-chow-Foo	Liverpool.
— 5	Granville	Gureaud	Canton	Havana.
— 7	Catalina	Lopez	Macao	Do.
— 26	St. Paul	Martin	Akyab	Falmouth.
— 2[illegible]	Eurynome	—	Rangoon	Liverpool.
— 25	Freeland	Rogers	Do.	Brouwershaven.
— 26	Excellent	Smyth	Akyab	Queenstown.
— 27	Royal Alice	Pope	Rangoon	Off Queenstown.
— 29	Flying Spur	Ryrie	Foo-chow-Foo	Off Penzance.
— 29	Ada	—	Do.	Do.
— 29	Moravia	—	Akyab	Crookhaven.
— 9	Chanticleer	Frazer	Yokohama	Pernambuco.
Oct. 1	Success	Douwes	Akyab	Off Falmouth.
Sept30	Johannes Anthonius	—	Batavia	Do.
— 30	Carn Tual	—	Bassein	Liverpool.
Oct. 1	Dolbadern Castle	—	Rangoon	Off Cape Clear.
Sept30	Fleur de Lis	—	Akyab	Off the Fastnet.
Oct. 2	Jas. Edwards	—	Rangoon	Queenstown.
— 2	Walsoken	—	Akyab	Do.
— 2	Jas. C. Bell	—	Do.	Do.
— 2	Chinaman	Downie	Foo-chow-Foo	London.
— 2	Kung Mow	Westcott	Macao	Deal.
— 3	Falcon	Gunn	Foo-chow-Foo	Do.
— 2	Weidenhjelm	Tetdin (?)	Akyab	Falmouth.
Sept27	Albertine	Folsh	Singapore	Trieste.
Oct. 3	Jane and Ann	Soulsby	Penang	Off Falmouth.
— 4	Altona	—	Singapore	Off the Eddystone
— 4	Highland Chief	—	Akyab	Off Falmouth.
— 4	Emelio	Rose	Do.	Falmouth.
— 4	Humberstone	—	Do.	Do.
— 5	Argo	Raschen	Rangoon	Do.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Sept18	Henriette	Dryver	Batavia	Amsterdam.
— 23	Aletta Augusta	Tinholt	Padang	Off Dover.
— 23	Indiaman	Williams	Singapore	Liverpool.
— 19	Old England	—	Galle	Shields.
— 23	Claire	Robert	Do.	Newport.
— 27	Francis	Higgs	Colombo	London.
—	Minister v. Thorbecke	—	Batavia	Rotterdam.
— 24	Seaview	Williams	Shanghai	Newport.
— 26	Fort Regent	Hubert	Hong Kong	Swansea.
—	Ilderdyk	Victor	Batavia	Rotterdam.
— 27	Helene Henriette	Deterding	Do.	Liverpool.
— 28	Bahia	Smith	Shields and Galle	London.
— 29	Katinka	Greig	Penang	Do.
— 29	Sir Harry Parkes	Chapman	Shanghai	Do.
— 29	Her Majesty	Seymour	Hg. Kong & Canton	Do.
— 26	Helena Donner	—	Shanghai	Cardiff.
— 27	Seafield	Tough	Galle	Liverpool.
— 26	Raphael	Wenslade	Yokohama	Marseilles.
— 29	Achilles (s.s)	Russell	China	Liverpool.
Oct. 2	Champion	Chevalier	Penang	London.
— 2	Akbar	Pitzzey	Colombo	Do.
— 1	Anna Dorothea	Flannery	Shanghai	Liverpool.
Sept28	Odulia	Gastanaga	Manila	Glasgow.

(See Commercial Postscript.)

LOADING.

At London.—For Yokohama: Havelock, Medina. For Nagasaki and Yokohama: Chrysolite, Kagosima, Rifle. For Manila: Angela. For Shanghai: Fiery Cross, Taitsing, Taeping. For Hong Kong: Black Prince. For Hong Kong and Canton: Canadian, Belted Will, Ariel, Serica. For Singapore: Newcastle. For Singapore and Penang: Spirit of the Deep. For Colombo: Palestine, Thames, Frances. For Galle: Cochin, Beypore, Calicut, Cannanore, Mangalore, and Sadashigar, Star of Ceylon.

At Liverpool.—For Yokohama: Constantia. For Shanghai: Maiden Queen. For Singapore: Advance, George and Henry. For Manila: Maria y Vicente, Sales. For Batavia and Sourabaya: Jane Kilgour, Amazon. For Batavia and Singapore: Ziba.

At Glasgow.—For Batavia and Sourabaya: Finella. For Singapore: Foam. For Samarang and Sourabaya: Corsock.

SPOKEN.

China (ship), Newport to Shanghai, July 16, in Java Sea.
Conrad, Sunderland to Japan, July —, 27 S., 26 W.
Krimpen aan der Lek, Rotterdam to Hong Hong, June 6, 15 N., 26 W.
Resolute New York to Japan, Aug. 21, 31 N., 38 W.
Neptune's Bride, Colombo to London, Aug. 27, 15 N., 27 W.
Grenada, Singapore to Liverpool, July 12, in the Java Sea.
Prata, Penang to London, Aug. 25, 45 N., 17 W.
Altona, Singapore to Rotterdam, Aug. 28, 1 N., 24 W.
Venus, of Hamburg, Cardiff to Hong Kong, Sept. 8, 11 N., 25 W.
Alblasserwaard, Shields to Batavia, Sept. 8, 11 N., 25 W.
Madonna, Sunderland to Singapore, May 27, 17 S., 29 W.
Nieuwland, Newcastle to Singapore, June 3, 30 N., 18 W.
Peter Denny, London to Shanghai, Aug. 13, 5 N., 22 W.
Vriendschap (Dutch barque), Batavia to Amst., Sept. 16, 39 N., 37 W.
Canopus, Colombo to London, Sept. 18, 40 N., 34 W.

FREIGHTS AND CHARTERS.

We have to note but little animation in export business, though outward freights remain without alteration. Coal freights continue unchanged. In homeward charters we have no transactions to report.

Outward berth freights remain quiet, former quotations being maintained, but the supply of shipping is fully equal to the demand.

Current Rates of Freight for Vessels on the Berth:—To Yokohama: 40s. weight, 50s. meast. To Nagasaki: 50s. weight or mea. To Shanghai: 45s. weight, 45s. to 47s. 6d. meast. To Hong Kong: 40s. weight or meast. To Singapore: 30s. weight or measurement. To Penang: 40s. weight or measurement. To Ceylon: 25s. to 30s. weight, 35s. meas.

The current quotations for coal, &c., are as follow:—From Wear or Tyne per keel. For Hong Kong: £40. For Singapore: £30. For Shanghai: £50. For Saigon: £50. For Yokohama: £51. From Newport, Cardiff or Swansea, per ton. For Hong Kong: £2. For Singapore, £1 7s. 6d. For Shanghai: £2 10s. For Saigon: £2 8s. For Yokohama: £2 7s. 6d. Batavia: £1 6s. For Manila: £1 15s.

The Admiralty have invited tenders for the conveyance of 570 hhds. porter from the River Thames to Hong Kong, and have accepted the Belted Will for conveyance of troops to Hong Kong.

CASUALTIES.

The Robert Dickson, Wilson, from Sourabaya to Amsterdam, which put into Falmouth Sept. 19, dismasted, has been surveyed and commenced landing her cargo.

Advices from Batavia, dated Aug. 11, state that the Comus, Black, which left Sourabaya, Aug. 11, for Amsterdam, had struck near Pakies, and would probably have to discharge.

MISCELLANEOUS.

At Bahia.—Sept. 28, Gerard Pieter Servatius, Beckering, sailed for Batavia.

On the 27th Sept. Messrs. R. Steel and Co. launched from their yard on the Clyde an iron ship named the Gryfe. She is 197 ft. long, 33 ft. 6 in. broad, and her depth of hold is 21 ft. 8 in. She is owned by Capt. Russell, of Greenock, and is intended for the East India and China trade.

The P. and O. Co.'s steamer Mooltan has arrived at Southampton from Calcutta for a general overhaul and repair. She left Calcutta on the 17th July and arrived on the 4th October, being 78 days.

Digitized by Google

THE BANK OF HINDUSTAN, CHINA AND JAPAN (Limited).

1, Bank-buildings, Lothbury, London.

CAPITAL	... £4,000,000
Subscribed	... 3,696,100
Paid-up	... 893,682

Directors.

William Ferneley Allen, Esq., Alderman.
William Frederick Baring, Esq.
James Nugent Daniell, Esq.
William Harrison, Esq.
James Levick, Esq.
Sassoon David Sassoon, Esq.
J. Mackrill Smith, Esq.
Richard Spooner, Esq.
Philip Vanderbyl, Esq., M.P.
Henry Young, Esq.

Bankers.

The Bank of England. | The National Bank.
The Alliance Bank.

EDINBURGH BRANCH.

Directors.

William Forbes, Esq., of Medwyn.
Patrick Arkley, Esq., of Duninald.
James Mackintosh, Esq., jun., of La Mancha, and late of Calcutta.
John A. Macrae, Esq., W.S., 89, Frederick-street, Agent

BRANCHES.

Bombay | Colombo | Shanghai
Calcutta | Hong Kong | Yokohama

Deposits received, subject to ten days' notice, on the usual terms, and for fixed periods at rates subject to special agreement.

Drafts issued, and Bills negotiated, payable in India, China, &c. Circular Notes and Letters of Credit, payable throughout Europe, are also issued for the convenience of Travellers per Overland Route.

The purchase and sale of Indian and other Securities, and the safe custody of the same, undertaken. Dividends, Pay, Pensions, Interest, or other moneys realised, and the registry of Indian Government Loan Notes effected, so that the interest may be paid in England.

Every other description of Banking and Agency business in connection with India, China, &c., conducted on the most favourable terms.

JOHN OUSELEY, General Manager.

PIGNATEL & CO.,

STOREKEEPERS,

GENERAL MERCHANTS

AND

COMMISSION AGENTS

NAGASAKI

JAPAN.

ELLWOOD'S NEW PATENT AIR-CHAMBER HAT.

Combines the lightness of the Pith Hat and the softness of a Turban, with the durability, comfort, and numerous other good qualities for which

ELLWOOD'S PATENT Air-Chamber Hats have so long been celebrated.

Hats, Caps, and Helmets of every description Manufactured at the Works of

J. ELLWOOD & SONS,

GREAT CHARLOTTE-STREET, S., LONDON

CAUTION.—No Air-Chamber Hats or Helmets are genuine unless they bear the above stamp, with either "Ellwood & Sons," or the seller's name in the Shield.

*** Orders through Mercantile Houses carefully shipped.

BRIDGEWATER, JONES, AND CO., WHOLESALE HABERDASHERS, HOSIERS and GLOVERS,

WAREHOUSEMEN and MANUFACTURERS,

39, 40, and 41, Wood-street, London, E.C.

Lists of Prices forwarded to Merchants and Traders on application. Remittances to be payable in London.

BASS AND ALLSOPP'S INDIA PALE ALES.

GEORGE JONES, No. 8, Billiter-street, London.

Present prices, 7s. 3d. per dozen quarts, and 4s. 9d. per dozen pints. Free on board, protected by his own and the Brewer's Labels and Patent Capsule.

TUPPER AND COMPANY.

MANUFACTURERS OF PATENT GALVANISED IRON, in Sheets, Tiles, Iron Roofs Sheds, Cisterns, Pails, Gutters, Wire for Fencing, &c.

WORKS AT BIRMINGHAM AND LONDON.

Offices—61a, MOORGATE-STREET, LONDON.

Merchants' orders executed with despatch.

PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's Establishments at the above Port afford every facility for REPAIRING and SPARRING VESSELS, and for CLEANING and PAINTING Iron and Steam Ships.

Their large Granite Dock, 286 feet long on the blocks, is in complete working order, and at average spring tides can take vessels drawing 16 to 17 feet water. The Dock is fitted with a Caisson Gate and with a Centrifugal Steam Pump of great power, ensuring despatch in all states of the tide. An ample stock is kept on hand of Timber, Oregon Spars, Sheathing Copper and Yellow Metal, and of every description of material for Dockyard use.

The premises comprise an Engineer's Workshop, Brass Foundry, a large Smithy and Carpenter's Workshops, and the works are superintended by Resident Europeans, viz., a Shipwright, an Engineer and a Blacksmith. Dry, Godowns for the reception of vessels, stores, &c., when requiring to discharge them.

Amoy, March, 1865.

COWASJEE DINSHAW,

Close to the Landing Place. Depot of

EUROPEAN, CHINA, AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality. Bombay-made Soda Water and Lemonade. Perfumery, Confectionery, Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.

STEAMER POINT, ADEN.

Drawing and Reading-room free to Passengers.

THE "LONDON AND CHINA EXPRESS" ON SALE

REVUE ORIENTALE,

Conducted by M. LEON DE ROSNY,

Professor of Japanese in the Imperial School of Living Oriental Languages of Paris.

DEVOTED specially to Ethnography, History, Literature, and Commerce of Asia, Africa, and Oceana.

The last issue (No. 57) contains, amongst other matters,—

THE INEXORABEE COURTESAN, a Hindoo Story translated by M. Garcin de Tassy, Member of the Institute of France.

COMMERCIAL RELATIONS of the EAST and WEST in Ancient Times, by M. A. Castaing.

OCEANIC STUCIES, by G. Delonore.

VOYAGE in the HOLY LAND, by M. F. de Saulcy, of the Institute.

ORIGINAL CORRESPONDENCE.

MISCELLANEOUS NEWS relating to the East.

Agents in London: TRUBNER AND CO.

Now ready, 8vo, price 12s.

RUTTER'S METRIC SYSTEM OF WEIGHTS and MEASURES compared with the British Standard Weights and Measures in a complete Set of Comparative Tables; also, Tables of Equivalent Prices under the Two Systems, and of Chinese and Indian Weights compared with Metric Weights, &c.

By HENRY RUTTER,

Author of Exchange Tables and Arbitrations of Exchanges between England, India, and China.

Now ready, Ninth Edition, revised and enlarged, price 25s., cloth lettered,

RUTTER'S EXCHANGE and BULLION TABLES; being a complete Guide to Exchange Operations between England and the East, in sterling, rupees, and dollars, extended so as to meet the requirements of Shanghae rates under any possible variation. To which is now added an Appendix, containing a guide to the negotiation of short-sighted Bills; with other information relative to Exchanges between England, India and China.

By HENRY RUTTER, late Agent of the Commercial Bank of India, Hong Kong.

London: Effingham Wilson, Royal Exchange.

ENGLISH GARDENS IN THE EAST.

THE Fourth Season has now confirmed the complete success of Mr. CHRISTY'S Cases for conveying Fruit Trees, Vines, Plants, Flowering Shrubs, and Seeds, to the East, when shipped in the holds of Steamers like ordinary Case Goods. Mr. John Waterer, junr., the American Nursery, Bagshot, Surrey, or Mr. Christy, 28, Pall Mall, London, are prepared to execute orders for gentlemen in the East, and beg to call attention to the list of prices and conditions. Fruit Trees, including Pears, Apples, Plums, Currants, Gooseberries, Peaches, Nectarines, Apricots, Cherries, and Quinces, per case, 10 Guineas.

	Guineas.
20 FRUIT TREES, with Ten venes, per case	14
ROSES of the best kinds	15
RHODODENDRONS and AZALIAS, &c.	15
GARDEN SEED (various)	5 upwds.

The number depends on the size of the roots; the cases average 30 plants each.

All the above prices include freight, insurance, and all charges to any port where the P. and O. steamers call. The season for shipment commences about September and ends in January. All orders must be accompanied by a remittance or orders for payment. The name of the agent at the port of arrival must be furnished, to prevent delay in forwarding.

Bottled Ales and Wines, &c.

"NO BUYERS for the BEST BRANDS, unless RE-PACKED," in consequence of repeated BREAKAGE.—Melbourne Journal of Commerce, Nov. 16. Heating and Breakage entirely prevented, and 15 per cent. saved in Freight of Cases by using SEYMER'S BOTTLE PACKINGS AND COOLERS.

Price 7½d. per doz. Bottlers contracting for large quantities effect so great a saving in labour, &c., that they can supply them at one-fourth less in price to Shippers, who will find it most profitable to order their goods to be so packed in future. In use by all the leading London houses.—T. WHITEHEAD, 37, Eastcheap, E.C. Sole Manufacturer.

TO IMPORTERS.

The undersigned beg to remind Importers of Wearing Apparel, and Boots and Shoes, of the many advantages which their long experience as Manufacturers and Shippers, their vast resources, and their intimate knowledge of the requirements of Foreign and Colonial Markets enable them to offer.

Assorted Sample Cases forwarded on receipt of remittance or order on London Agent.

E. MOSES AND SON,

CORNER OF MINORIES AND ALDGATE, LONDON.

THE CHINESE COMMERCIAL GUIDE.

CONTAINING Treaties, Tariffs Regulations, Tables, &c., useful in the trade of China and Eastern Asia, with an Appendix of Sailing Directions for those Seas and Coasts, by S. WELLS WILLIAMS, LL.D Fifth Edition.

Hong Kong, Shortrede and Co.; London Agent, F. Algar, 11, Clement's-lane, E.C. Price Two Guineas.

THE MONEY MARKET REVIEW

A WEEKLY JOURNAL OF THE HIGHEST CLASS,

EXCLUSIVELY DEVOTED TO THE DISCUSSION OF COMMERCIAL AND FINANCIAL TOPICS.

PUBLISHED EVERY SATURDAY

TERMS OF SUBSCRIPTION.

PAYABLE IN ADVANCE.

Single Paper ... ... 6d. Yearly ... ... £1 6s.

BY POST.

Single Paper ... ... 7d. Yearly ... ... £1 10s.

*** Post-office orders to be made payable to FRANCIS FISHER, 23, Birchin-lane, Cornhill, London, E.C.

"CHINA MAIL" OFFICE.

No. 2 WYNDHAM-STREET (back of the Club):—

1.—THE EVENING MAIL,

A DAILY PAPER.

Price.—2 dols. per month.

Terms of Advertising.—First insertion, Ten lines and under, 1 dol.; each additional line, 10 cents. Subsequent insertions, per week, 50 cents and 5 cents—"Auction" Notices are excepted, for which only One Charge per week is made).

2.—THE CHINA MAIL,

AN ORIGINAL WEEKLY PAPER.

(Every Thursday Night.)

Price.—15 dols. per annum; Single Copies, 44 cents.

Advertising.—First insertion, Five lines, 1 dol.; each additional line, 20 cents. Subsequent insertions, 50 cents. and 10 cents.

The "China Mail" has been permanently enlarged in size, namely, from 4 to 6 full pages. It is the only weekly paper published in China which contains a complete summary of Hong Kong news as well as that from the treaty ports of China and Japan, and from Manila, Australi India, and the Straits. Its circulation, which has of la considerably increased, extends throughout the coasts of those countries as well as to various parts of Europe. Great facilities are thus afforded to advertisers in this newspaper.

3.—OVERLAND CHINA MAIL.

Containing 8 Full Pages, and consisting of a reprin of the articles in the Evening and China Mails, with Summary of News and Commercial Summary.

Once a Fortnight.

(The Morning of the Mail's despatch.)

Price.—To Subscribers to the Weekly issue, 8 dols to Non-subscribers, 12 dols. Single copies, 50 cents.

Advertising.—The same as in the Weekly. All "Notices of Firms" appearing in the Weekly will be inserted in the *Overland*, and charged for, unless otherwise ordered.

A. SHORTREDE & CO.

Hong Kong, May 17, 1866.

T. & H. SMITH'S

CODEIA LOZENGES.

THESE Lozenges have a remarkable effect in allaying Cough and Irritation of the Throat and Chest.

Prepared only by T. and H. SMITH and Co., 21 DUKE-STREET, EDINBURGH, and 69, COLEMAN-STREET, LONDON. In boxes at 1s. 1½d. and 2s. 9d. each.

T. & H. SMITH'S

ESSENCE OF COFFEE.

GIVES instantaneously a delicious Cup of Coffee with boiling water or milk merely. To be had in bottles at 1s. and 2s. each, of all respectable Grocers, Chemists, and Italian Warehousemen.

69, COLEMAN-STREET, CITY, and 21, DUKE STREET, EDINBURGH.

HOLLOWAY'S OINTMENT.—In bad legs, scrofulous sores, glandular swellings, this Ointment operates very gently, but very surely and with a rapidity that resembles magic. It should be rubbed into the parts affected after they have been fermented with luke warm water. The purifying and curative powers of this marvellous unguent have never been disputed by anyone who has given it a fair trial. It contains not a particle of any substance of a noxious nature, nor is there a case on record in which it has done the slightest harm, while there are authentic reports of innumerable cures effected by it in all countries. It is as mild in its action as it is powerful and beneficial in its effects.

Digitized by Google

SOLID MAHOGANY FURNITURE FOR INDIA, CHINA AND THE COLONIES.

HEAL and SON are Manufacturing, ESPECIALLY FOR use in EXTREME CLIMATES BEDROOM FURNITURE, which is entirely Free from Veneer. A general Assortment always in Stock.

IRON AND BRASS BEDSTEADS

Suitable for all Parts of the World. Their Stock consists of 2,500 Bedsteads.

HEAL AND SON'S PATENT HORSEHAIR MATTRESS.

HEAL and SON have Patented an Improvement in the Manufacture of Mattresses, which prevents the material from felting into a mass, as is the case with all Mattresses made in the ordinary way. The Patent Mattresses are made of the very best Horsehair, are rather thicker than usual, and the prices are but a trifle higher than those of other good Mattresses.

HEAL AND SON'S ILLUSTRATED CATALOGUE

For INDIA, CHINA, and the COLONIES, of Bedsteads, Bedding, and Bedroom Furniture, SENT FREE TO EVERY PART OF THE WORLD to which there is Book Post.

HEAL and SON, Bedstead, Bedding, and Bedroom Furniture Manufacturers 196, 197, 198, Tottenham-court-road, London, W.

WALKER'S CRYSTAL CASE WATCHES.

PRIZE MEDAL, 1862.

JOHN WALKER,

CHRONOMETER, WATCH AND CLOCK MAKER

(BY APPOINTMENT), TO THE

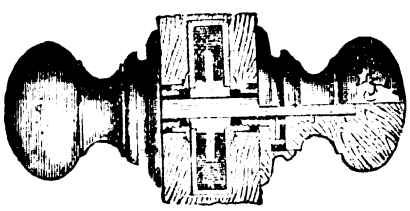
English, Indian, Foreign, and Colonial Railways,

68, CORNHILL, AND 230, REGENT STREET, LONDON

J. W. SOLICITS the attention of Military and Naval Officers and the Public of China to his CRYSTAL CASE WATCHES, as they are especially adapted for foreign use.

The CRYSTAL CASE WATCH is so constructed that it entirely obviates the necessity of a Hunting Case Watch, as it is much stronger and cannot so easily get out of repair. Description Pamphlets with List of Prices on application.

THOMAS PUGH & CO.'S NEW PATENT ECONOMIC SELF-ADJUSTING MORTISE AND RIM LOCK FURNITURE.



J. B. SCAMMELL & CO.,

(Late THOMAS PUGH & Co.)

WHOLESALE IRONMONGERS,

12, KING-STREET, SNOW-HILL, LONDON.

We invite particular attention to the PATENT LOCK FURNITURE, which we do not hesitate to say is the most perfect article now manufactured, great improvements having been recently made in it. It has been extensively used in Public and Private Buildings, in Her Majesty's Pavilion and Camp at Aldershott—alone, many hundred sets without one single failure. It is applicable to all Locks and Latches, both Rim and Mortise, and effects a most secure fastenings without any screw in the neck of the knob.

New rich Designs in Glass, China, Brass, Bronzed, Gilt, Carved Woods, Inlaid, &c., &c., or to any Design.

THIS FURNITURE MAY BE HAD WITH PLATES OR NUTS.

A most complete and extensive stock of

SUPERIOR LOCKS, LATCHES, BRASS FOUNDRY, AND IRONMONGERY,

Required for Buildings, of the best quality manufactured, at the lowest wholesale prices.

☞ *Illustrations and Particulars sent on application.*

SCREWS, NAILS, PIPES, GUTTERS, AND BUILDERS' CASTINGS.

PATENT MORTISING MACHINES AND FLOORING CRAMPS.

Foreign and Colonial orders accompanied by a remittance, direct or through a London agent, receive the best attention

OUR SPECIALTY
PETROLEUM LAMPS.

DIETZ & Co.,

MANUFACTURERS and EXPORTERS of KEROSENE LAMPS in great variety, and as GOODS APPERTAINING TO THE LAMP TRADE.

DIETZ & CO.'S

CELEBRATED

FLAT-WICK KEROSENE BURNERS

Are too well known and appreciated in

INDIA, CHINA, AND JAPAN

to need further commendation.

DIETZ & Co.'S

LARGE CATALOGUE,

Containing 500 Illustrations of KEROSENE LAMPS

will be forwarded on application.

DIETZ & CO.,

4, ST. PAUL'S BUILDINGS,

CARTER LANE,

LONDON.

IMPORTANT ANNOUNCEMENT.

JOSEPH GILLOTT,

Metallic Pen Maker to the Queen,

BEGS to inform the Commercial World Scholastic Institutions, and the Public generally that, by a novel application of his unrivalled Machinery for making Steel Pens, he has introduced a NEW SERIES of his useful productions, which, for EXCELLENCE OF TEMPER, QUALITY OF MATERIAL, and above all, CHEAPNESS IN PRICE, must ensure universal approbation, and defy competition.

Each Pen bears the impress of his name as a guarantee of quality; they are put up in boxes containing one gross each, with label outside, and the fac-simile of his signature.

At the request of numerous persons engaged in tuition J. G. has introduced his WARRANTED SCHOOL and PUBLIC PENS, which are especially adapted to their use, being of different degrees of flexibility, and with fine medium, and broad points, suitable for the various kinds of Writing taught in Schools.

Sold Retail by all Stationers and Booksellers. Merchants and Wholesale Dealers can be supplied at the Works, Graham-street, Birmingham; at 91, John-street New York; and 37, Gracechurch-street, London.

THE CAPE, INDIA, AND CHINA AGENCY.

ORDERS for GOODS of all descriptions executed, and Shipped by the Overland Route or by Clipper sailing vessels. Consignments of Produce realised. The Goods are selected by parties who have had personal experience of the requirements of the markets at the

CAPE COLONIES, INDIA, CHINA, AND JAPAN.

TERMS:—One-half the estimated cost to be remitted with the order, and the balance on receipt of Bill of Lading and Invoice.

Commission, 2½ per cent. on Orders over £50 and 5 per cent. on amounts under £50

Orders and remittances should be addressed to the MANAGER.

Office, 12, George-yard, Lombard-street, London E.C.

DYSENTERY, CHOLERA, FEVER, AGUE, ETC.

CHLORODYNE.

DR. J. COLLIS BROWNE'S CHLORODYNE.

Vice-Chancellor Sir W. Page Wood stated publicly in Court that Dr. J. Collis Browne was undoubtedly the Inventor of Chlorodyne; that the whole story of the defendant Freeman was deliberately untrue, and he regretted to say it had been sworn to.—See *The Times*, July 18, 1864.

DR. J. COLLIS BROWNE'S CHLORODYNE.

The Right Hon. Earl Russell communicated to the College of Physicians and J. T. Davenport that he had received information to the effect that the only remedy of any service in Cholera was Chlorodyne.—See *Lancet*, Dec. 31, 1864.

DR. J. COLLIS BROWNE'S CHLORODYNE.

Extract from *Medical Times*, Jan. 12, 1866.—"Is prescribed by scores of othodox medical practitioners. Of course it would not be thus singularly popular did it not 'supply a want and fill a place.'"

DR. J. COLLIS BROWNE'S CHLORODYNE

is the best and most certain remedy in COUGHS, COLDS, ASTHMA, CONSUMPTION, NEURALGIA, RHEUMATISM, etc.

DR. J. COLLIS BROWNE'S CHLORODYNE

is a certain cure in CHOLERA, DYSENTERY, DIARRHŒA, COLICS, etc.

DR. J. COLLIS BROWNE'S CHLORODYNE.

EXTRACT *from the* GENERAL BOARD OF HEALTH, *London, as to its efficacy in Cholera.*—"So strongly are we convinced of the immense value of this remedy, that we cannot too forcibly urge the necessity of adopting it in all cases."

From A. MONTGOMERY, Esq., *late Inspector of Hospitals, Bombay.*—"Chlorodyne is a most valuable remedy in Neuralgia, Asthma, and Dysentery. To it I fairly owe my restoration to health after eighteen months' severe suffering, and when all other remedies had failed."

DR. J. COLLIS BROWNE'S CHLORODYNE.

CAUTION.—None genuine without the words "Dr. J. Collis Browne's Chlorodyne" on the Government Stamp. Overwhelming medical testimony accompanies each bottle. Sole Manufacturer, J. T. DAVENPORT, 33, Great Russell-street, Bloomsbury, London. The immense demand enables the proprietors to reduce the price; it is now sold in bottles, 1s. 1½d., 2s. 9d., 4s. 6d., and 11s.

AGENT: Hong Kong, Mr. A. S. WATSON.

J. T. DAVENPORT, 33, GREAT RUSSELL-STREET, LONDON, W.C.

Be not misled by the statements of unscrupulous persons, as the Defendant was termed by the Vice-Chancellor.

Digitized by Google

THE SHORTEST ROUTE TO AND FROM MANILA AND THE PHILIPPINES.

NOTICE to SHIPPERS and PASSENGERS by the OVERLAND ROUTE :—

The CHINA STEAM and LABUAN COAL COMPANY (Limited), in pursuance of an agreement entered into with the Government of Manila, have arranged to despatch the steamships "MONA" and "JAPAN," or other of their first-class steamers, with the mails and passengers monthly between Singapore and Manila, and Manila and Singapore, in correspondence with the Messageries Imperiales Overland Route.

TIMES OF DEPARTURES.

From Singapore to Sarawak, Labuan, Manila, Amoy, and back :—

No. 1.

Leaves Singapore	4th each month.
Arrives at Sarawak	6th ,,
Leaves Sarawak	7th ,,
Arrives at Labuan	9th ,,
Leaves Labuan	13th ,,
Arrives at Singapore	17th ,,

No. 2.

Leaves Singapore	21st each month, on arrival of French mail.
Arrives at Labuan	24th each month.
Leaves Labuan	25th ,,
Arrives at Manila	29th ,,
Leaves Manila	4th following month.
Arrives at Amoy	8th ,,
Leaves Amoy	12th ,,
Arrives at Manila	16th ,,
Leaves Manila	21st with French mail.

JOHN PITMAN, Marine Superintendent.

The Company's agents at Singapore will take charge of goods for transhipment. For further particulars apply at the Offices of the Company, Ethelburga-house, 70 and 71, Bishopsgate-street, London, E.C.

OVERLAND ROUTE.

COMMUNICATION by STEAM to INDIA, AUSTRALIA, &c., *via* EGYPT.—From SOUTHAMPTON and MARSEILLES. — The PENINSULAR and ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels for Gibraltar, Malta, Egypt, Aden, Ceylon, Madras, Calcutta, the Straits, China, and Japan (Yokohama), by their steamers leaving Southampton on the 4th and 20th of every month. For Gibraltar, Malta, Egypt, Aden, and Bombay by those of the 12th and 27th of each month; and for King George's Sound, Melbourne, and Sydney, by the steamers leaving Southampton on the 20th of every month. The steamers leave Marseilles on the 5th, 12th, 20th and 28th of the Month.

For further particulars apply at the Company's Offices, 122, Leadenhall-street, London, E.C., or Oriental-place, Southampton.

OVERLAND ROUTE VIA MARSEILLES.

SERVICES MARITIMES DES MESSAGERIES IMPERIALES.

FRENCH MAIL STEAM PACKETS.

The 19th of every Month, at 2 P.M for—

MESSINA, ALEXANDRIA, ADEN, POINT DE GALLE (Ceylon), PONDICHERRY MADRAS, CALCUTTA, SINGAPORE, BATAVIA, SAIGON, HONG KONG, SHANGHAI, and JAPAN.

The 9th of every Month for—

MESSINA, ALEXANDRIA, ADEN, SEYCHELLES REUNION, MAURITIUS

For passage, freight, and information apply to B. W. and H. HORNE, 4, Moorgate-street, London; G. H. FLETCHER and Co., Liverpool; at the offices of the Services Maritimes des Messageries Imperiales in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

*** Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.

STEAM to INDIA, via the CAPE. — The UNION STEAMSHIP COMPANY (Limited) have entered into an arrangement with the Government for the extension of the Packet Service from Mauritius to Ceylon. Passengers can proceed from Southampton on the 8th of every Month to Point de Galle, where a junction is formed with steamers proceeding to India, China, Australia, &c. Rates of freight and passage very moderate.

Apply to FALCONER and MERCER, 23, Leadenhall-street, London; or THOMAS HILL, Southampton.

ORIENTAL, AUSTRALIAN, AND GENERAL STEAM AGENCY, AND GLOBE PARCEL EXPRESS.

PARCELS, PACKAGES, and MERCHANDISE forwarded, and PASSAGES engaged to all parts of the world. Baggage collected and shipped, insurances effected, &c.

CALCUTTA, MADRAS, CEYLON, and ADEN—Overland, 4th and 20th of every month.

BOMBAY and ADEN—Overland, 12th and 27th.

CHINA, JAPAN, SINGAPORE, and EASTERN SEAS—Overland, 4th and 20th.

AUSTRALIA, TASMANIA, and MAURITIUS—Overland, 20th.

NEW ZEALAND and AUSTRALIA via PANAMA, 2nd.

INDIA, CHINA, and AUSTRALIA—Via Cape of Good Hope, Clipper Ships, weekly.

Prospectuses, with through rate to a thousand places free on application.

G. W. WHEATLEY and Co. (late Waghorn), 150, Leadenhall-street, E.C.; CHAPLIN'S, Regent-circus, W.; and 32, Regent-street, S.W.

INDIA, CHINA, AND JAPAN.

ROBERTSON and CO. will despatch the following first-class VESSELS to their respective destinations :—

Destination.	Ships.	Class.	Docks.	To Sail.
Shanghai ...	Taitsing ...	A1 14 yr.	W.I.D.	With des.
Shanghai ...	Cymbeline.	A1 13 yr.	W.I.D.	With des.
Hong Kong & Whampoa ...	Serica ...	A1 13 yr.	W.I.D.	With des.
Hong Kong ...	Blk. Prince	A1 13 yr.	S.K.D.	With des.
Kanagawa & Yokohama ...	Medina ...	A1 13 yr.	W.I.D.	With des.
Singapore and Penang ...	Spirit of the Deep	A1 13 yr.	W.I.D.	With des.

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.

CHINA, JAPAN, and SINGAPORE.—The following splendid first-class CLIPPER SHIPS will be despatched as under :—

Port.	Ship.	Class.	Dock.	Last Shipping Day.
Shanghai ...	Whiteadder	A1 10 yr.	E.I.D.	Oct. 25.
Shanghai ...	Chinaman ...	A1 14 yr.	E.I.D.	Nov. 10.
Hong Kong & Whampoa ...	Min... ...	A1 13 yr.	E.I.D.	With des.
Kanagawa (Yokohama) ...	Eliza Shaw...	A1 15 yr.	E.I.D.	Nov. 15.
Nagasaki and Kanagawa ...	Rifle ...	A1 13 yr.	W.I.D.	With des.
Singapore ..	Newcastle ...	A1 10 yr.	W.I.D.	With des.

For Freight or Passage apply to KILLICK, MARTIN and Co., 28, Nicholas-lane, Lombard-street, E.C.

INDIA, CHINA, AND AUSTRALIA.

SHAW, LOWTHER, & MAXTON will despatch the following first-class SHIPS as under :—

Destination	Ships.	Class.	To sail.
Hong Kong and Whampoa ...	Ariel	A1 14 yrs.	Oct. 10.
Ditto	Belted Will ...	A1 14 yrs.	Oct. 25.
Ditto	Sir Lancelot ...	A1 14 yrs.	To follow
Ditto	Melbreck ...	A1 14 yrs.	To follow
Shanghai	Fiery Cross ...	A1 13 yrs.	Oct. 10.
Ditto	Falcon ...	A1 13 yrs.	To follow
Melbourne.. ...	Holmsdale ...	A1 13 yrs.	Oct. 25.
Ditto	Reigate ...	A1 12 yrs.	Nov. 25.
Sydney	Sobraon ...	A1 13 yrs.	Oct. 25.
Colombo and Cocoanada	Brockham ...	A1 12 yrs.	Nov. 5.

For Freight or Passage apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings.

FROM LIVERPOOL.

Destination.	Ships.	Tons	Class.	To Sail.
Shanghai ...	Maiden Queen	814	A 1 —	Imm.
Batavia & Singapore ...	Ziba	497	A 1 —	Oct. 25.
Bombay ...	Bayard ...	1319	A A 1 —	Imm.

For terms of Freight or Passage apply to McDIARMID, GREENSHIELDS, and Co., Liverpool.

COLOMBO LINE OF PACKETS.

THE undermentioned will despatch the following magnificent first-class VESSELS :—

Ships.	Tons.	Class.	Dock.	Date of Sailing.
Frances ...	489	A 1 13 yrs.	W.I.D.	Oct. 10.
Dora	379	A 1 10 yrs.	W.I.D.	With des.
Abdul Medjib ...	402	A A 1 —	W.I.D.	To follow.
John Bright ... (For Bombay)	541	A 1 12 yrs.	L.D.	Oct. 12.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's.

To sail punctually on the 10th October.

FOR SHANGHAI, the well-known clipper FIERY CROSS, A 1 thirteen years, 689 tons register, RICHARD ROBINSON, Commander; lying in the West India Docks. Has excellent accommodation for passengers.

For Freight or Passage apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings, London, E.C.

To follow the FIERY CROSS.

FOR SHANGHAI, the well-known clipper FALCON, A 1 thirteen years, 793 tons register, J. J. GUNN, Commander; lying in the East India Docks. Has excellent accommodation for passengers.

For Freight or Passage apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings, London, E.C.

Regular Line of Packet Ship.

To sail punctually on the 10th October.

FOR HONG KONG and WHAMPOA, the celebrated clipper ship ARIEL, A1 fourteen years, 853 tons register, JOHN KEAY, Commander; lying in the East India Docks. This beautiful ship has just completed her first voyage, with the new teas, in ninety-nine days into dock.

For Freight or Passage, apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings, London, E.C.

Regular Line of Packet Ship.

To sail punctually on the 25th October.

FOR HONG KONG and WHAMPOA, the well-known clipper BELTED WILL, A 1 fourteen years, 812 tons register, A. LOCKE, Commander; lying in the London Dock. Has excellent accommodation for passengers.

For Freight or Passage apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings, London, E.C.

FOR COLOMBO and COCONADA (under engagement to H.M. Council for India, to sail on the 5th November), the splendid clipper ship ROCKHAM' A 1 twelve years, 1,048 tons register, R. J. BARROW, Commander; lying in the East India Docks. Has excellent accommodation for passengers.

For Freight or Passage apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings.

FOR COLOMBO, CEYLON, Direct, to follow the "Avon," and will have quick despatch, the well-known clipper ship THAMES, A 1 thirteen years, 444 tons register, O. J. H. ARNOLD, Commander; loading in the West India Docks. This beautiful vessel has a full poop, with every accommodation for the comfort and convenience of passengers.

For Freight or Passage apply to F. TALLACK, 23, Birchin-lane, Cornhill, E.C.

FOR COLOMBO, CEYLON, Direct, will have immediate despatch, having the whole of her dead weight, and only room for light measurement goods, the clipper ship PALESTINE, A A1, 608 tons register, T. Park, Commander; loading in the West India Docks. This splendid vessel has a full poop, with magnificent accommodations for the comfort and convenience of passengers.

For Freight or Passage apply to F. TALLACK, 23, Birchin-lane, Cornhill, E.C.

COLOMBO DIRECT (warranted first ship), the FRANCES, A 1 13 years, now rapidly loading in the West India Docks, and will be found the best and most speedy opportunity for shippers of fine goods, having made her last passage to Colombo in 88 days.

Apply to JOHN C. CAMPBELL, 22, or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street.

To sail October 10.

DIRECT for BOMBAY, the fine fast-sailing ship JOHN BRIGHT, A 1 twelve years, 541 tons register, N. T. MARQUAND, Commander, loading in the London Docks. (Owned by Messrs. Marquand and Co., Guernsey.) This splendid ship has a large portion of her cargo engaged, and offers a first-rate opportunity to shippers.

For Freight or Passage apply to LIVINGSTON, HOLDING and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

THE LONDON AND CHINA TELEGRAPH.

THE EIGHTH Volume of this JOURNAL commenced on the 4th of January, 1866. The Subscription for the three numbers per month is 30s. per annum, including Postage, and to the Export Supplement 12s. Terms for advertising, 2s. 6d. per five lines; and 6d. for each additional line.

Subscriptions and Advertisements received abroad by the following Agents :—

Paris ...	G. W. YAPP, 4, Place Pentagonale Boulevard Pereire.
Hamburg ...	Mr. ONCKEN.
Amsterdam ...	LOMAN AND VERSTER.
Rotterdam ...	HOOG & KRUYT.
New York ...	WILMER AND ROGERS.
Gibraltar ...	W. SPEED.
Malta ...	A. MILLER.
Alexandria ...	P. CUMBO, St. Catherine's-square.
Aden ...	COWASJEE DINSHAW.
Suez ...	
Bombay ...	CHESSON AND WOODHALL
Calcutta ...	SANDERS, CONES, AND Co.
Point de Galle ...	G. D. ANTHANISZ.
Colombo ...	J. W. VANDORT.
Kandy ...	W. A. ARCHBALD.
Labuan, Sarawak, and Singapore ...	JOHN LITTLE & Co., Singapor
Penang ...	SANDILANDS, BUTTERY AND Co.
Bangkok ...	
Batavia ...	HUNTER, HOUGHTON, AND Co.
Anjer—Straits of Sunda	G. SCHUIT, Anjer Hotel.
Manila ...	PHILLIPS, MOORE, AND Co.
Hong Kong, Canton, Macao, & Swatow,	J. B. MORRIS, Hong Kong.
Amoy ...	BELLAMY AND Co.
Foo-Chow-Foo ...	HEDGE AND Co.
Shanghai ...	H. FOGG AND Co.
Tien-Tsin ...	JAMES HENDERSON.
Nagasaki—Japan ...	PIGNATEL AND Co.
Yokohoma ...	HANSARD AND BLACK.

OFFICE, 12, GEORGE-YARD, LOMBARD-STREET LONDON, E.C.

Printed for the Proprietors by WOODFALL and KINDER Milford-lane, Strand, W.C., and published by JOHN ELLISON, at the Office of the "LONDON AND CHINA TELEGRAPH," 12, George-yard, Lombard-street, E.C. in the parish of St. Edmund the King.—Saturday, Oct. 6, 1866.

Digitized by Google

The London and China 新聞紙 Telegraph.

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON ARRIVAL OF THE MAILS, about the 4th, 14th, and 28th, in connection with the "LONDON AND CHINA EXPRESS,"
A SUMMARY OF NEWS FOR THE OUTWARD MAILS OF 10th, 17th, and 26th.

VOL. VIII.—No. 224.] LONDON, MONDAY, OCT. 15, 1866. [Price 9d., with Sup., 1s. 3d.—Sub. 30s. per ann. postage included, Sup. 12s. extra.

Latest Advices.

	From London.	Arrived out.	HOMEWARD. Arrived in London this day.
JAPAN—			
Yokohama	June 26	Aug. 13.	Aug. 14
Nagasaki			„ 16
Hakodadi			July 21
CHINA—Peking			Aug. 9
Tien-tsin			„ 11
Chefoo			„ 13
New-chwang			„ 10
Hankow			„ 19
Kiu-kiang			„ 20
Chin-kiang			
Shanghai	„ 26	„ 8	„ 24
Ningpo			„ 21
Foo-Chow			„ 23
Formosa—Tamsuy			
Amoy			„ 23
Swatow			
Hong Kong	July 10	Aug. 17	„ 28
Canton			
Macao			
PHILIPPINES—			
Manila	June 26	„ 12	„ 20
COCHIN-CHINA—			
Saigon			„ 28
SIAM—Bangkok			
BORNEO—			
Labuan			„ 27
Sarawak			
JAVA—			
Batavia			Sept. 1
MALACCA STRAITS—			
Singapore	July 26	„ 27	„ 6
Penang	„ „	„ 25	„ 8

Telegrams have been received in advance of the French Mail to 23rd Sept., and Shanghai 19th.

List of Passengers.

PASSENGERS INWARD.

By this mail, to Marseilles, per P. and O. steamer Delta, arrived Oct. 12.—From Galle: Mr. Larkum. From Shanghai: Dr. Robson, Captain Taity, Mr. Johnstone Smith. From Hong Kong: Messrs. Rogers and Wood.

To Southampton, per P. and O. steamer Massilia, expected to arrive Oct. 19.—From Galle: Messrs. Harvey and Partridge, Mrs. Turpiam and seven children, Mr. Brownlie. From Shanghai: Messrs. Anthony, Haig, and Dunlop.

PASSENGERS OUTWARD.

Per P. and O. steamer, from Southampton, Oct. 12.—To Ceylon: Mr. Cheape, Capt. Allfrey, Mr. G. Paterson, Mr. J. Scott. To Singapore (via Bombay): Mr. McMahon.

From Marseilles, Oct. 20.—To Singapore (via Bombay): Mr. T. Shelford. To Hong Kong (via Bombay): Mr. G. Phillips. To Shanghai (via Bombay): Mrs. W. Hart, Miss Norris, Mr. J. Miller.

Per P. and O. steamer, from Southampton, Oct. 20.—To Hong Kong: Mr. J. Kiddle, Mr. R. M. Stephenson, Mrs. Carnegie, Miss Kate Smith, Mr. Wilson. To Singapore: Miss Harper, Mr. and Mrs. Cumming. To Ceylon: Mrs. Maitland.

From Marseilles, Oct. 28.—To Shanghai: Mr. W. Watson. To Hong Kong: Mr Robertson, Mr. Lobscheid. To Ceylon: Mr. G. Yule, Rev. A. P. Lovekin, Mr. D. Matheson.

Per P. and O. steamer, from Southampton, Oct. 27.—To Ceylon: Mrs. Dixon, Mr. A. T. Anderson, Mr. A. W. Lloyd, Mr. Buchanan. To Hong Kong: Mr. and Mrs. Ricketts

From Marseilles, Nov. 4.—To Ceylon: Mr. Pole. To Hong Kong (via Bombay): Mr. R. C. Antrobus, Mr. J. Wilson.

Per P. and O. steamer, from Southampton, Nov. 4.—To Yokohama: Mr. E. Trotter. To Shanghai: Mrs. Wadman, Mr. T. Eskrigge. To Hong Kong: Mr. E. Bigg, Mrs. F. B. Johnson and two children, Mr. and Mrs. W. T. Richardson, Mrs. Piersdov. To Ceylon: Mr. Justice Thompson. To Singapore: Mrs. Campbell and friend, Mr. Methven, Mr. R. Riley.

From Marseilles, Nov. 12.—To Hong Kong: Mr. P. J. Forbes, Mr. E. Cunningham, Mr. G. Hughes, Mr. D. King, junr., Mr. R. Brand. To Shanghai: Colonel Raikes. To Singapore: Mr. Braddell.

Per P. and O. steamer, from Southampton, Nov. 20.—To Singapore: Mr. Meldrum, Miss Jewry. To Ceylon: Mr. G. Hamner.

From Marseilles, Nov. 28.—To Ceylon: Mr. P. W. Braybrooke, Mr. W. H. De Saram, Mr. M. H. Moss. To Hong Kong: Mr. G. Newton.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

From this port our dates are down to the 14th August. The English mails of 26th June were delivered on the 13th On the same day Sir Harry Parkes arrived from the South in H.M.S. *Salamis*, and the *Laplace*, with the French Minister on board, got aground outside the bay. The *Salamis* is said to have brought certain news of the Tycoon's forces having been completely defeated in the Inland Sea. By way of San Francisco advices have been received to the 20th August, but conveying no news of importance.

There is little circumstantial news from the seat of war, but so far the Tycoon's forces seem to have been effectually held at bay. The *Japan Times* says:—"It would appear that the Prince of Nagato is carrying the war beyond his own frontiers. In the south Mats-daira Oki-no-kami, another of the Shogoon's generals, had seized the island of Oshima, intending thence to make a descent upon Chosiu's territory, but troops were sent to expel him from his position and he fled at their approach. Satsuma has forty-five thousand men now in Miako, and the Shogoon's Gorogio, it is reported, have at last publicly recognised the fact of his hostility to their master. The Prince of Hizen, whose dominions lie between those of Satsuma and Chosiu, and who has long been known as favourable to foreigners and the scheme of confederation, is believed to be on the point of uniting with his neighbours, when the whole of the south of Japan will be in the hands of the party of progress. We publish this review with great satisfaction, and with great satisfaction it will doubtless be received by our mercantile readers, as bringing rapidly very near to us the destruction of the system of monopoly, which has hitherto so crippled our trade with Japan."

The *Swallow* arrived on the 12th August from San Francisco, having on board General Van Valkenburg, U.S. Minister for Japan, and the Hon. Francis Burlinghame, U.S. Minister for China.

Another rice-riot had taken place in the vicinity of Kanagawa. A large band of peasants, chiefly engaged in the production of silk in the Koshiu districts, being irritated by the high price of rice and the enormous inland excise duty of 300 boos per horse load (4 Japanese bales) lately imposed upon silk, descended upon Hatchogee and there destroyed the Etoquai-shai, or exchange where silk merchants do congregate. They were armed chiefly with flails, sticks, bamboos, and agricultural implements, having among them a few men on horseback and some with swords. The Hatchogee militia, a rather effective body, being armed and drilled in the European manner, quickly repulsed these poor rioters. Subsequently, a Daimio and two Hatamotos from Yedo with a body of troops went in pursuit and meeting them, killed and wounded about 300 and took 500 or 600 prisoners. The miserable remnant who escaped are now scattered over the hills between Kanagawa and Kawasaki. They descend in small parties nightly upon the villages on the Tokaido, whence they take what they require of the necessaries of life, retiring at cock crow to their hiding places in the woods and hills, where they lie concealed all day. But they are diligently hunted down. Several parties have been out in that part of the coun-

Digitized by Google

try during the last week and no traces of them were seen. The villagers confirmed, in every particular, our account of the disturbance.

The Bonded Warehouse system is in full working operation The following is a statement of the entrances and deliveries for the month of July, which shows very fairly indeed, considering the opposition with which the scheme was at first received :—

ENTRANCES.

Shirtings	518 bales,	25,900 pieces
Camlets	95 bales,	950 „
Taffachelas	30 cases,	3,000 „
T. Cloths	10 bales,	500 „
Velvets	5 cases,	150 „
F. Cottons, Muslins, and Chintzes	96 cases,	5,638 „
Cotton, and Woollen Mixtures	31 cases,	1,348 „
Woollen Cloth	8 bales,	99 „
Drills	40 bales,	1,200 „
Felt-cloth	3 bales,	18 „
Cotton Yarn	46 bales,	138 piculs
Sugar	1,065 packages	1,325 „
Tin Plates	130 boxes	117 „
Nails	4 „	15 „
Wine	1 hogshead	98 cases
Iron Wire	30 packages	155 piculs
Guns and Artillery Gear	99 „	
Sundries	41 „	

DELIVERIES.

Duty paid, Shirtings	28 bales	
„ Cotton Yarn	1 „	
„ Sugar	950 „	
Re-exported, Shirtings	40 „	

Some interesting antiquarian remains in the neighbourhood of Yokohama have been destroyed. The *Japan Times* says:—"A party lately went out to visit the caves at Yama-no-utchi (inside the hill) known as the Totska caves and found that either an earthquake or the late unusually heavy and continuous rain had destroyed these interesting sculptured temples. Part of the interior, they were informed, had given way and the entrance had also suffered materially. Indeed they found this nearly blocked up with soil which had fallen from above ; the closing of the aperture had been completed with rough boarding, the local authorities considering it dangerous to allow any person to venture into the caves in their present condition. This accident is regrettable, not that the sculptures in the cave were of much value, either as works of art or from any great antiquity —but they were certainly curiosities in their way. Unfortunately, as appears from the example of some of the temples about Yedo—notably of one formerly containing a large number of life-sized gilt figures (now accommodated in a shed)—the Japanese are not very active in works of restoration, and we can therefore entertain very small hopes of the Totska caves being ever cleared out and restored to their former condition."

HAKODADI.

We are in possession of dates from Hakodadi to 21st July Nothing new had transpired relative to the Russian and Japanese difficulty. But the Russian Consul had left for Nicholiefsk in H.I.R.M.'s *Variag*, and report says he will visit Saghalien also. The British steamer *Iron Prince* was sold at auction for ichibous 2,800.- Contracts for silkworms' eggs had been made at prices varying from 2 to 3 boos per sheet. Trade was reported dull, and the *Alert* was the only vessel in harbour.

From this port we hear that the misunderstanding arising from the late desecration of an Aino cemetery has been satisfactorily adjusted. From the *North China Herald* we take the following interesting particulars :—In order if possible to remove from the minds of the natives all trace of ill feeling on account of the desecration of the Aino cemetery, Capt. Vyse, H.B.M.'s Consul at this port, received instructions from Sir Harry Parkes to proceed to the villages of Mori and Otoshibe, the two places whence skulls had been stolen, and there to express in person, in the name of the British Minister, the regret that not only he but all his countrymen felt at the perpetration of the crime ; and in addition to distribute the sum of 1,000 ichibous in equal portions among the relatives of those who had been disinterred. Capt. Vyse was to be accompanied by a Vice-governor and a staff of Custom-house officials. Unfortunately H.M.'s Consul found the native Governor of the port unwilling to give his sanction to the expedition, until the three or four skulls still missing had been restored ; the bulk, some twelve or thirteen in number, having already been given up to the Custom-house authorities.

Early in March H.B.M.'s *Osprey* arrived with Mr. Gower, to relieve Capt. Vyse, who shortly after left for Yokohama in the above-mentioned vessel. It was not till after several interviews and the exercise of great patience that the Governor could be induced to give his consent ; and then a further delay occurred, owing to the protracted winter and heavy spring rains. On the first of June, the weather having been fair for the three previous days, and everything being in readiness, a start was fixed for the following day , and on the morning of the 2nd Mr. Gower, accompanied by a friend and Mr. Robertson (an officer attached to the Consulate), left Hakodadi—some three or four native officials of subordinate rank accompanying.

Sy-go-no-pi, the first resting place, some twenty miles from Hakodadi, was reached the same night. Early the following morning a Shirabiaku (Custom-house official) arrived at the tea-house, and informed Mr. Gower that the Vice-Governor was to leave Hakodadi that same day, would push on straight to Mori (eight miles from Sy-go-no-pi, and where the first distribution was to take place), and would reach there about 2 P.M. Mr. Gower and party timed their departure to arrive at Mori at 1.30 ; but after waiting three hours, without sign of the Vice-Governor, it was decided to push on to Otoshibe, leaving word at Mori to that effect, ample time being thus afforded to the Vice-Governor to reach Mori, rest there the night, and on to Otoshibe in the morning. The business accomplished there, what had to be got through at Mori could easily be done on the return journey. From the time of arrival at Mori and departure for Otoshibe, not a single Aino was seen ; the officials giving as a reason that they were assembled in a house, awaiting the distribution of the money. Leaving Mori at 4.30 P.M., Otoshibe, about twelve miles distant, was reached at 6.30 P.M.

On entering the village the first sight that greeted the eyes of the traveller was two Ainos, busy mending their fishing nets on the beach. Mr. Robertson, dismounting from his horse, walked up to them, and addressed some few words of salutation to them in their own language, but a grunt from each was the only reply, and, turning their backs, they stalked slowly away up the village. After making arrangements about quarters in the tea-house, Mr. Gower sauntered up the street, addressing by means of Japanese the Ainos he came across in a few kind words. At first they exhibited a good deal of sulkiness, but this gradually wore off, and the judicious distribution of small coin to the youthful Ainos, with here and there an ichibou to the patriarchs, changed ill-tempered countenances into smiling ones, and drew from the Ainos their usual form of salute, made by raising both palms to the chin and then stroking the beard down gently. This obeisance, which they had never failed to make to foreigners on former occasions, was neglected on the first entry of the party. The following morning, the 4th, the Vice-Governor arrived, but as the old gentleman was rather shaken by his journey, business was postponed till the afternoon. The morning was passed in a visit to Urap, ten miles from Otoshibe, and a purely Aino settlement, the only Japanese dwelling being the tea-house erected for the convenience of travellers, but more particularly for the accommodation of Government officials, whose duties take them, from time to time, up the coast.

Whatever ill-feeling may have arisen from the desecration of the Aino cemeteries, the results of the visit to Urap fully testified that it was simply confined to the two places where the crime was committed, for on entering the village the inhabitants turned out in large numbers, bowing and making the customary salute, and evincing by their looks and actions all kindly feeling to the foreign visitors. During the two hours stay in Urap, several Aino huts were visited, without the least sign of ill-will being exhibited by their humble occupants. The party reached Otoshibe on their return at 4 P.M., and preparations were immediately made for the ceremony of distribution, and expressions of regret on the part of the British authorities. These were simple enough—a few coarse mats spread in the garden at the back of the tea-house, close up to the verandah, served for the Ainos ; for Mr. Gower and the officials a bench covered with red baize was placed in the room opening on the garden. All having assembled, the Ainos, to the number of 45, with their Japanese interpreter, Mr. Gower commenced by requesting them to stand up, and with Mr. Robertson, stepping to the front of the verandah, addressed them through the interpreter as follows :—

"I am the English Consul lately arrived at Hakodadi, and have been sent by my Minister to express to you the regret that my Government, in common with my countrymen, feel at the desecration of your countrymen's graves. The three men who were guilty of this crime have been severely punished, sent away from Hakodadi, and are now undergoing imprisonment. In all countries there are good and bad men ; the bad must be punished so that the good may live in peace. The expenses incurred by you in connection with the trial will be paid by my Government ; and, in addition, I am directed to distribute the sum of 1,000 ichibous among you in

Digitized by Google

equal portions to the relations of those whose graves were desecrated. Now that these men have been punished, I hope that no ill feeling to foreigners will rest among you, and that you will receive all foreigners in the same kindly way as formerly."

Mr. Robertson then proceeded to distribute the money (each sum being done up in a small packet, with an inscription outside denoting that it was a present from the English Government) to each member of this curious little assembly. After distributing the money, about 800 ichibous (200 being reserved for Mori), Mr. Gower again expressed a hope that all ill feeling had been removed, and the Ainos, who had during the address given vent to expressions of delight, quietly dispersed, some of them making straight for the kitchen attached to the inn, there to spend a portion of their suddenly acquired wealth.

On leaving Otoshibe the following morning kindly farewells were exchanged, and Mr. Gower had the satisfaction of leaving cheerful and happy faces where he had found sour and discontented ones. At Mori the same ceremony was gone through, the number of recipients in this case being only eleven, with, it is to be hoped, the same happy results. The same opportunities of testing this did not, however, offer themselves as at Otoshibe, as the party started immediately for Sy-go-no-pi, on their way back to Hakodadi—not, however, before the heart of the Japanese acting as interpreter in both places had been gladdened by a handsome present of money.

It is to be sincerely hoped that Englishmen may never again in these climes forget the sanctity attached to a grave, however rude and simple, nor the respect due to the dead, however lowly and ignorant the people.

CHINA.

TIENTSIN.

Advices from this port are to the 11th August. Owing to the stagnant condition of the place, all the trade being in the hands of the Chinese, Messrs. Jardine, Matheson, and Co. have closed their establishment, and it is said that other firms are by no means unlikely to follow their example.

A correspondent informs us that telegrams had been received at Tientsin from Kiachta in eleven days, and would be in Shanghai in two days more—which would bring Shanghai within seventeen days of London. When the line of telegraph is extended to Peking, it will be possible under favourable circumstances to communicate from London to Shanghai in six or seven days.

Mr. Thomas, the author of the instructive articles on the Corea that lately appeared in our columns, intended proceeding there again with the French admiral, but found that the admiral had given up all idea of the Corea at present, owing to his vessels being required at Sarjon. The Corean coast is not, however, neglected by the merchants, several trading vessels having visited it.

The following is from the Circular of Messrs. Platt and Co. dated Aug. 11:—

Our last report was dated the 11th ult., since which we have telegraphic advices per French mail of the 16th June extending to the 5th July. Private telegrams, *via* Kiachta, bear a later date, and as Mr. Grant has now the entire interest in the late Trans-Mongolian Telegraph Company, it offers facilities to the public which formerly belonged to individuals exclusively. Imports: It is worthy of remark that out of about 4,000 pieces of grey shirtings imported last month not more than 5,000 were on foreign account, the remainder having been purchased by natives on the Shanghai market.

Until the commencement of our fall trade, looked for at the end of the present month, we do not anticipate much business being done, nor do we look for any improvement in prices, seeing the large stocks that are held by natives. The reported sales since the 31st ult. include 240 pcs. 30 yds. Drills at tls. 4.1.5. per piece; 750 do. 40 yds. at tls. 6.0.7 do.; 90 do. BBB Camlets at tls. 17.2.0 do; 350 do., 40 yds. Lustres at tls. 6.5.0 do.; 208 do. Span. Stripes at 1 tael do.

SHANGHAI.

The dates from this port are down to the 22nd Aug. The outward mail of 10th July was hourly expected. There is but little news to add to our issue of 6th Oct. per French mail. In an extra issued by the *Friend of China* the burning of another steamer is reported. The account is written by the purser of the *Tahwah*, dated Kuikiang, Sunday 19th Aug.

"We arrived here at 5.30 P.M. from Shanghai, and found the steamer *Kiangloong*. About an hour after the steamer *Huquang* arrived from Hankow, and went alongside Messrs. Russell and Co.'s, or the Shanghai Steam Navigation Co.'s hulk, (her accustomed place), to receive cargo. About 7 P.M. or shortly after, I was told that the *Huquang* was on fire, and ran out so see. There she was, true enough, in a blaze, from her smoke stack to her cabin forward—flames bursting out of the windows; and shortly after she was in a blaze from stem to stern, or nearly so, and continued burning until past 12 P.M. when she rolled over on her starboard side, and sunk nearly close to the bund, abreast the city wall.

"I should mention, that shortly after the fire broke out, they cast off her hawsers, &c., from the hulk, let her drop astern, then let go her anchors (one or more), and there they held her. She burnt up to the time I state, nearly five hours, her funnel was red hot, as was also her walking beam. Her starboard paddlewheel and shaft fell first, say an hour or so before she went down.

"I haven't heard, for certain, what was the cause of the fire, but it broke out near the engine room. In all probability a Chinaman, a fireman, was left below to look after everything as soon as she was made fast to the hulk, and as the Hankow coals, which I have no doubt she had (for all R. and Co.'s boats get Hankow coals) make a great deal of ashes and clinkers the China firemen, who were left to get them out, did not properly attend to it, and so the accident occurred.

"It could not have been on account of racing against the *Kiangloong*, as has frequently been the case, for on the previous trip, to this up the *Kiangloong* was beat by the *Huquong* some ten minutes from Cock's Head to Hankow, say 86 miles.

"Captain Harman of the *Huquong* has just come on board, and says the first he knew of the catastrophe was from the quartermaster coming, and telling him that the engine-room was on fire! I never saw such a blaze in my life, and parties on board who saw the *Chinkiang* and *Hankow* burn up, say they did not last so long, or give such a flare. The *Huquong* had about 800 tons of cargo on board, including a great deal of oil. Captain Andrews was on board when the fire broke out, and says he saw several of the Chinese passengers jump overboard with their trunks, &c. No doubt some are drowned, but as I have not been on shore I can't say for certain. They had a gun on the hulk's bridge, which fired three shots into her when she was nearly burnt out. H.M.'s gunboat *Cockchafer*, lying here, did not seem to care about it, as she did not get up steam and move out of the way. The water is rising here a few inches daily. Nothing further of importance.

An important notification from the Prussian Consulate General with reference to the duties upon teas, appears in the *Shanghai Recorder*. It is to the effect that all persons purchasing teas in the interior of China are, in accordance with a decree issued by Li-Footai, to obtain receipts of duties on the cargo from the producers of the same, upon presenting which they will be allowed to pass all barriers. This arrangement, however, we presume cannot be held to interfere with the right secured to foreign subjects to commute the transit duties by payment of one half the tariff duty, as agreed to by treaty; as it is precisely against allowing a loophole for placing a special tax upon such Chinese, producers or others, as foreigners may deal with, that this provision has been made. It seems by the present arrangement that while the foreign purchaser will only pay to the producer the sum specified by treaty, he may really be called upon to pay much more, in the form of enhanced price consequent upon a heavier impost being placed upon the native; and that consequently the provisions of the treaty, though preserved in form, will be evaded in fact. The subject is one of so much importance to commercial interests that we shall endeavour to obtain more particulars with respect to it, and may probably have occasion to recur to it in our next issue.

Mr. W. H. Mitchell, barrister, has astonished the public by writing a very lengthy legal opinion to the *North China Daily News* with respect to the constitution of the Shanghai Gas Company; stating that it could have easily been organised under the Limited Liability Act, and that it is, in fact no partnership association at all. While objecting to the unprofessional style of giving legal opinions in a paper, and particularly of giving them gratis, Mr. Lawrence, whose opinion previously given in conjunction with Mr. Myburgh's was made the subject of attack, returned the fire, pointed out that the Act cited by Mr. Mitchell as that under which the company ought to have been formed, did not come into force till after the company had been some time established, but to this Mr

Digitized by Google

Mitchell promises another reply, which has not, however, as yet been published.

At Hankow the river had fallen considerably when the *Shanse* left, on the 16th August. A large junk laden with coal broke from her moorings and drifted across the bows of the *Fusiyama* on the 13th, injuring herself so severely that she sank immediately with several of her crew.

A fire had occured at Ningpo which is reported to have been simply a plant, by which the owners netted twelve hundred taels at an expense of some nine thousand taels to the unfortunate shippers. It happened after this wise. Owing to the competition of foreign bottoms, large junks at Ningpo, as elsewhere, are at a discount; and so much is this now the case that, in the present instance, a junk costing originally some twelve or fifteen thousand taels was sold for the sum of eight hundred. The ingenious purchasers at once went to work to collect freight for the North, and they had so far succeeded as to obtain a cargo for which two thousand taels freight was paid in advance; hence the fire, whereby the owners are relieved from the trouble and expense of making the junk seaworthy and prosecuting a voyage, the freight to be earned by which remains their own notwithstanding. The plan is fully equal to any that we have laid with a view of reaping the sure profits offered by an Insurance Company, in preference to running the risks of precarious trade.

At Tientsin the thermometer has continued to range high, and the "oldest resident" says he has never known so hot a season. If it be true that companionship in misery is an alleviation, Shanghai will find some consolation in knowing that Tientsin is as badly off as itself in this respect; and, moreover, that the mosquitos there are even of a finer breed than here—perfect vampires, in fact.

Messrs. Farnham and Co., of Hongque, have laid the keel of a screw steamer 100 feet long, 20 feet beam, and 10 feet hold, to be fitted hereafter as a gunboat, and proportioned to carry a Blakeley's 90 amidships. The boiler and some of the machinery will be entirely new. This firm lately launched a cutter for the new Pilot Company.

HONG KONG.

Dates are down to the 28th August. The French mail of July 17 was hourly expected.

The following is the letter of our correspondent:—

The proposed imposition of a Stamp Act in this colony—the only method which has appeared feasible to Sir Richard MacDonnell for its extrication from the financial difficulties caused by previous recklessness—has aroused a storm of indignation among the higher classes of the mercantile community, of whose faith it is a cardinal point that European residents in Hong Kong have a claim to total exemption from a share in the "burdens of the State." Although the ordinance imposing the introduction of stamps as a source of revenue has passed the Legislative Council (by vote of the official members against that of the three non-officials), a meeting is called for to-morrow with the view of protesting against the Act. What arguments will be adduced on this occasion remain to be seen. Messrs. Dent and Whittal have astonished the community at large by a proposal to reinstate in Government employ a man (D. R. Caldwell) who was dismissed five years ago by order of the Secretary of State for the Colonies as the result of an inquiry into his alleged connection with the chief of a piratical association. Those gentlemen predicted that the imposition of a Stamp Act would tend to drive away the Chinese traders from Hong Kong. The schedule attached to the ordinance is certainly a long one, and some of the items proposed look rather objectionable; as for instance the imposition of stamps on "Comprador's orders," the cheques on the Chinese paymaster of each establishment—by means of which all business from the purchase of land to that of a breastpin is conducted—is likely to prove a source of annoyance in small transactions; but, so far as I can judge, Sir R. MacDonnell is too sensible, and too careless of mere popularity obtained by the sacrifice of his official opinions, to be swayed by the foolish arguments likely to be marshalled against him to-morrow.

The debates on this question have brought out more clearly than ever the astounding blunders of management in recent years, to which I have before alluded. No one attempts to defend the Mint, among other things, which is now alleged on all hands to be equally a total and a costly failure. The machinery, while incapable of turning out a coin of respectable appearance, is also inadequate to produce more than some fifteen thousand dollars per diem; and cannot, therefore, be looked upon as in any way capable of supplying the wants of commerce. This defect might be remedied by further outlay, indeed, were the prospect at all encouraging as regards the popularity of the coin produced. The new dollar is, however, as I wrote you months ago, looked upon with both contempt and suspicion by the Chinese, and, although the few that are seen in circulation, are necessarily accepted in the colony, the Chinese at Canton have pooh-poohed every attempt to introduce them there. The execution is so bad that the merest tyro, they say, could produce forgeries undistinguishable from the real coin.

The Praya, which tumbles down in part whenever we have a gale, the drains which burst whenever there is a heavy rainstorm, and the expensive new gaol on Stonecutters' Island—all works which have absorbed the major part of the revenues of the colony for years past—are understood to be the subject of objurgations loud and deep from Sir Richard MacDonnell.

The French frigate *Guerriere*, with Admiral Roze on board, arrived here the other day from Saigon *en route* for the North, the hostilities undertaken by the Annamese having been checked sufficiently to enable the Admiral to turn his attention to matters in the Corea. Instructions will be awaited from the French Government before any steps are taken in that quarter, and it is earnestly hoped here that the British Government will decide upon joint measures for the chastisement of the murdering barbarians who constitute the Corean "Government" and for the opening of the country.

Some anxiety is expressed here for the legal opening of an additional port on the west coast of Kwangtung, in lieu of that of Kiungchow, in Hainan, which is quite useless. Shueytung, the port where the *Prince Albert* was seized some months ago, has been found to afford a market for the sale of piece goods, besides supplying a valuable list of exports. Since the seizure of the *Prince Albert*, the contraband trade till then carried on with Shueytung and Hainan has quite ceased. The port has several advantages over that of Kiung-chow, the name of which was inserted in the treaty almost at random, and which has never been declared open. It has a good and sheltered river anchorage, with greater proximity to Hong Kong, and a climate less tropical than that of Hainan.

The struggle between the American house of Russell and Co. and the Hong Kong and Canton Steamship Company has terminated in favour of the latter, to the delight of most people, to whom the decided "Yankeeism" of Messrs. R. and Co. was very intolerable. The company has not been in existence more than nine months, but its success has been so marked that ths heads of the house of Russell and Co. in the United Statee have accepted terms more unfavourable to themselves by some 15 per cent. than were offered originally by the company on its formation. In addition to this they have incurred heavy losses by the frantic competition instituted on the Canton River by their steamers. These—the *Kiukiang* and the *Poyang*—have been transferred already to the British flag, which has now undisputed possession of the river traffic, although the management of the line is entirely American, being conducted by Messrs. A. Heard and Co. for the company.

You will see in the homeward newspapers from this and Shanghai sundry jocular allusions to the "sell" practised by the ingenious Mr. Hart in passing off his Chinese teacher as a mandarin of high rank, and the wretched ragamuffins from the Tartar lanes of Peking as secretaries of Legation. Everyone who has been humbugged in the delicious manner over which we in China have been roaring lately has, however, himself only to blame, for full statements were published at the time this disreputable gang departed from China respecting their true position. The fact of a "button" having been conferred at Mr. Hart's request on his teacher Pinchu has no more significancy, as regards his official rank, than the addition of the letters J.P. to an Irish squireen's name would have on his position in travelling in a foreign country. The "sell" has certainly attracted some notice to Mr. Hart and has probably served its turn, as did the woolly horse and the Feejee mermaid; but neither of those celebrities was honoured by a private reception by her Majesty!

On the subject of railways in China the *China Mail* says:—"In previous articles we have urged at some length the necessity of personal action being taken in the matter, if the projectors are at all anxious to bring the scheme forward. By personal action we mean the despatch to Peking of a duly accredited and competent person to urge upon the foreign representatives resident at the capital the advisability of their persuading the

Digitized by Google

Chinese Government to grant powers to the company to commence the formation of a line between Peking and Tientsin. The projectors would have, however, to bear in mind that they propose working in China — the great land of what may be termed topsy-turvyness—and that as they find the Chinese even in social customs to be our antipodes, so must they expect from the Chinese Government a course of treatment diametrically opposed to that experienced in similar matters from the authorities of European States. It is very probable that in spite of any descriptions, however favourable, which may be given of the certain success of the line, and of the revenue it would bring to the Imperial Exchequer, the Prince of Kung and his advisers, so far from being willing to guarantee it in any way, will actually require a heavy bonus or security for the same before granting permission for the construction of the railway being commenced. As to the eventual financial success of at least the line we have mentioned, it may be considered absolutely certain; and this we say, not as mere lookers on, judging from hearsay and published reports, but from actual experience of the large traffic, both in passengers and goods, now carried on between Peking and its seaports. We have ourselves travelled over the country through which the proposed line would pass some six times (once in company with a professional civil engineer and geologist), and can bear witness to its wonderful suitability for the line proposed."

It is stated that the head quarters of the 20th Regiment will be transferred to Singapore, it being intended that they should be replaced by native troops.

Orders have been received from England to build without delay quarters for 600 native troops, and it is rumoured, as stated in the home papers, that a local corps is to be raised; whether composed of Indians, Malays or Chinese is not known.

The chief item of gossip as given by the *China Mail* is a letter addressed to the editor of the *Daily Press* by Mr. Pollard, in which he used language unusual and undignified from one holding his position. A statement appeared in the leading columns of the *Daily Press* to the effect that in the case of Anderson *versus* Shaw and another, Mr. Pollard had behaved unbecomingly in court by interrupting the counsel for the plaintiff's cross-examination, and putting words as it were into his client's mouth. The whole article was written with such evident animus against the defendant and his counsel, that it was held by public opinion to have rather strengthened than weakened the impression in their favour. It was in fact a grave departure from the tone of impartiality which has of late distinguished that journal, and although most consider that the fault lay chiefly with the defendants, scarcely any one endorses the stinging attack made on them in the columns of the *Daily Press*. Thus far the editor. Mr. Pollard's course of action was, however, still more objectionable than the article which called it forth. Instead of writing to the *Daily Press* to merely give an unqualified denial of the fact alleged, with a request that full publicity might be given to his letter, he accuses the editor of malicious intent in very objectionable terms, and gives him the lie without allowing for the supposition of mis-information. Most people of sense are aware that legal information is furnished to editors by reporters for the press, and Mr. Pollard was bound to admit that wrong information had been furnished, until the editor made himself personally responsible for the truth of his allegation. Now comes a more absurd feature of the case. Instead of inserting the letter with a few lines expressive of regret that the writer should so far forget himself as to write in such style, and in a few calm words, giving the actual facts of the case, showing that Mr. Pollard had been guilty of a more flagrant offence against good taste than himself, the editor sent it to the club committee for their opinion or action in the matter. We have not learned the tenor of their answer, but the general opinion in Hong Kong seems to be that editors might fight their own battles themselves, and not bother the community, in a private capacity, about editorial quarrels. Those who have a certain number of columns at their absolute disposal for expressing their opinion of other people have naturally an advantage over the rest of the community, and they might rest satisfied with the power they wield.

The proposed Stamp Act has been issued *in extenso*, but is too lengthy to be reprinted. The following are a few of its provisions. Persons neglecting to use stamps in the cases required by the Act, to be fined $50, or ten times the value of the requisite stamp. Bills, policies, and similar documents drawn in sets, must be on stamped paper, under a penalty of $500. Dutiable writings or documents not stamped, are not admissible as legal. Inadvertent neglect to stamp a dutiable document may be remedied within six weeks, if satisfactorily explained. On banker's note, promissory notes or other instruments issued by any banker or banking corporation in the colony, for local circulation and payable to bearer on demand, a stamp duty of one half per cent. per $100 of the average value of such notes in circulation during each half year. The schedule is a long one, we extract from it the following items :—

	$.	c.
Affidavit before a magistrate, per sheet	0	50
Agreement or contract, or minute thereof, not of the nature of a bond or deed	0	50
Agreement for loan on deposit of security or assignment	0	50
If such loan is for one month and not exceeding two months	1	0
Ditto for two and not exceeding three	2	0
Draft, cheque, or compradore order, if payable at sight or on demand	0	3
Bill of lading, or acknowledgmant of or for any goods to be exported for each part of every set	0	10
Bond for payment of money for any sum not exceeding $10	0	5
And so on through a graduated scale up to $5,000, which is charged with a duty of	25	0
Ditto for every further $5.000, or any part thereof	10	0
Charter party or agreement for hiring a ship for sea	1	0
Composition deed with creditors	5	0
Letter or power of attorney	2	0
Trust deed for creditors	10	0
Policies of insurance, life, or property, for every $500 or part thereof	0	25
Receipts for debts above $10	0	3
Protest of any bill of exchange or promissory note for any sum	1	0
Protest of any master of vessel	1	0
Notice of intention of such protest	0	25

A letter has been published addressed by Sir Richard Mac Donnell to Mr. Whittall with the view of correcting some erroneous impressions which were entertained with regard to working of the Stamp Act. Sir Richard first explains that he has no intention of increasing the taxation more than needful to make up the deficiency in the revenue—say $120,000. That, although the schedule, as at first devised, would yield a much larger sum, it was purposely made comprehensive, that the opinion of the mercantile community might be availed of in selecting items for reduction, and that the schedule had been framed as closely as possible on the model of that used in India. Sir Richard concludes a very sensible letter in these forcible words :—"I see in it a system capable of immediate contraction and expansion according to the public exigencies. I see in it a measure which indirectly compels others than mere residents here, to share the burthen as well as the profits attendant on business conducted here. I see in it a means of abating the gambling by time-bargains, which must injuriously affect legitimate business. I see in it a system approved by the most eminent political economists as apportioning taxation according to the magnitude of the transaction which it reaches. Finally I attach the more weight to this latter consideration, because the opposition to the measure is so general here, that I infer from thence a Stamp Act would equitably include and affect all interests."

It is stated that the Chinese have ordered "needle-guns" from England.

COCHIN-CHINA.

SAIGON.

The following items of news are from the *Courrier de Saigon* of the 20th August :—

The iron dock, which had previously undergone a trial, received the frigate *La Persévérance*, which was immediately raised up. The keel of the frigate was bare, and this fine vessel being placed altogether out of water presented an extraordinary and imposing aspect.

The Governor of Benh-trean, who has been nominated Governor of Angiang, called at Saigon on his way to his new post. The Governor of Venh-Luong arrived here in order to be present at the feast of Napoleon; he was accompanied by a numerous *escorte*. Another mandarin, commissioned to bring the war indemity money, arrived here on the same day.

A sad accident befel one of the gunners who assisted at the usual salutes, who had his wrist taken off when ramming home the charge.

The news from the interior announces a good crop. The people have already commenced to gather the paddy.

The gunboat No. 30 has brought back the Commandant Alleyran and Captain Baurchet, Inspector of Tay ninh. They will not return to their post before the end of the month, by which time they will have received instructions relative to the occupation of the high countries during the winter. It is supposed that the garrison at Tay-ninh and Trambang can be

Digitized by Google

greatly reduced, in consequence of the final retreat of the enemy. The chief of the partisans at Tay-ninh, well known at Saigon by the name of Dai-thin, arrived here after having travelled on foot a distance of one hundred and fifteen kilometres in forty-two hours. He was accompanied by thirty militiamen with fifteen buffaloes. This journey, in addition to those they had to perform as our scouts, did not fatigue the natives, who averred that they could at once commence a fresh one.

The feast of the Emperor was celebrated with a lively enthusiasm, the military and the civil residents uniting in a common demonstration of gratitude to this illustrious prince, who has established the colony of Cochin China, and who gives to it so many marks of the high solicitude which he bears towards it. The Asiatics and the natives themselves appreciate the greatness of the idea that directs the acts of France in the Far East. They are eager to render their respectful homage to this powerful and generous will which has extended the limits of the empire in order that the laws of humanity may reign. The solemnity received an extraordinary *eclat* by the presence of the frigate *La Guerriere* in the Roads, the Governer of Venh Luong also came within our walls to be present at this ceremony.

Our vessels were decorated with flags from daylight, they fired a salute of twenty-one guns, and an immense crowd was gathered at the avenue of the Place d'Horloge, where the troops and marines in full dress were arriving in large numbers. At a quarter to seven the Vice-Admiral Governor came out attended by Rear-Admiral Roze and a splendid retinue of officers and functionaries. He passed in front of the troops, which were under the command of M. Legiune, naval commander; there was then an admirable defile in which our marines vied with their comrades, the infantry, in their marching and the regularity of their evolutions. Then came in full trot the artillery, the cavalry and two sections of Fusiliers, the latter were placed on waggons to form a movable column. All these movements can only be described by a military man, but we must say they were on the whole executed with a remarkable precision, and that every one could read on the lively visages of our soldiers and marines the calm and resolute air of men who have faced danger, and who have shone elsewhere.

At eight o'clock the Governor and all the inhabitants attended the Pontifical mass celebrated by Dr. Miche, Bishop of Dansara. During the *Domine Salvum* the Naval Artillery belched forth a salute of twenty-one guns. All hearts in a profound recollection united in offering up ardent and sincere prayers for the success and happiness of our sovereign. If prayers are to be heard they are those of these devout souls, who have come so far to live and die for the glory of their religion and country. At noon the *Duperre* fired a salute of twenty-one guns.

MALACCA STRAITS.

SINGAPORE.

Dates from this port are to the 6th of September. This being only five days later than our last advices, there is no news of importance.

The *Singapore Free Press* exposes a glaring instance of naval mismanagement in the following paragraph:—"We have been informed that H.M.'s steamer *Icarus* has on board four very heavy guns, one of which will throw a shot of 100 lbs. in weight, but this shot ought to be an elongated steel one, whereas there is only on board the old common round shot, which is of no use for this gun. We believe that this fault lies with the authorities at home, for on application being made for the proper kind of shot the applicants were told there were none, and they were ordered to take the round ones. If the *Icarus* had been supplied with the proper material for this large gun, no doubt it would have been able to do excellent service upon the pirates who infest the coasts of China, but now it is perfectly useless."

An accident, attended with fatal consequences occurred on the night of the 2nd October in the harbour. It appears that the master of H.M. steamer *Coquette*, Mr. Long, had gone to sleep on the poop at the stern of the vessel, and whilst in that state he unfortunately happened to turn over, and in doing so fell overboard. In his fall it is supposed that his head must have struck against the screw. Search has been made for the body, but as yet no success has attended the efforts made by those who are endeavouring to find it.

According to the returns received from the several marine offices, the number of Chinese immigrants that have arrived at the different ports in the Straits Settlements has been as follows:—Singapore, 14,279 (including 655 females); Penang, 3,008; Malacca, 152; total, 17,439. From the first-named station 3,252 immigrants (all males) returned to China, whilst out of the arrivals 324 were embarked for the Mauritius, 4,187 men and 105 women for Penang and Malacca, and their immediate neighbourhood, and 2,761 men and 41 women for different native States in the Malay Peninsula.

The *Straits Times*, referring to Holt's Liverpool line of steamers, has the following remarks:—

"The overland route, while it offers a rapidity of transit impossible to be secured by any other means, is attended with so much expense as to nearly prohibit its being availed of as a channel for the transmission of merchandise, and to present a very formidable obstacle to travel. The charge for the transmission of a ton of measurement goods from Southampton to Singapore by the P. and O. Company's steamer is, as nearly as possible, fifteen pounds sterling, and the time occupied in transit is forty-one days if the goods are brought right through and not delayed, as is frequently the case, at any of the intermediate stations. It is only the most valuable articles of merchandise that can bear such a freight as this, and the great bulk are left to the four months' voyage by sailing vessel round the Cape.

"The new line will consist of steamers which, although not equalling in rapidity those of the P. and O. Company, will yet reduce the time of transit by a sufficient period to allow the interest saved on the value of such articles to equal the additional freight.

"The duration of the voyage from Liverpool to Singapore by these vessels is about sixty days—the rate per ton is £6, and it will be at once seen that this admits of the profitable transmission of a large class of goods that are precluded from the overland route. Take, for instance, one of our chief staples, manufactured cottons:—a bale of grey shirtings is worth here say £40—about six of them make a ton, giving a value of £240; the time saved by adopting these steamers in place of sailing vessels would not be less than two months, for which interest, calculated upon the value at the current rate of discount here, would amount to about £5; to this must be added say £2 for the freight charged by sailing vessel, exhibiting, in all, a saving of £7 against an expenditure of £6, or a balance of £1, in favour of the steamers, besides all the collateral advantages and the chances of the earlier market. A point, too, in favour of the transit offered to merchandise by ocean steamers as compared with the overland route, is the avoidance of the constant shifts inseparable from the latter, and which are so destructive to every description of package."

Births, Marriages, and Deaths.

(Announcements for Subscribers are made free of charge.)

BIRTHS.

Andrews—On the 21st September, at Clay-hill, Walthamstow, Mrs. W. H. Andrews, of a son.

Ellissen—On the 30th Sept., at 28, Maida-hill West, the wife of A. Ellissen, Esq., of a son.

Louis—On the 23rd August, at Hong Kong, the wife of the Rev. W. Louis, of a daughter.

Padday—On the 27th Sept., at 65, Princes-square, Bayswater, the wife of Reginald Padday, Esq., of a daughter.

Pereira—On the 26th Sept., at Wolesley Hall, Stafford, the Hon. Mrs. Edward Pereira, of a son.

Rennell—On the 23rd August, at Whampoa, the wife of Captain T. B. Rennell, of a daughter.

Smale—On the 26th Sept., at 19, Great Marlborough-street, W., the wife of Mr. John Smale, of a son.

MARRIAGES.

Milne—Ferris.—On the 15th Aug., at Singapore, at the Presbyterian Church, by the Rev. W. Jeffreys, Mr. T. Milne, shipwright, Sandy Point, to Miss E. C. Ferris youngest daughter of Mr. John Ferris, Belfast, Ireland.

Rickett—Cooper.—On the 9th October, at St. Mark's, South Norwood, by the Rev. G. S. Drew, M.A., incumbent of St. Barnabas, South Kensington, John Rickett, Esq., of the Peninsular and Oriental Steam Navigation Company's Service, eldest son of John Rickett, Esq., of Croydon, to Anna, eldest daughter of William Cooper, Esq., of South Norwood. No cards.

DEATHS.

Andrews—On the 5th Aug., at Shanghai, China, on his homeward way, James, son of Wm. Andrews, Esq., Union Bank of Scotland, and the faithful representative and friend of Mr. Fredk. Hogg, of London.

Baker—On the 5th Aug., at Foo-chow-Foo, drowned while bathing, Christopher, third son of Henry Baker, Esq., of Kilburn, Middlesex, aged 26.

Cormack—On the 6th Oct., at 26, James-street, Peterhead, N.B., Mr. John Cormack, of the P. and O. Company's service, Hong Kong, in the 35th year of his age.

Coxford—On the 27th July last, at Foo-chow-Foo, China, in his 21st year, drowned while bathing, John William, eldest and beloved son of Mr. J. W. Coxford, of 55, Great Prescot-street.

Grey—On the 12th Sept., at Shanghai, Charles Grey. (By telegram via Kiachta).

Green—On the 16th August, on board H.M.S. Melville, George James Green, seaman, H.M.S. Osprey, aged 31 years.

Hornby—On Sunday the 30th Sept., at Dieppe, France, very suddenly, Emelia Bithynia, wife of Sir Edmund Grimani Hornby, Judge of the Supreme Court of China and Japan.

Lindsay—On the 20th August, at Chinkeang, of gastric fever, Robert Lindsay, tide-waiter, Imperial Maritime Customs, aged 37 years.

Macpherson—On the 3rd Oct., at 30, Grosvenor-place, Bath, Christina, the beloved wife of Colonel Ronald Macpherson, Resident Councilor, Singapore, and eldest daughter of the late Dr. M. T. Bethune, of Inverness, in her 45th year. Friends are requested kindly to accept this intimation.

Prata—On the 20th August, at Hong Kong, Ambrosio C. Prata, aged 73 years.

Williams—On the 23rd August, at Hong Kong, Edward Williams, late master American ship Ellen, aged 41 years.

Digitized by Google

EXCHANGES ON LONDON.

[For dates, see first page.]

		Bank.	Private.
At Yokohama	6 months sight.	4s. 5½d.	4s. 6¾d. to 4s. 6¾d.
At Shanghai	6 ditto	6s. to 6s.,0½d.	6s. 1½d. to 6s. 1¾d.
(per Tael.)			
At Canton	6 ditto	4s. 4½d.	4s. 5d. to 4s. 5½d.
At Hong Kong			
At Macao			
At Singapore	ditto	4s. 5d. to 4s. 5½d.	4s. 5½d. to 4s. 6d.
At Manila	ditto	4s. 1¼d.	4s. 2d.

At Shanghai, bills on India, Rs. 298 per 100 taels. At Hong Kong, Rs. 218 per $100. Bar silver at Shanghai, tls. 111·2; at Hong Kong, 11 per cent. prem. Mexican dollars at Shanghai, tls. 74 per 100; and exchange on Hong Kong, 27 discount. Hong Kong and Shanghai Bank shares, 1 to 2 per cent. dis.; Gas Company, 10 per cent. prem.; Hong Kong and Whampoa Dock, 20 to 30 per cent. prem.; Steam Shares, 6 per cent. discount; Union Dock Company, 10 per cent. dis.

The latest telegrams, dated Shanghai 19th, and Hong Kong 23rd September, give Exchange at 6s. 3d. and 4s. 7d. respectively.

The following is from Messrs. Sharp and Co.'s Circular:—

Gold.—The arrivals have been $180,000 value and the exports $390,000, including the shipments per Orissa on the 12th Aug., and excluding those to leave to-morrow. Dollars offering a more favourable remittance; there has not been much demand for gold.

Silver.—Amount inwards, $190,000, including a lac per Yokohama from San Francisco. $390,000 have been sent away by the Bombay and Calcutta steamers.

Dollar Currency.—The large export of Mexicans to India still continues, and now that clean coin has advanced in Shanghai, we have no off-set in our imports. They stand relatively at $600,000 arrived, and $1,920,000 departed.

Exchange.—Has nearly recovered the fall reported in our last, but it is significant of the depressed state of trade that the rate should remain so low in the face of the enormous amount of treasure which has left China during the past six months. In sterling the business has been but small; the rupee quotation is merely nominal.

Discount and Mortgages.—Some first class mortgages have been placed at 12 per cent.; while 10 to 12 per cent. are the current rates for good loans at one to two months.

Shares.—Transactions have been confined to a few purchases for investment, with the exception of some large sales of steams made a week since at 5 and 6 per cent. In face of the heavy rates now demanded for accommodation, the arrangement made with Messrs. Russell and Co. for the sale of their steamers has not yet brought the company's shares to par.

COMMERCIAL REPORT.

CHINA AND JAPAN EXPORTS.

Tea.—Canton.—Business has been transacted on a very moderate scale during the fortnight—indeed, for the first ten days little or nothing was done in scented kinds, and the settlements reported below have all taken place within the last few days; for these kinds the market closes at rather firmer rates. In Country Congous but little has transpired, three more chops have been taken at about previous rates; five chops have arrived during the fortnight, so the present stock consists of 72 chops or 14,288 packages. Teamen continue very firm for Congous and likewise foreigners, hence so few settlements. Scented Teas: There are still a few fine parcels of S. O. Pekoe to be met with, but no really fine Capers remain. The settlements for the fortnight are 7,500 boxes Scented Orange Pekoe at from 23½ to 33 taels and 4,500 boxes Scented Caper at from 17 to 28 taels; the fourth crop however is close at hand, when it is expected there will be plenty of musters brought forward and some fine teas among them; the only other settlement is 200 boxes packed Congou at 21 to 26 taels. In Canton Gunpowders there are no transactions to report for this mail.

Amoy.—Congou: Notwithstanding the rise in prices reported in our last, buying has steadily continued, and some 5,000 packages have been taken at rather irregular rates, say $14¾ to $19½ for Common, and $21 to $23 for fair leaf to a little flavoury. Most of the settlements have been at the latter quotation. Oolong: The market was opened for America on the 20th, and a large business has been done. 9,000 half-chests are reported settled, but at least 15,000 have been taken. Prices are higher than was anticipated, say about $3 per picul over last year's opening rates. Common $18½ to $21. Good Common to Fair $23 to $26. Fair $26 to $28. Good $28 to $33 per picul.

Foochow.—Congou: Transactions since last mail have been on a smaller scale, owing in a measure to the cessation of Australian orders. The cost of Teas of good quality is a tael higher; the fall in exchange, however, makes the laying down price about the same. Common grades are easier. Teas have been coming down from the country the last day or two, and the receipts amount to 60,000 chests in excess of last season to same date. The second crop is about finished. Souchongs are without material change, teamen being unwilling at present to accept lower rates. Oolong: The chief feature of the fortnight has been the opening of this market at rates fully 12 taels higher than last year. Purchases have consisted of the finer grades, cargo kinds being comparatively neglected. Scented: A large business has been done. Prices show no change.

Shanghai.—Black Teas: The market for Congous has been extremely dull throughout the fortnight, the large export, and unfavourable Home advices having caused buyers to make a determined stand against prices ruling at date of the last. Holders remained very firm until within the last few days, when a decline of one tael was conceded, which has led to a fair business. Arrivals from Hankow have increased the stock to 42,000 packages amongst which there are some very good teas. Green Teas: The arrival of new Fychows has been checked, the very hot weather having dried up several creeks through which the boats have to pass. Two chops of fair make and quality have been settled from musters, at tls. 34½ and 39½ proportion. Moyunes cannot now arrive in quantity until another month. Five chops of Pingsuey have found buyers at tls. 35¼ to 38¾, and two chops of Shanghai-packed Fychows at tls. 32 and 37; prices rather higher than last month's settlements.

Hankow.—There had been a good business done, chiefly in medium Oopacks of the second crop, at prices fully equal to previous rates. Third crop Oopacks had commenced to arrive, and two crops had found buyers at taels 25¼ to 25¾ per picul. The quality is considered much about the same as that of last season. The Helen Nicholson and Elizabeth Nicholson were on the berth at £4 10s. per ton.

Kiukiang.—This port had been suffering from intense heat and inundation. Black Teas: A few shipments had been made to Shanghai on native account; only one small chop having been settled, and one chop remaining in stock. Green Teas: Small overland musters of three chops had arrived, but not been shown, and chest musters might be expected before next mail.

Yokohama.—There is again a considerable business in the tea market to report, and prices have steadily risen since the last advices of the 27th ultimo; an advance of $2 has been established, although some of the purchases show even a greater advance. The supplies from the interior are good, and are likely to continue so, as the price in Ichibus realised by native merchants is greater than when the highest price in dollars was paid in January. These purchases have been for the American market. Settlements amount to about 7,690 piculs.

Raw Silk.—Canton: The telegraphic news brought on by English Mail of the 10th July, gave an impetus to the market, and directly any inquiry was shown on the part of European buyers, prices, which before had been firm, advanced, and a fair business has been done. The stock of all kinds (some 2,500 piculs) is large, but principally consists of the commoner grades, for which the demand is not so great, and although the 4th crop is just coming forward, rates are more likely to advance than decline for the finer descriptions. Quotations and settlements are as under:—Tsaltee No. 1, at $580 to 600; Tsaltee No. 2, at $560 to 580, settlements 250 bales; Loong-kong No 1, at $560 to 590, Loong-kong No 2, at $540 to 570; settlements 200 bales.

Shanghai.—Since the last report a large business has been done, at gradually increasing prices, until the quotations given below indicate an advance of from tls. 40 to 70 per picul on former rates, and it is reported that first-class Chop Tsatlees have commanded even a still higher figure just at the close of the mail. Prices ruling in the country, including the enhanced cost of dollars, lay down the best Chop No. 3 Tsatlees at tls. 590 to 595 in Shanghai, and at this high cost large purchases are being made on native account, and even, with a moderate amount of settlements continuously going on, a great increase to the unsold stocks remaining on this market may shortly have to be reported. Tsatlees, Chops No. 3, 550 to 570 per picul; Market, No. 3, 500 to 555; do. No. 4, 540 to 550; do. No. 5 and com. 490 to 520; Taysaams, Chops No. 1, 540; do. No. 2, 520; do. No. 3, 490.

Yokohama.—It is a general impression now that we have hardly to expect more than 10,000 bales for this season. After a short and ineffectual attempt at shaking the firmness of the Japanese holders, operations had been steadily resumed when the mail of the 19th June reached this port. The chance, however doubtful, of a pacific adjustment of political difficulties in Europe gave a new impetus to business, and eager purchases cleared the market at once of the available stock of new silk. Arrivals during the fortnight do not exceed 250 piculs, and some disturbances arising from the dearness of rice have contributed to impede the usual traffic in several provinces. The fine silks have not yet made their appearance, and the highest price paid was given for Mybash of a quality above the medium. Settlements during the fortnight may be stated at 200 piculs of good medium Mybash, leaving an unsold stock of about 150 piculs, chiefly composed of old silks, which are so neglected that it is useless to quote them. Total settlements from the beginning of the season amount to about 600 bales, against 2,850 bales same last year. For silkworms' eggs total settlements to date are 65,000 cards, and the prices paid during the fortnight range from 3 to 5 boos. A few cards have found buyers at 6½ boos. The unsold stock is about 40,000 cards, and it is impossible to form an estimate of the probable quantity to be brought to this market this season. Mybash, medium, $740 to $700 per picul.

Drugs, &c.—Canton.—Cassia Lignea: Has been largely dealt in; 4,500 piculs have been settled at from $61.50 upwards until the present quotations have reached $18 to 18.25 for best Tywoo. Stock computed at 9,000 piculs. Cassia Buds: Remain without animation at $40; stock 60 piculs. Galangal: Unchanged at $1.80, with 400 piculs on stock. China Root: $3.50 to 4. China Galls: Are dull, and 200 continue to be offered at $13. Rhubarb: No stocks. Essential Oils and Star Anniseed: None on the market.

Camphor.—Hong Kong.—The sales during the fortnight amount to 900 piculs Formosa at $26 per picul unpacked, and the same price is asked for the remaining 600 piculs now in stock.

China Grass.—Shanghai.—Supplies of the new crop are now coming forward freely, and there are some 8,000 bales in stock. The market, however, is very quiet, and there is little business doing. Quotations for No. 1 White, 14 taels; No. 2, 11 to 13 taels; Green 9.5 taels.

RAW COTTON.

Hong Kong.—In the beginning of the fortnight large transactions took place at somewhat improved rates, and after some fluctuations the market remains somewhat as follows:—Bengal, $22.25 to 25 per picul; Tientsin, $23 to 25; Shanghai, $24 to 25.50; and Ningpo, $24 to 27. The sales amount to about 8,000 bags.

Canton.—There has been a general advance of a tael and a half in prices, and sales to the amount of 6,000 bales. The particulars of these operations are as follows:—

Shanghai.....	300 bales,	at taels	16 to 17	per picul
Ningpo.....	300 „	at „	17 to 18½	„
Shantung.....	2.400 „	at „	15 to 17½	„
Bengal.....	3,000 „	at „	15 to 17½	„

Amoy.—The few transactions reported below show no change in value. A brisk demand is expected as soon as a fall of rain makes intercourse with the interior less difficult. Sales for the fortnight are—270 bags Chefoo Cotton at $27 to 28½ per picul; 122 do. Tientsin do. at $24½ to 28½

Digitized by Google

per picul—leaving a stock of 3,867 piculs, which are equally divided between foreign hongs and Chinese. Quotations—Chefoo $26½ to 28½, Tientsin and Shanghai $25 to 27, Bengal $22½ to 23½ per picul.

Shanghai.—Stocks are much reduced, and the Chinese have been anxious to purchase for the river and coast ports. The prices have an upward tendency, and the quotation is tls. 15½ for Tientsin Cotton, and tls. 16½ to 17 for Shanghai Cotton.

CHINA AND JAPAN IMPORTS.

HONG KONG.

A very small business has been transacted in Cotton manufactures compared with last fortnight. Grey Shirtings have been neglected, and the market is decidedly weaker. T-Cloths and Yarn, particularly Nos. 38 to 42, however have been more in demand, but dealers show no inclination to buy "to arrive." Quotations both for plain and fancy cottons are almost unchanged. For Woollens, a brisk inquiry prevails, and prices still tend upwards. In Metals: There is no change to note. Coals: West Hartley have sold ex ship at 12 dols. per ton, and Sydney coal at 9 dols. to 10. Demand is very moderate and there are still considerable arrivals, holders however remain very firm.

FOOCHOW.

The following sales are reported: 500 pieces 7 lbs. Grey Shirtings, at $3.59 per piece; 100 pieces Spot Shirting (Assorted), at $5.60 per piece; 900 piculs Lead, at $8 per picul.

SHANGHAI.

An unusually small business has been transacted during the past fortnight, owing to the heavy clearances reported last mail, and prices of most descriptions have given way. Almost the whole of the goods that have been shipped to Japan are being re-exported to this, which helps to keep down prices here. Woollens: There is hardly any change to note. Camlets and Lastings can only be sold with difficulty. Long Ells are wanted, at quotation. Spanish Stripes are not asked for. At Hankow the import trade had been almost entirely suspended in consequence of the Yangtsze inundating the settlement; by last letters, however, the river had commenced to abate, and a good demand for Woollens and Cotton Goods was anticipated. Metals: All kinds have been neglected, and sales are difficult to effect at quotations. Coals: The market is very dull, and a further decline in prices has taken place. Transactions during the fortnight have been confined to Australian Coals. There is some demand for Japan and Formosa Coals. Arrivals since the 4th instant:—4,637 tons Great Britain, 1,219 tons from America, 2,382 tons from Australia, 990 tons from Japan—in all, 9,228 tons.

YOKOHAMA.

The improvement in business has not continued, but we have on the contrary to report a fortnight of extreme depression in all branches of the Import trade. With the exception of Black Velvets, Chintzes and Blankets, for which a somewhat improved inquiry has been felt, no demand whatever has existed for goods, and deliveries are upon a very unsatisfactory scale. In the absence of transactions, we do not alter our quotations for Shirtings, but they must be considered for the present quite nominal. The strong position of the Shanghai market has induced further shipments from hence, which if made duty free, will leave a small margin of profit. Yarn has been placed to a moderate extent at our quotations, and the stock has not sensibly diminished. In metals, we notice a small sale of lead at a decline upon former rates. Sugar has also been offered upon easier terms, owing to the increasing supply.

SHIPPING INTELLIGENCE.

ARRIVALS.

At Yokohama.— None.

At Shanghai.—From Cardiff, Aug. 20, Esperanza, Canvass Back, Silesia; from Newport, 14, China; from Hamburg, 20, Hanover.

At Hong Kong and Canton.—From Newcastle, Aug. 12, Greyhound; 13, Veritas; 16, Abbotsford; from Cardiff, 23, Dr. Peterman; 24, Lion; from Newport, 24, Oulust; from Hamburg, 14, Flora; from New York, 24, Panther.

At Manila.—None.

At Singapore.—From England, H.M.'s Icarus; from Liverpool, Aug. 30, Ajax (str.); from Glasgow, Douglas Castle, H. Dorter; from Sunderland, Nereus, Indian Empire; from Cardiff, Isis, G. L. van Leinberg; from Newcastle, Regina Maris.

At Penang.—From Liverpool, Aug. 25, Ajax.

DEPARTURES.

From Yokohama.—None.

From Shanghai.—None.

From Foochow.—For London, Aug. 9, Marion.

From Hong Kong and Canton.—For London, Aug. 7, Melbreck, Valdivia; 14, the Cedars. For New York, Aug. 11, Music; 21, Challenge.

From Manila.—For Liverpool, Aug. 11, Benjamin Bangs; for Cork, 13, Fruchoe; for New York, 17, Lady Blessington.

From Singapore.—For London, Aug. 24, Gananoque; Sept. 4, St. Andrews Castle. For Liverpool and Glasgow, Sept. 5, Huntley Caste.

From Penang.—For London, Aug. 28, Elizabeth Victor.

VESSELS EXPECTED.

From Yokohama.—Thomas Dryden.

From Nagasaki.—Queen of Avon, Chanticleer (put into Pernambuco for repairs).

From Hankow.—Eliza Shaw, Hoang Ho, Gossamer, Sir Lancelot, Napoleon III., Highflyer, Fine Queen.

From Shanghai.—Ethiopian, City of Aberdeen, Burdwan, J. R. Worcester, Pakwan, Coulnakyle, Cinderella, Fusiyama, Vigil, Star of China, Peterborough, Coral Nymph, Blencathra, Nelly, Illimani, Lansdowne, William Mcduish, Charlgrove, Agamemnon.

From Foochow. Belle of Southesk, Tamana, Feronia, Laurel, Lennox Castle, Sovereign of India, Amber Witch, Zingra, Maitland, Devana, Everest, Ornate, Philomela, Dewa Gungadhur, Marion.

From Canton.—Deerhoot, John Milton, Alma, Island Queen, Taymouth Castle, Victoria, Cedars, Melbreck, Valdivia.

VESSELS LOADING.

At Yokohama.—For London, Conference; for New York, Eliza Hands, Vanda, Receife.

At Hankow.—For London, Helen Nicholson, Elizabeth Nicholson.

At Shanghai.—For London, Wild Deer, Dartmouth, Sir W. F. Williams, Polmaise, General Caulfield, John Paul, Janet Mitchell, Ann Adamson, Marquis of Argyle, Westminster, Camila, Agamemnon, Knight of Snowdon; for New York, Tycoon.

At Foochow.—For London, Ellen Rodger (full), Naomi, Northfleet, Seawfell, Dunmail, Louisa, Fontenaye; for Liverpool, Veronica; for New York, Queensland, Adelia Carleton.

At Penang.—For London, Persian Empire, Raby Castle; for Liverpool, Monteagle.

At Hong Kong and Canton.—For London: Mary Nicholson (full), Kelso, Solent. For New York: Bella, Runnymede.

At Manila.—For London: Punjaub. For Liverpool: Mercia, Sterling.

At Singapore.—For London: Idemnity, City of Edingburh. For Liverpool: Lochleven Castle, Unrivalled, Blandina Dudley.

FREIGHTS AND CHARTERS.

At Yokohama.—To London: Cotton and Tea £2 10s. to £3 per ton; Silk, £4 to £4 10s.

At Hankow.—To London: The rate asked is £4 10s. per ton; two vessels are on the berth.

At Shanghai.—Tonnage is abundant, and rates to London have declined to £2 to £1 10s. per ton of 50 cubic feet; to New York, £2 10s per ton of 40 cubic feet.

At Foochow.—To London: £2 10s. per ton per wooden vessels; and £2 for iron vessels.

At Hong Kong and Canton.—In home charters direct nothing has been done, and rates for London to load at Whampoa must be quoted £1 10s. per ton. More activity prevails in coast charters. The circular of Geo. Holmes estimates the number of disengaged vessels in harbour at 61 (exclusive of Siamese), representing 35,859 tons.

At Manila.—The settlements of the fortnight show a slight decline on previous rates, and the inquiry for tonnage being very limited, it is doubtful if present rates will be maintained. The transactions are:—The Punjaub to London, at £2. 5s. for Clayed and £2. 10s. for Unclayed Sugar. The Mercia, for Liverpool, has only engaged part cargo, at £2. 7s. 6d. for Unclayed, and £3 for Hemp.

At Singapore.—The vessels on the berth are loading at £2. 10s. per ton dead weight, and £2. 5s. light freight.

For London.—The Raby Castle is on the berth at old rates: £1 Tin (none yet engaged); £1. 10s. Tapioca Flour; Sugar, £1. 10s.; Pepper, £2. 10s.; measurement, £3. 5s.

VESSELS PASSED STRAITS OF SUNDA.

Date.		Ship.		From		For
Aug. 9	..	Amer. W. Swallow	..	Manila	..	New York
— 12	..	Caernarvonshire	..	Cardiff	..	Japan
— 12	..	Deucalion	..	Sunderland	..	Shanghai
— 12	..	Dutch Nicot	..	Glasgow	..	Batavia
— 12	..	John Lidgett	..	London	..	Shanghai
— 13	..	Stirlingshire	..	Swansea	..	Hong Kong
— 13	..	Dutch Celebes	..	Cowes	..	Batavia
— 14	..	Bremen Dr. Hermann	..	Liverpool	..	Singapore
— 14	..	Napoleon	..	Cardiff	..	Saigon
— 14	..	Ham. G. Heinrich	..	Hamburg	..	Hong Kong
— 14	..	Evangeline	..	Cardiff	..	Hong Kong
— 15	..	Pruss. Triton	..	Liverpool	..	Batavia
— 15	..	Pleiades	..	Hong Kong	..	Melbourne
— 15	..	Anita	..	New York	..	Shanghai
— 15	..	Hamb. Pudel	..	Hong Kong	..	
— 15	..	Octavia	..	Cardiff	..	Shanghai
— 17	..	P. war str. Maria Anna	..	Singapore	..	Coast of Africa
— 17	..	Benvoirlich	..	Singapore	..	London
— 17	..	Marmion	..	Cardiff	..	Japan
— 19	..	H. Puddensey	..	Singapore	..	London
— 20	..	Fr. La Prime	..	Bordeaux	..	Batavia
— 20	..	Majestic	..	Glasgow	..	Batavia
— 21	..	U. S. str. Relief	..	Batavia	..	New York.
— 22	..	L. G. v. Lemburg Sturim		Cardiff	..	Singapore
— 22	..	Ham Selika	..	Hamburg	..	China
— 24	..	Winlow	..	Sunderland	..	Saigon
— 27	..	Dutch K. Vande Lek	..	Rotterdam	..	Hong Kong
— 26	..	Amer. Richard III.	..	Cardiff	..	Hong Kong
— 27	..	Patna	..	Liverpool	..	Hong Kong
— 27	..	Amer. Egeria	..	Singapore	..	Boston
— 27	..	Dutch De Zwaan	..	Batavia	..	Cork
— 27	..	Amer. Gamecock	..	New York	..	Hong Kong

COMMERCIAL POSTSCRIPT.

A meeting of the shareholders of the Bank of Hindustan will be held shortly, to consider proposals for the reconstruction of the bank, and the reduction of the nominal £100 share. A call of £3 per share has been made, payable on 9th Nov.

The seat on the board of the Oriental Bank, vacated by W. W. Cargill, Esq., has been filled by the appointment of D. I. Ray, Esq., of Messrs. Finlay, Hodgson and Company.

It is rumoured that another bank is about to be established for India and China.

The Circular of Messrs. Sillar and Company states:—

Silver.—The Market has been quiet, without any alteration in the price, and few transactions of importance have taken place, the amounts offering during the last few days having been very limited, and the only demand at present still being for the Continent. The *Syria*, sailing from Southampton to-day for Bombay, takes no Silver, and only £5,000 in Sovereigns for Alexandria. Mexican dollars continue without demand for the East, except for occasional transactions, and all arrivals at present are being purchased for conversions into bars.

Digitized by Google

Exchange.—There has been an active inquiry for the Indian Government Rupee paper and Council Bills, sales of the latter having been effected at from 1s. 11½d. to 1s. 11¾d.; the amount advertised to be tendered for on the 17th instant is 32½ lacs.

Tea—The *Eliza Shaw* and *Min* have arrived from Hankow with the first of the new Monings.

Silk.—Telegrams from Shanghai to 19th September quote No. 3 Tsatlee at 570 taels.

The P. and O. Company's new steamer *Surat* will make another voyage to Alexandria previous to proceeding to the Indian station. She has proved a very satisfactory vessel during her last trip.

An extraordinary general meeting of the shareholders in the Singapore Gas Company will be held at the London Tavern on the 30th inst.

Arrivals not in the Tables.—Oct. 9, at Falmouth, from Bassein, Cornelia; from Singapore, Pieter Adolf; off Penzance, from Singapore, Nancy; at New York, from Colombo, Meg Merrilies; 9th, off Dover, from Batavia, Europia; off Beachey Head, from Ceylon, Aboyne; 10th, at Falmouth, from Rangoon, Damis; from Sourabaya, Mary Ann; 8th, off Penzance, from Batavia, D'Elmina; 10th, at Crookhaven, from Rangoon, Hindostan; 11th, at Liverpool, from Rangoon, Tudor; 10th, at Brouwershaven, from Batavia, Joh Antonius de Voorgd; 11th, off Weymouth, from Hankow, Eliza Shaw; 10th, at Scilly, from Java, Franz and Elise; from Akyab, Leila; off Scilly, from Foo-chow-Foo, Yang-Tsze; from Akyab, Warwick, Clifton Belle; 12th, at Liverpool, from Singapore, Patriot Queen; 13th, from Rangoon, Hippolyta; at Falmouth, from China, Min; 11, at Brouwershaven, from Padang, Julie; 15, off Portland, from China, Western Chief, off Scilly, from Singapore, Moncka; at Liverpool, from Rangoon, Senator Webb.

Departures.—Oct. 9, from London, for Manila, Angela; 6, from Shields for Batavia Anna; 9, from London, for Swansea, Shanghai, J. H. Schwensen; 8, from Cardiff, for Colombo, Phillip; from Shields, for Colombo, Augusta May; 10, from London, for Galle and Malabar Coast, Star of Ceylon; 11, for Colombo, Frances, Thames; for Shanghai, Taeping; 13, for Hong Kong and Canton, Ariel, 11, from Shields, for Canton, Egeria; 15, from Liverpool, for Manilla, Maria y Vicente.

Laid On.—At London, for Hong Kong and Canton, Dora; at London, for Colombo, Aboyne; at Liverpool, for Galle, Star of the South.

Casualties.—The Susanna Johanna, Pieters, from Batavia to Rotterdam, which put in at St. Helena, Sept. 6, had encountered bad weather, and it was said that the master had been recommended to obtain a supply of spars, sails, &c., and proceed.

The Star of Ceylon, Matther, which left London for Ceylon, &c., on the 10th inst., was sunk off the South Foreland on the night of the 11th inst. by collision with the Spanish steamer Velasquez, from Malaga, the master and eleven men of the Star of Ceylon have landed at Folkestone, and two men at Dover, one is said to be missing.

At Simon's Bay.—Aug 25., Lochnagar, Baskfill, from Manila.

The appointment of Mr. Julian Pauncefoot as Attorney-General of Hong Kong, already announced by us, has been officially gazetted.

Peru and the Chinese Coolie Trade.—The attention of the leading citizens of Lima had been called to the systematic abuses of the coolie trade, and the Government was strongly urged to adopt stringent measures for the regulation of the execrable traffic. It appears that from thirty to forty per cent. of the labourers embarked in China for the South American coast die on the passage thither, owing to the crowded state of the vessels and the entire absence of all sanitary precautions. No laws exist regulating the number of passengers by the tonnage of the ship, and to supply this deficiency the Government had been petitioned. Since the abolition of slavery planters have grown to depend upon Chinese labour entirely, and claim that if the coolie traffic was wholly suppressed the result would be ruinous to the agricultural interests of the country. Conceding the iniquity of the trade as now conducted, the authorities are asked to make strong laws, with a heavy penalty attached for their infringement, so that the business may be divested of some of its more horrible phases.

RESUSCITATION OF THE AGRA AND MASTERMANS BANK (LIMITED).

The plan for the resuscitation of the India and China portion of the bank's business has now been made public in the form of a circular to the shareholders. The proposed capital is to be £1,000,000, consisting of £600,000 estimated surplus assets after paying all claims, and £400,000 by the issue of 40,000 shares of £10 each, to be subscribed by the public or the existing shareholders. The plan is of a most elaborate description, and if carried through will tend very much to lessen the inconvenience now felt by creditors who are too poor not to be seriously inconvenienced by the postponement of their claims in the winding-up process now going on, although Mr. Cannan has worked very hard to reduce the time of such postponement, and the payment of 5s. in last month was an agreeable surprise to a large number of creditors. The announcement that there will be £600,000 surplus after paying all creditors has also surprised many shareholders who have been disposed to listen to tales of mismanagement and imprudent operations. All these stories are capable of very easy solution. It was a mistake to attempt to be a London bank as well as an India and China Exchange bank. The "Bears," who are described by the *Economist* as "the scavengers of the Stock Exchange," found out certain weak points, especially connected with the Paris branch, and they combined to pull it down; but for that combination we are convinced it would now be standing. One of the wisest propositions in the whole scheme is the small amount (£10) of the proposed new shares; this will render the launching far easier than by keeping the shares at the old amount (£50). It would have made the proposals more complete had the names of the proposed directors been given; the only name announced is that of Mr. Thomson, of the Madras Irrigation Company, and one of the directors of the old board. To impart confidence the names of first-class merchants unconnected with the late board will be necessary, and the proposed direction should not consist of more than seven gentlemen.

"Proposal for the Resuscitation of the Indian portion of the Business of the Agra and Masterman's Bank (Limited).

"In order to carry out a strong and earnest desire entertained by the shareholders of the Agra and Masterman's Bank (Limited), it has been determined, after conferring with some of the principal shareholders, to endeavour to revive the portion of the business formerly carried on by the old Agra and United Service Bank. Shareholders representing one-fourth of the entire capital have consented to act provisionally as a committee, which every shareholder is invited to join, to aid in carrying out the necessary arrangements until a public meeting of shareholders can be held.

"It has been satisfactorily ascertained, after conference with some of the managers of the principal Indian branches, that a large and important portion of the business will be secured to the bank, if it can be revived under its old and well-known title. No bank ever stood higher in India than the Agra and United Service Bank, and there seems no reason to doubt that if the bank be reopened and carried on upon its old basis it would receive large and influential support. The very fact of its revival would be an evidence of strength, and a large amount of its former credit would, it is believed, return.

"With a view to a resuscitation of the bank, Mr. Thomson, one of the members of the late board, and also of the above-named committee, with the assistance of some of the most efficient *employés* of the late establishment, has undertaken and completed an elaborate and detailed analysis of the bank's assets and liabilities. The result of this investigation shows that, after deducting all bad and doubtful debts, and making a full allowance for contingencies on outstanding transactions, there will remain not less than one-half, and probably two-thirds of the capital after payment of all claims. This is borne out by the statement of Mr. Cannan, the liquidator of the bank, whose approximate estimate showed a surplus of assets over liabilities of £1,000,000 sterling. In order, however, still further to confirm the accuracy of this analysis by the best independent and most impartial testimony, Mr. David Chadwick (of the firm of Messrs. Chadwick, Adamson, M'Kenna, and Co.), an accountant of leading reputation, who, as one of the auditors of the Consolidated Bank, took an active part in the resuscitation of that institution, and who also carried out the scheme for the resuscitation of the Preston Bank, recently reopened, was invited to go over the statements prepared. Mr. Chadwick has with the most careful minuteness tested them by reference to the books of the bank, which Mr. Cannan placed at his disposal for that purpose, and has not seen occasion to make any material change in the estimate submitted to him, but has suggested that to provide for losses which might possibly arise, but which there is at present no reason to anticipate, the sum of £600,000 may with all safety be taken as the balance of assets over liabilities.

"The following plan, based upon Mr. Chadwick's estimate, will provide a total paid-up capital of £1,000,000, which is considered necessary for the resuscitated bank, and of which it is proposed to raise £400,000 by the issue of new shares.

"It is intended that this capital should be represented by—

"40,000 A shares of £10 each, representing the new capital of £400,000, which will be called up as follows:—£1 per share on application, £2 per share on allotment, £3 in July, 1867, and £4 in January, 1868, with power to pay up in full at any of these periods, dividends being allowed on all payments *pro rata*.

"60,000 B shares, represented by scrip certificates of £25 each, on which £10 per share will be considered as paid up, as an interim amount for the purpose of dividends, &c., representing the above £600,000 estimated balance of assets over liabilities; but, notwithstanding this interim arrangement, the total liability of £25 per share will remain until the end of two years, when the actual balance of assets over liabilities will be ascertained, and if the same shall fall short of £600,000 the B shares will be liable to calls to make up any deficiency, all such calls to go in reduction of the liability of £25 per share, which in no event will be exceeded.

"Each holder of shares in the present bank will receive in exchange a corresponding number of the B shares.

"If the balance of assets over liabilities including expenses shall, in accordance with the estimates above referred to, be found at the end of two years to exceed £600,000, then the excess shall, from time to time, as realised, be divided rateably in cash among the holders for the time being of the B shares.

"So soon as the debts shall have been paid and the above-mentioned £600,000 realised the 60,000 B shares shall be converted into £10 fully paid up shares, and all further liability on the B shares will be extinguished. The distinction between A and B shares will then end, all the shares thenceforth ranking alike.

"The constitution of the company will be specially framed to provide for these arrangements.

"The proposed paid-up capital of £1,000,000 sterling, supplemented by a reserve fund, for which it will be seen careful provision has been made, will, it is believed, be sufficient to place the bank in a strong position, and secure for it public confidence and support under its re-organised constitution. The committee propose that for the first two years the 40,000 A shares, representing the new capital, shall receive out of the profits a preferential dividend of 10 per cent., that then the 60,000 B shares, representing the old capital, shall be entitled to 10 per cent., and that all profits above 10 per cent. shall during the two years go to the reserve fund. After the end of two years all the capital will participate alike in the future profits, with this proviso, that at least one-half the profits above 10 per cent. shall go to a reserve fund, and be invested in Indian or other Government securities, until the reserve be equal to one-half the capital.

Digitized by Google

"The resuscitated bank, on the requisite consent of shareholders and creditors being obtained, will be prepared to take over the existing assets and liabilities, and guarantee to the creditors payment of the balance (after deducting the first dividend of 5s. in the pound already paid) of their claims—viz., 15s. in the pound, by the following instalments, each instalment to bear 5 per cent. interest, and to be represented by promissory notes of the bank, viz.:—3s. in the pound in January, 1867; 3s. in the pound in July, 1867; 4s. in the pound in April, 1868; and 5s. in the pound in October, 1868.

"The committee are satisfied that upon the requisite arrangements being completed the capital will be readily subscribed on the terms proposed, whereby—

"AS TO NEW SHAREHOLDERS.

"1. They are protected, as already explained, against the balance of assets over liabilities falling short of the estimated amount of £600,000.

"2. The new shares will be entitled to a preference dividend of 10 per cent. for the first two years.

"3. They will participate in the benefit of the business connections and goodwill of the bank, which to a great extent must pass to the new concern as inheritors of the old title and as possessors of the assets.

"The committee would further point out both to creditors and shareholders that the proposed arrangement insures better results than can possibly be expected from a continuance of the liquidation.

"AS TO CREDITORS.

"1. It fixes, with the consents of all necessary parties, and thereby free from all risk of litigation or question, the precise dates when the balance of the creditors' claim will be paid; this is not unimportant, having regard to pending proceedings in other companies.

"2. Their claims will be immediately represented by negotiable instruments available for discount.

"3. They will have the additional security of the £400,000 new capital.

"AS TO PRESENT SHAREHOLDERS.

"1. They will be protected from calls for two years certain, and if the assets realised the reduced, and as it is believed perfectly safe, estimate of £600,000, there will be no necessity for any calls.

"2. The assets are sure to produce much more in the hands of a working bank than under liquidation.

"3. The present shareholders may reasonably hope in the future to make up a portion of their loss partly out of the balance of assets over £600,000, which it is believed will be realised by the carrying out of the proposed scheme, and which, when realised, will be payable in cash, and partly by the growing value of their shares in the resuscitated bank.

"There is no reason to doubt from the assurances of support which have been given by many of the old constituents of the bank that it will in the course of a short period, after its re-opening, recover its former status, and a large proportion of its profitable connection.

"Time is of the utmost importance, and the committee earnestly solicit the concurrence of their co-shareholders in their efforts to carry out the present proposal, which, after the most careful and anxious consideration, they have satisfied themselves is in every respect the most practicable and beneficial, both for creditors and shareholders.

"All communications may be addressed to James Thomson, Esq., Nos. 8 and 9, Queen-street-place, Southwark-bridge, London; or to the undersigned. "(By order)

"CHADWICK, ADAMSON, McKENNA, and Co.

"October 10. 40, Old Broad-street, London.

"When this proposal has been approved by the shareholders, the consent of the creditors will be at once applied for."

Accompanying the foregoing, the annexed circular has been issued to the shareholders:—

No. 40, Old Broad-street, London, Oct. 10.

We beg to forward to you as one of the shareholders of Agra and Masterman's Bank (Limited) the enclosed proposal for the resuscitation of the portion of the business formerly carried on by the "Agra and United Service Bank." We are desired to request the favour of your attendance at a meeting of the shareholders, at the London Tavern, Bishopsgate-street, in the City of London, on Thursday, the 18th day of October, 1866, at one o'clock in the afternoon, to consider the proposal. We enclose a ticket which will admit you to the meeting. If you should be unable to attend the meeting, will you be pleased, if you approve of the proposal, to return to us the enclosed form of assent thereto, signed, as soon as possible. The shareholders can best appreciate the value of the proposed arrangement by the fact that payments to be made on the new shares might otherwise be required as calls on their existing shares, whilst the new shares are believed to be an excellent and safe investment, and it is on that ground solely that it is anticipated the new capital will be readily subscribed, if the existing shareholders manifest their own faith therein by subscribing for a substantial proportion. We beg to subjoin the names of the shareholders (holding in the aggregate upwards of 16,000 shares) who have already intimated their willingness to acquiese in the proposal. We are, your obedient servants,

CHADWICK, ADAMSON, McKENNA and Co.

We append the comments of our contemporaries on the scheme:—

(THE TIMES.)

The plan for the resuscitation of the Agra Bank has been very favourably regarded to-day in all quarters, and the shares, which have lately been without a quotation, are now negotiable at 4 to 6. It seems that according to the most guarded estimate there is a clear total of £600,000 of surplus assets that will be available to be returned to the shareholders out of their £1,500,000 of paid-up capital, and it is now proposed to raise an additional £400,000 in 10 per cent. preference shares, and by the combination of these sums to start with a capital £1,000,000. The plan seems alike favourable for creditors and shareholders. To the creditors it will insure payment of their claims in full, with 5 per cent. interest within an average of little more than a year, while it will also doubtless enable them to obtain in the interval advances upon these claims at very moderate rates. As regards the shareholders, it will not only avert the payment of calls that would otherwise be necessary, but will recover for them all the advantages of the good feeling entertained in India towards the bank, and at the same time add greatly to the value of the existing assets and the prospect of their early realisation. The revived undertaking will likewise enjoy the active sympathy which from the time of the panic to the present hour has been felt, owing to the way in which its ruin was caused by the gamblers who were encouraged in their course by official toleration.

(DAILY NEWS.)

The expected plan for the resuscitation of the Indian portion of the business of the Agra and Masterman's Bank (Limited) has evidently been framed with great care and much thought. It has a sufficiently broad basis, inasmuch as the shareholders forming the provisional committee represent one-fourth of the entire capital of the old bank, and this committee is open to have its number further added to. Considering that, according to the estimates put forward on the competent authority of Mr. Cannan, the liquidator, Mr. Thomson, one of the members of the late board, and Mr. David Chadwick, "there will remain not less than one-half, and probably two-thirds, of the capital, after payment of all claims," the rescue of some portion of the shareholders' property, as comprised in the goodwill of this old-established business, would certainly seem to be well worth a united effort. Any difficulty that may have to be overcome will propably arise chiefly on the side of the creditors, but the strong point urged by the committee is that both to creditors and shareholders "the proposed arrangement ensures better results than can possibly be expected from a continuance of the liquidation." The old bank was so popular in India that if it be revived, with a direction of undoubted influence and character, and avoid the error of commencing business in too many places at once, there can be little doubt that all parties will ultimately be better off for co-operating in the present movement.

(MONEY MARKET REVIEW.)

The business of the Agra and United Service Bank, as it stood before the amalgamation with Messrs. Masterman's Bank, was always a profitable business, and year by year it was becoming wider and more remunerative. Why the amalgamation was effected, and how the collapse of the amalgamated bank was brought about need not now be recapitulated. It is sufficient to say that the stoppage, had more consideration been shown, was unnecessary. It is now proposed to resuscitate the Indian portion of the business, and with this view a Provisional Committee, representing one-fourth of the entire capital, are inviting the shareholders generally to aid in the necessary arrangements until a public meeting of the whole body can be held.

The plan of resuscitation has the two merits of simplicity and practicability. In the first instance, it has been ascertained, from the managers of the principal Indian branches, that a revival of the bank under its old title will secure a large and important portion of the business now suspended, and, in the next, that, after all deductions and the payment of all claims, there remains a surplus of not less than one-half, it may be two-thirds, of the capital. The estimate of the liquidator is £1,000,000, but, in order to be within safe limits, it is taken, after a careful analysis by Mr. David Chadwick, at £600,000. There is thus a solid basis of operations—a business and a capital; and the question is how shall these essential elements be adapted so as to insure the success of the resuscitated bank. India and England are both interested in this question. It appears to us that the means proposed are the best that could be devised, and that, as just said, they present the advantages of simplicity and efficiency.

A capital of not less than one million paid up is considered necessary. Of this million, £600,000 may be considered as already provided by the present shareholders from existing assets; and it is proposed to raise the other £400,000 by subscriptions to 40,000 new shares of £10 each, to be called up at specified intervals, extending over nearly two years. The £600,000 will be represented by scrip-certificates of £25 each, on which £10 will be considered paid up, thus representing the estimated balance of assets over liabilities. And so the capital is supplied. It is estimated that in two years the actual balance of assets over liabilities will have been positively ascertained. If, as expected, there should be a surplus of assets beyond the £600,000, the excess will be divided rateably in cash among the holders of the £25 scrip certificates, who are the existing shareholders; and, as the £10 shares will by that time be paid-up, the distinction between the two classes of shareholders will then cease, and they will rank alike. But for the two years the holders of the 40,000 £10 shares, representing the new capital, are to receive out of profits a preferential dividend of 10 per cent., and the holders of the 60,000 scrip certificates, representing the old capital, are next entitled to 10 per cent. Provision is made for the creation of a reserve fund, until it reaches one half of the capital.

Then there remains the case of the creditors who have already received an instalment of 5s. in the pound. How are they to be secured their remaining 15s.? In this way. The resuscitated bank will, with the consent of the creditors and the shareholders, take over the existing assets and liabilities and guarantee to the creditors the payment of the balance, with interest at 5 per cent., in four half-yearly instalments. Thus, the creditors' claims will be represented by negotiable instruments based upon the security of the old and of the new capital; they will be safe against litigation, and at definite dates their claims will be satisfied.

As to the shareholders, old and new, it is easy to perceive the improved position which they will hold. The old, for example, will be protected from calls for two years certain, and they will in all probability receive back in cash a portion of their present losses out of the surplus assets, which will certainly realise more in the hands of the resuscitated bank than in the hands of the liquidator. The new shareholders will possess equivalent benefits, besides their preference dividends for two years, from the business connections and good-will of the bank and as possessors of the assets.

The provisional committee who make these proposals have very justly reminded both creditors and shareholders that the arrangement *ensures* better results than can possibly be expected from a continuance of the liquidation. An impartial consideration will satisfy the public of the soundness of this conclusion. The question then is, cannot the friends, connections, and shareholders in a bank that was so highly esteemed as the Agra do for the very profitable Indian business of that bank what the friends, connections, and shareholders of the Preston Bank have done? and what those of the Consolidated Bank have done? We are sure they can; and we feel confident they will.

Digitized by Google

HONG KONG AND SHANGHAI BANK (LIMITED).

Another meeting of the shareholders in this bank was held at Hong Kong on the 16th August, when a statement of accounts and a report of the position of the establishment was issued to the shareholders. A dividend of $5 per share, equivalent to 8 per cent. per annum, was declared, and an announcement—which we think calculated to prove very beneficial—also made that it had been decided to postpone the opening of agencies in India. The bank had been particularly fortunate in escaping the heavy losses which have been incurred during the present year by most other banks, and considering that three banks have been removed, it is to be presumed that the Hong Kong Bank will participate in the business necessarily distributed. By the returns of the circulation of bank-notes, published in our last, we observe that the amount issued was much larger than any other bank, which shows that considerable confidence is felt in the institution. The more the directors confine themselves to local operations, and avoid distant branches with their heavy expenses, the larger will be their dividends. The local ordinance alluded to in the report to be found in our advertising columns has passed its second reading in the Legislative Council. The following is a report of the meeting, in which it will be seen that the CHAIRMAN denied the transaction alluded to in our previous issues as the "Dumbarton" operation with the Agra Bank:—

Before commencing, Mr. C. H. STORY begged to ask the chairman whether there was any probability of the proceedings of the day being invalidated by the full period of notice of the meeting, as required by the articles of association, not having been given.

The CHAIRMAN read out clause 40 of the articles, by which it appeared that "14 days at the least" were required to be given. He then referred to the date of the advertisement, which proved to be the 4th August, but the MANAGER intimated that the announcement had appeared on the evening of the 3rd.

Mr. STOREY said that the requisite notice had not evidently been given, but that he personally had no objection to urge; he wished, however, for a legal opinion on the point.

The CHAIRMAN expressed his inability to give a "legal" opinion, and as the legal adviser had not arrived his only course would be to put the question to the meeting. This was accordingly done, and it was unanimously decided to proceed to business.

The CHAIRMAN, after reading the directors' report, congratulated the shareholders upon its favourable nature. With regard to that portion of it having reference to the incorporation of the company, he thought they might consider that the ordinance had passed into law with some slight alterations which were to the company's advantage. In reference to the new capital there could be little or no doubt that the few remaining shares would be taken up. The number unappropriated was under one thousand, and it was their intention to announce by advertisement that the period of application would expire on the 31st inst. The chairman concluded by moving the adoption of the report, which was seconded by the DEPUTY-CHAIRMAN (Mr. Woldemar Nissen).

The CHAIRMAN having invited expressions of opinion, Mr. R. S. WALKER (after a considerable pause) rose to make a few brief remarks and to put a few questions which he hoped would not be considered beyond the bounds of pertinence. He would venture to suggest that in future reports the abstract of liabilities and assets, and of profit and loss account, be furnished in somewhat greater detail. He had compared the present report with the last, and had found the information given in the present one less full and complete. In the case of the abstract of liabilities and assets it might be that it arose from a change in the mode of keeping the accounts; but in proof of the correctness of his assertion he would point out that in the previous abstract two very heavy sums appeared, one of no less than 3,393,430.75 under the head of assets, and one of 1,548,219.18 under the head of liabilities. The sums were credited nd adebited respectively to "Branches andAgencies." In the present abstract "Branches and Agencies" did not figure at all, and no doubt these amounts had been merged with others on either side of the account before completing the abstract, and that a few words would explain this apparent discrepancy. He found no distinct entry showing the bank's liability on their issue of notes. He was aware that resident shareholders could obtain this information from an examination of the monthly returns in the *Government Gazette*, but he thought the report would be more complete if the item of notes were made a distinct entry in the balance-sheet abstract. He would also suggest in regard to the profit and loss abstract that, in future, in place of the net profits only being given, the gross profits should be stated on one side of the account and the interest and gross expenses on the other side; and in support of the reasonableness of the suggestion he produced the last report of the Agra and Masterman's Bank, which supplied these particulars to its shareholders. He also had with him several other reports, among which he might name the China Fire Insurance Company's and the Peninsular and Oriental Company's. Neither he nor any other shareholder required to know anything that they ought not be told, nor anything the publication of which the competitors of the bank might turn to their own purposes; but he thought that the abstracts might be made rather more full without injury to the bank. He presumed by the absence of all allusion to the Commercial Bank, that either they were not involved with that establishment, or that some set-off had been arranged. He now came to that part of the report in which the name of the Agra and Masterman's Bank was introduced, and he would like to know, if it were convenient, what amount the bank stood to lose in all, supposing, for the sake of calculation, that the Agra paid nothing in the pound. If he understood the report correctly there was rather a large sum—of, say, about 81,000 dols.—carried forward to meet the contingencies under this head; and supposing the Agra to pay their creditors 15s. in the pound (which was the most unfavourable view he had heard of the probable result of the winding up), 81,000 dols. would represent a liability of nearly three and a quarter lacs, which appeared to him to be a very heavy sum. While on the subject of the Agra Bank, he would wish to know whether there was any truth in the current report that, in consequence of private information sent to the agent of the Hong Kong and Shanghai Bank, he negotiated a large amount of bills on the agents of the bank in Hong Kong and London to the agent of the Agra Bank at Shanghai, who was in ignorance of the failure of his bank, it being the intention of the Hong Kong Bank, in place of honouring the bills, to place these amounts as a set-off against a debt or debts incurred by the Agra Bank with the Hong Kong Bank before the suspension of the former. He hoped that the chairman could contradict the report altogether, for, if not, he (Mr. Walker) could not but think it was a most unfortunate transaction. There was also a report that the bills on Hong Kong had since been honoured, and he only hoped that it was not too late to arrange that those in London should be similarly treated. His concluding question had reference to the audit, and he would preface it by saying that it was absurd to suppose that any remark or question he or any other shareholder might put could be intended to convey any want of confidence in such a direction and such auditors. The same remark equally applied to their manager, whom they all held in such respect and esteem; but it must not be forgotten that he could not be with them for ever, and on his (Mr. Kresser's) account he would not wish such a thing. In choosing at some future time a successor to their present worthy manager they might unfortunately, and without knowing it, elect a second "Redpath" and hence the necessity for a careful audit. He must again be pardoned for referring to the Agra and Masterman's report, and would read what the auditors were there required to certify. "We have examined the preceding statements Nos. 1 and 2 (balance-sheet and profit and loss) with the books, vouchers, and securities at the head-office in London, and with the detailed returns and balance-sheet signed by the auditors of several branches, and we hereby certify to the correctness and satisfactory character thereof." His question was, whether the audit was a careful one or a mere matter of form.

The CHAIRMAN, in reply, stated that he was convinced that the hon. shareholder had made his remarks and put his questions in the most disinterested spirit, although the expediency of some of them might be doubted. As regarded the accounts being rendered in greater detail, it was not the wish of the directors to withhold any information which might be reasonably expected, nor was it customary to print more details than would be found in the report. Any particulars not contained in the report could be had by application to the manager or to himself.

Mr. WALKER here asked how absent shareholders were to inform themselves.

The CHAIRMAN said that they could do so by their proxies. He could not see what advantage could be derived from affording more information to the public than had been given, but, if the shareholders thought otherwise, they had only to express themselves so, and the directors were quite prepared to abide by the decision. As regarded the alleged large amount (81,000 dols.) carried forward to the credit of the new account, such balance was only 45,696.36 dols., the other sum of 35,573.79 dols. being rebate on bills not due, constituted unrealised profit. In allusion to the rumours which had reference to the transaction at Shanghai between their bank and the Agra, he must deny that any instruction had emanated from the directors or manager, and it was a very serious charge for Mr. Walker to have repeated.

Mr. WALKER rose and said that his impression was that he did not say that the transaction had arisen in consequence of instructions emanating from Hong Kong. If he said so he begged to apologise for the mistake; what he meant to say was, that the manager at Shanghai had acted upon private information known to himself, but unknown to the Agra Bank agent.

The CHAIRMAN continued: The next subject alluded to by the proprietor was the audit of the company's accounts, and all he could say on that subject was, that they took every care in the selection of their auditors, and that the audit was most complete and satisfactory. They had specially selected Mr. Ryrie because he was quite unconnected with the bank, and did not, he believed, so much as hold a share. The audit was conducted with the utmost care, and the books and securities were at the complete disposal of the auditors for inspection and examination. He was convinced that these gentlemen had performed their very laborious duties with the utmost efficiency and impartiality. If the proprietors would look at the original copy of the abstracts, they would see that it was certified to by the auditors. This certificate might have been appended to the printed report, and he saw no objection to this addition being made in future cases. (The original abstract, certified to in a similar manner as on the last occasion, was here handed round to the proprietors for inspection.) He believed he had now replied to all the hon. shareholder's remarks and questions, except one of detail connected with the abstract of assets and liabilities, which he would leave the manager to explain.

Mr. KRESSER explained that the account headed in the previous statement "Branches and Agencies" had been merged for the sake of simplicity into those headed "Exchange Remittances and Exchange Acceptances."

The CHAIRMAN now proposed that they should proceed to elect the auditors for the coming half-year, whereupon

Mr. WALKER rose and said that after the remarks he had made it might not be out of place, in order to show his continued confidence in the Hon. Mr. Rennie and Mr. Phineas Ryrie, for him to propose the re-election of those two gentlemen, which he had great pleasure in doing.

Mr. BOSMAN having seconded this resolution it was unanimously adopted.

The CHAIRMAN then suggested that the auditors' remuneration be decided upon, when it was proposed by Mr. Bosman, and seconded by Mr. Deacon, and carried unanimously, that the amount be left to the decision of the board of directors.

A conversation then ensued, in which Mr. STOREY, Mr. POLLARD, and others took part, regarding the remuneration to the directors for their services, when it was finally moved by Mr. C. H. STOREY, and seconded by Mr. R. C. LAMBERT, "That the shareholders, feeling how much they owe to the exertions of the directors, regret to observe that they have still deferred their claim for remuneration; but, whilst appreciating their forbearance, request them to accept the amount they have fully earned and are entitled to under the deed of settlement."

This resolution having been submitted to the shareholders and unanimously carried, the meeting separated.

Digitized by Google

NOTICES TO CORRESPONDENTS.

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be authenticated by the name and address of the writer, not necessarily for publication, but as a guarantee of good fait .

A Register is kept of the addresses of all persons connected with the Far East and reference can be made to the same by personal application at the office or by letter.

Any information required by Subscribers, in reference to Commercial or General matters in China, Japan, Singapore, *and other parts of the* Far East, *will be supplied on application at the Office, where files may be seen of the Journals published in those countries.*

THE LONDON AND CHINA EXPRESS.

PUBLISHED on the departure of the Mails *via* Marseilles on the 10th, 17th, and 26th, contains a Summary of European, American, and General News; Commercial and Shipping Reports, and Special notices of Trade with the Far East.

Subscription 5 4s. per annum, including Postage. Export Supplement 12s. extra.

The London & China Telegraph.

LONDON, MONDAY, OCT. 15, 1866.

HONG KONG FINANCIAL LEGISLATION.

A never-failing source of irritation seems destined to pervade the deliberations of the Hong Kong Legislative Council, in the shape of a settled feeling of hostility between the official and non-official members of that body. If we may rely on the statements which reach us regarding the internal organisation of the Council, none of its decisions can be taken as fairly expressing the sense of a majority; for we are told that all the official members are required to support the Governor, whatever their private opinions may be, and that having the fear of dismissal before their eyes they are content to submit, and to become, in effect, mere voting-machines in his hands. And inasmuch as the official portion of the Council outnumbers the non-official, the opinions of the latter can at any moment be over-ruled by the Governor's will, thus rendering entirely valueless the freedom of discussion they are supposed to possess. It is not right that the sense of any deliberative assembly should be made subservient to the dictum of an individual, even though that individual be its president; and as long as such a state of things exists, it must be admitted that the community has a serious grievance to complain of. But, on the other hand, it is just possible that if the purely mercantile element had a preponderating influence in the Government of the colony, its ultimate prosperity might in some cases be seriously impaired for the sake of immediate convenience. A successful merchant is not necessarily a good law-giver, and much as we may fret under the trammels of "red tape," still the steady weight of officialdom is often likely to be of service in tempering the over haste of a too sanguine amateur legislator, or sustaining the flagging energy of a desponding one. And we think that the controversy which took place in August, on the proposed Stamp Act, is a case in point.

Avoiding figures as much as possible, it may be simply stated that the estimated expenditure for 1866 exceeds the probable revenue by nearly $100,000, thus necessitating either some additional taxation, or a reduction of the proposed expenditure, which latter alternative would involve the abandonment of some most valuable public works. Feeling great reluctance to submit to this unpalatable mode of retrenchment, Sir Richard MacDonnell proposes to make up the deficiency by a stamp duty; a scheme vehemently opposed by the mercantile members of the Council, and held up to universal opprobrium by the local press. Now we can readily understand the aversion felt by the Hong Kong merchants to such an impost. In the first place, the Chinese will not at first understand it, and it may at the commencement excite some little alarm among them. Secondly, in a tropical climate people like their business transactions to flow through smooth, easy channels, and they readily magnify every slight obstruction or petty formality into a great trouble. In this sense the Stamp Act would doubtless prove irksome for a short time, until the new order of things had time to become established; but we can see no further obstacles, and are at a loss to understand wherein lies the "disastrous" character of the measure so strongly insisted on by its opponents. It would be difficult to devise any scheme of taxation that would not be obnoxious to some class, and with all its attendant inconveniences we think a Stamp Duty far preferable to a further taxation of land or house property; while any impost which would affect the character of Hong Kong as a free port is most earnestly to be deprecated. The Stamp Duty was not popular at Singapore at first, but all objections to it have ceased long ago. The system there works satisfactorily, and affords a valuable addition to the revenue. Why should it not do the same in Hong Kong?

We have not far to seek for the primary cause of the unpromising condition of Hong Kong finances. The Mint is the bugbear, and it has become so through what we cannot but consider a grave error in judgment—not as regards the necessity for such an establishment, for that we have always advocated—but as regards the manner in which its cost has been defrayed. The attempt to pay the entire outlay for buildings and machinery, amounting to about $400,000—in so short a time out of the annual revenue of the colony, was indeed a "disastrous" measure, and one which could not fail to be productive of temporary if not permanent embarrassment. Surely a loan might have been contrived, the interest on which would have formed no very heavy charge on the annual earnings, while the principal could have been repaid in a few years out of the surplus profits of the Mint. Or an advance might have been obtained from the Home Government to start with, to be replaced by moderate annual instalments. But the mischief is done; the Mint is paid for, the colonial resources are crippled, and a remedy must be devised. We can only hope that if this remedy, in the shape of a Stamp Act, be eventually formed to work badly, the profits of the Mint may be so ample as to allow of its speedy abolition.

THE HARBOUR OF GALLE.

The directors of the P. and O. Company have had an interview with Lord Carnarvon, the Secretary of State for the Colonies, on the subject of the insufficient condition of the harbour of Galle. The directors and other gentlemen have repeatedly urged on the Government the necessity of either themselves constructing a breakwater, or giving such support to the scheme as would enable a contractor to undertake the works. Our readers will remember that some months ago we detailed a very elaborate scheme for a breakwater and other works, propounded by Mr. Grinlington, a civil engineer in the employ of the Ceylon Government. This proposition we believe still to be practicable in the main features, though requiring some alterations which would bring the cost of construction down to £300,000. That Galle presents no insuperable difficulty to the erection of a breakwater has been asserted by a long list of competent nautical and engineering gentlemen, and why Government have so long neglected this important matter can only be accounted for by the lamentable failure of the Red Sea Cable, which Government guaranteed and by which ultimately lost nearly £1,000,000. But we have now a different light by which to view these things. The money sunk at the bottom of the Red Sea has been the cause of bringing submarine telegraphic cables to perfection, the first great boon being the Atlantic cable, which may save Government many millions. So long as Mr. Gladstone was in office we knew it was totally out of the question to suggest that Government ought to construct or guarantee a moderate interest for the Galle Harbour improvements, but Mr. Gladstone is now enjoying, we trust, his *otium cum dignitate*. We have in his stead Mr. Disraeli, who we feel certain will see the importance and justice of the claim. No doubt he will remember how ignominiously Lord Elgin and staff were wrecked in that very harbour, and what serious consequences ensued by the delay in his mission to China. Another matter, which no doubt the last Government was ashamed to put on the estimates again—after having thrown all the first cost into the sea through the hands of incompetent people, is the lighthouse on Basses Rocks. A great deal of the material is still there, and it would not require much outlay to raise the edifice. Even the lantern is, we believe, stowed away in the godowns of the customs at Galle. The deputation completely succeeded in showing the importance of these matters, and Lord Carnarvon, entirely agreeing, promised that the matter should be at once taken into the consideration of Her Majesty's Government. The deputation consisted of the following gentlemen:—

Mr. Hadow (deputy chairman), Rear-Admiral Hall, C.B., and Captain A. Nairne (directors), Mr. Howell (secretary), Mr. Bayley (assistant-managing director), Mr. Engledue, Mr. Sutherland, and Captains Lovell, Black, Dundas, Dunn, and Weston (commanders), Major Skinner, Chief Commissioner of Public Works, attending the interview.

Digitized by Google

EXPLORATION OF CAMBOGE.

The French Minister of Marine and the Colonies a few months since appointed a commission to explore the great river, the lower part of which bounds the three French provinces of Cochin China. The expedition left Saigon on the 5th of June last, and consisted of Captain Lagree, the director, a naval lieutenant and ensign, two surgeons, an attaché of the Foreign-office, and two interpreters, one French and the other a Cambogian. The escort consisted of a sergeant and private of marines, four sailors, and six Annamite soldiers. The avowed object of the expedition is to ascertain the physical geography of the Mekong as well as the history, philology and ethnography of the vast country refreshed by its waters. The various names given to this river have been the cause of much error and confusion; thus not long since Vincendon-Dumoulin described it as being an arm of the Menam river of Siam, while Bitter, Berghaus, and Balbi declared the two to be perfectly distinct from each other. It is considered as settled now beyond all question that the great river Mekong has its source in the mountains of Thibet, a very important fact. If this be so, these mountains give birth to the Chou-kiang, Yang-tse-Kiang, and Hoang-Ho, which fall into the China Sea, to the Brahmapoutra, Ganges, and the Indus which pass, by the Himalayas, into the Indian Sea, and lastly, by a third outlet not yet well defined, to the Mekong, the Menam, and the Irawaddy, which fall into the Indo-Chinese Sea. The lower part of the river, that which waters Cambogia, is pretty well known; the hydrography of the river of Noong, which connects the principal stream with the Lake of Angeor, has been completed, and the course of the Mekong has been explored as far as the rapids of Sambor, in latitude 12° and 13°. Here then commence the labours of the expedition in question. One of the great practical points to be decided is whether these rapids are always impracticable or only during a certain portion of the year, and consequently, if transhipment be necessary during a part or the whole of the year. It is believed, though not known for certain, that only one arm of the river at Khong is affected by the rapids, and that the other is open to navigation. Above this point all that is known positively is from the observations of M. Mouhot, who lost his life there in the autumn of 1861, and his discoveries remain incomplete. He described the Mekong, in the Laos between 19° and 20° latitude, as being more than a thousand yards wide in the narrowest part, and bordered by high mountains covered with rich verdure; he declares absolutely that there is no connection whatever between the Mekong and the Menam, but his exploration only extended to Luang-Prabang, one of the principal towns in the kingdom of Laos, and containing from 7,000 to 8,000 inhabitants, and not 80,000, as stated by Pallegoix. Below Laos the Mekong penetrates the vast and populous Chinese province of Yun-nan, where it takes the name of the Lan-tsan-kiang, which is applied to all its upper portion. It is there separated by a small distance only from the celebrated Yang tse-kiang, and from the Loo-kiang which forms the boundary of the Birman empire, of Tenasserim and Siam, and falls into the gulf of Martaban at the English port of Moulmein near Rangoon. The proximity of the Mekong to the Yang-tse-kiang (called in Yun-nan the Kincha-kiang) if a fact is an extremely important one, as the latter river serves the three great towns of Hankow, Nanking, and Shanghai. It is said that the interval which separates the two streams is, at a point towards Ta-Tching, on the 28th parallel of latitude, not more than ten leagues across; and, moreover, that there is a pass across the mountain ridge which stands between them which would allow of the formation of a road and perhaps even of a canal, thus bringing the whole of the country above Ta-Tching in easy communication with the whole of China Proper. The pass referred to is a little south of the Christian village of Bounga, and rather further in the same direction from the road leading from Peking to Lhassa, the capital of Thibet. Here, however, arises an unfortunate question. English explorers have fixed the navigable limit of the Yang-tse-Kiang, for steam vessels, close to the point in question, namely, at Pin-Shang, in 103° longitude, but the French explorers are not inclined to admit this dictum as decisive. It is to be hoped that the new expedition will settle this point beyond doubt, in order that the facilities of future communication may be exactly calculated.

THE RUSSO-AMERICAN TELEGRAPH.

The earlier portion of the year 1868 will, in all probability, witness the opening of the whole line of telegraphic communication between the Amoor and the United States. The present winter may to some extent retard but will not prevent the carrying on of the works. The exploration on the Asiatic side covered far more ground than has actually been taken up, and hurricanes, frosts, frozen seas, and pathless deserts conspired to arrest the advance of the energetic pioneers. But the time thus expended has allowed for the complete preparation of all the material required, and which has been shipped respectively from London, Hamburg, New York and San Francisco, the chief points from which redistribution took place being Sitka on the American side and Nicolajevsk at the mouth of the Amoor, Okhotsk and Anadyrsk on the Asiatic side. Three vessels, freighted by the Russian Telegraph Department at Hamburg, arrived at Nicolajevsk previous to the closing of the ice with all requisite materials for the construction of the Amoor Junction Telegraph. We have news of the subsequent arrival of the vessels referred to in the valuable letter of our correspondent as destined for the Northern Asiatic section, so that little remains to be forwarded with the exception of additional provisions. The Russian Telegraph Department and the Western Union Extension Company have in their service no less than twenty-five vessels, in addition to the vessels "with fire"—the United States steamer *Saginau* and the Russian steam corvette *Variag*, detailed to co-operate in the work. The avoidance of the peninsula of Kamschatka in the construction of the main route on the Asiatic side of the North Pacific shores commends itself to the judgment of practical men, though at the outset the opinions of leading engineers, electricians, and geographers were in its favour. The introduction of long deep sea cables has thus been avoided, and so an element of uncertainty removed. The overland line of Asiatic Russia, after leaving the Amoor, crossing the Trans-Baikal country, and penetrating by a defile the Stannovoi mountains, rounds the Okhotsk Sea to the east, passing successively through the settlements of Shantar's Bay, Ayan, and Okhotsk, the well-known stations of the whale fishery, thence to the head of the sea over a steppe with gentle elevations to the colony of Anadyrsk. Nor is it evidently any leading object with Russia to have Petropaulouski taken in by the main route. The fortunes of the place are evidently declining, and since the acquisition of the northern territory from China, emigration to the western shores of the Okhotsk has been continually going on. Thus the telegraph will lie along the pathway, not only of existing trade but future colonisation. On the American side, the explorations which followed the course of the Fraser's River and the stream of the Youcon have been rapidly followed by the engineering staffs, and a powerful steam mill at Puget's Sound is engaged in cutting thousands of cedar trees to serve for wooden forts, poles and stations, whilst the services of the Indians found along the route have been enlisted. Thus the operations of construction have been extended not only upwards from Vancouver's Island, already in connection with San Francisco, but downwards from Bhering Straits by way of the Kvichpak and the valley of the Youcon. The greatest difficulty in the obtaining of native labour was encountered in British Columbia, and the portion of the line running through that country will consequently prove most costly per mile. The labours of construction, like those of exploration, have in part to be carried on in face of tempestuous seasons. A healthy spirit of emulation appears to have been evoked between the working parties on either side, and again between these and the constructors of the Amoor junction line, so that we may anticipate that St. Petersburg will be brought into telegraphic connection with Nicolajevsk, by way of Central Asia, at the same time that the Russo-American continuation is completed. Much of the success that has been achieved in securing the good will of the natives must be attributed to the careful relations formerly maintained between the Russian Trading Company on the one side and the Cossack settlers on the other. The working of the line, besides inducing a greater amount of trade in the northern seas, must give a stimulus to colonisation which will react in its turn favourably on Europe, and especially in improving European connection with China. As to trade, the better knowledge recently acquired of the coasts and harbours of the Northern Pacific must prove of substantial service in the future. It would appear that not only is insulation better maintained in high latitudes, but that the cold is favourable to the preservation of the wire; thus lessening the calculated expense of

Digitized by Google

maintenance. The messages that will pass over the Russo-American line have been estimated at 500 per day, and the receipts at £1,000,000 per annum. The tariff charges will be moderate, and it is anticipated that one-half the receipts will cover the cost and maintenance of the line. Twenty per cent. on the capital stock of the Extension Line has been paid up, the capital of the company being £5,600,000; and it is estimated that the proportion paid up will cover the cost of construction, supplies, and stores. The whole overland route connecting the European and American systems may be thus represented:—From St. Petersburg to Irkutsk by the route traversed by the great Russian-Chinese caravans, across Amoor territory to Sofisk on the Gulf of Amoor, the depot of overland traffic between Russia and Japan, thence rounding the Okhotsk, and proceeding northward over the country of the Tchouktchis and the river Anadyr to Bhering Straits; across Bhering Straits to one of the many mouths of the Kvichpak, westward to the point at which the Youcon, virtually the same stream, flows southward, following the valley line marked by ranges of mountains running parallel to the coast, and of which the Fraser Valley is a continuation, by Vancouver and through Oregon to San Francisco. A further development manifestly awaits this great line skirting the northern boundary of the Great Pacific, and finding its termini in the American and European systems of telegraphy. Ultimately, all Central and South America will have the benefit of communicating with the great points of Eastern trade not by the slow process of navigation, but the quick throbbings of the electric pulse. The contemplated ramifications of the Russo-American and Russo Chinese lines are full of interest, premising of course the completion of the Russian line from Kiachta through the vast territory of the Mongols to the gate of Yahol and thence to Peking, eventually to be extended to the ports in China. Another subsidiary line is in view, that, crossing Turkestan, Bokhara, and Balk, to Cabool, shall be extended to the Punjaub and brought into connection with the Indian telegraphic system. There remains also the British scheme of connection with India by way of Western China. But prominent among the designs that are destined to realisation is a submarine cable across the gulf of the Amoor connecting Saghalien with Tartary, with overland communication to Cape Aniva, thence by cable to Yesso, and again by the Straits of Sangar from Yesso to Niphon, the south-western extremity of which might be brought into instantaneous communication with the Corea. The following is the letter of our correspondent, already referred to:—

The St. Petersburg *Northern Post* contains a correspondence from Guigiga of the 2nd (14th) August, with the latest intelligence concerning the Russo-American telegraph, of which the following is an abstract:—

Mr. Abasa arrived at Petropaulouski on the 8th August with three American engineers, two of whom (Capt. Meyhood and Lieut. Bush) proceeded at once to Nicolajevsk to explore the country between the Amoor and Okhotsk, whilst Mr. Abasa undertook, in company with Lieut. Kennan, the exploration of the peninsula of Kamschatka, the country of Koriatsk and the Guigiga. To form an idea of the difficulties against which these two parties had to struggle, it must be remembered that with the exception of the little village of Oudsk and the port of Ayan, the country between Nicolajevsk and Okhotsk is only inhabited by a few nomadic tribes of the Tungooses, and that hitherto Kamtschatka has never been crossed during the summer and on horseback. As probably an official report will be published at a later period of the journey of Mr. Abasa and his companions, it is only needful to state at present that, in spite of the incredible difficulties they had to encounter at every step, especially in crossing the chain of the Great Tiguilsk Mountains, they arrived after sixteen days of hard work and to the surprise of the natives, at the village of Tiguil, a journey of 1,200 wersts (800 miles). From Tiguil to Guigiga they travelled partly on horseback and partly in *baydars* or boats made of skins, across the Bay of Penjinskaya; and when the winter set in they continued their journey in sledges drawn by reindeer and dogs, crossing the camps of the wandering tribes of the Koriatsks and Tchoukotzks, often passing the night in the open air on the ground with the thermometer at 35 degrees below zero of Reaumur.

On the 22nd November Mr. Abasa arrived at Guigiga, where he was to meet the detachment of engineers who were under orders to travel from the mouth of the Anadyr up that river in boats to the colony established on its banks and then in sledges to Guigiga after exploring the intermediate country. However, not only did Mr. Abasa not meet the party but could receive no intelligence of them, which caused him to believe that on their arrival at the mouth of the Anadyr they found the river closed by ice, which sometimes happens as early as the 20th of August. This was a great disappointment, for Mr. A. expected to receive by them a supply of provisions, as his were fast falling short, but above all he was anxious to learn the result of Colonel Bulkeley's explorations in Behring's Straits. Thus all the work of laying down the line of the telegraph for a distance of 6,000 versts, or 4,000 miles, devolved upon four persons, two of whom were on the Amoor. In this uncertainty, Lieutenant Kennan, accompanied by some Cossacks and natives, was sent to the colony of Anadyrsk to obtain information and continue the survey of the country. At the same time Mr. Abasa started in the direction of Okhotsk and Ayana, crossing the chain of the Stanovoi, in order to settle the question as to whether the telegraph should be carried from Okhotsk to the Amoor by land along the coast which had never yet been explored, or by a submarine line. On the road he met Captain Meyhood and Lieutenant Bush, who, accompanied by M. Schwartz, had travelled on reindeer all the way from the Amoor to Okhotsk, a mode of conveyance exceedingly fatiguing, and through a country almost unknown even to their nomadic guides, and accomplished their object in the most satisfactory manner.

In the meantime Lieut. Kennan ascertained from some wandering tribes between Guigiga and Anadyrsk that at the end of the autumn two vessels, one with sails and the other "with fire," had arrived at the mouth of the Anadyr, and disembarked five men who were living there in a hut furnished with a stove and in possession of a sufficient supply of provisions. On his arrival at the colony Lieut. Kennan immediately proceeded in dog-sledges to the mouth of the Anadyr, a distance of 600 versts, found three of his countrymen and returned with them and all their stores to Anadyrsk. Before the arrival of Lieutenant Kennan two of the Americans had set off with a party of Tchouktchis for Anadyrsk where they safely arrived after a journey of sixty-four days. It is to be hoped they will publish some account of their proceedings, as, with the exception of Captain Billiness, who spent some time with those tribes in the year 1780, no one has ever before penetrated into that part of the country.

The chief of the expedition has now returned from his excursions and terminated his labours. The survey of the country is completed and the line for the telegraph from Anadyrsk to the Amoor—a distance of 6,000 versts—laid down. This immense work was executed by the head of the expedition, and three engineers in the course of a severe winter, during which they had to combat with almost incredible difficulties, travelling sometimes in sledges, at others on the backs of reindeer, exposed to the rigours and inclemencies of the atmosphere without any shelter, and often on half rations of food.

As soon as the sea of Okhotsk is free of ice the ships from America with the materials for the telegraph will land their stores at Guigiga and elsewhere. Those vessels bring a party of Yakouts who are engaged for the service, and the line will be set up as speedily as possible from the Amoor to Behrings Straits. Between Okhotsk and Anadyrsk the works are being actively carried on with the assistance of the natives, who are of great use in helping to build huts, squaring the timber, and putting up the telegraph poles. It is to be expected, from the well-known energy and activity of the chief of the expedition, that within two or three years this gigantic work will be completed.

THE SAN FRANCISCO, JAPAN AND CHINA LINE.

In the article in our last issue it was intimated that the steamers of this line were not to call at the Sandwich Islands *en route*. By the latest advices from New York we find that the question is still in abeyance; but it is fully expected that the decision of Government will be to omit calling there.

The rates of passage money fixed on by the company are $300 between San Francisco and Shanghai or Hong Kong for chief cabin, $200 second, and $100 steerage. To Yokohama, $250, $170, and $85 for the respective classes. These prices include all requisites, except wines and liquors, and we consider them moderate—at least as a commencement. The rates of freight have not yet been announced. The head office of the Pacific Mail Company is in New York, and the agencies in this country are Messrs. H. Starr and Co., 145, Cheapside, and Messrs. Staveley and Starr, 32. Dale-street, Liverpool, where passages can be booked and all information obtained.

It is intended, as soon as practicable, to extend the Italian line of steamers now running between Alexandria and Brindisi on to Venice as the final port instead of Ancona.

Literature.

Although the announcements of new works are as numerous as usual at this season, there are few among those recently published that demand special notice by reason of any affinity to our particular field. Of these few the first that commends itself to our notice is entitled *Memoirs and Services of the late Lieutenant-General Sir S. B. Ellis, K.C.B., Royal Marines. From his own Memoranda.* Edited by Lady Ellis. Saunders, Otley, and Co.—This work, besides many other interesting experiences in the long life of the veteran Marine officer, contains some reminiscences of the China war of twenty years since which are specially opportune at the present time:—

"I went with Dr. Lindsay on shore to the Military Hospital of the 26th Regiment. I had never witnessed a more distressing scene,—460 persons of the finest regiment of the expedition when we arrived in China lying on mattresses on the floors of several rooms of an extensive building, from the drummer-boy to the old soldier, variously afflicted with grievous complaints of dysentery, diarrhœa, and ague fever,—some dying, and all in want of many comforts requisite to their recovery, such as fresh and wholesome nourishment, good nursing and cleanliness, yet they were not to be procured; the sick were so crowded that with some difficulty we passed between their lines on the floor without inconvenience to them. The condition of many was quite hopeless. Sickness and mortality were so much on the increase that of the original number of 3,500 who landed in July last, not more than 800 bayonets could then be mustered for duty."

Digitized by Google

Here is another extract, narrating the bare escape of an entire company of native infantry from destruction:—

"About sunset an entire company of the 37th Native Infantry was missing; two companies of the 49th were sent out in search. I was also requested to detach a company of Royal Marines for the same object. I selected the 8th, armed with percussion muskets, giving the command to Lieutenant Whiting. Captain Duff of the 37th accompanied him; and, after a long and tedious march of six miles, through paddy fields filled with water, they succeeded, amidst much peril, in recovering this company, surrounded by Chinese, who were actively engaged in bringing up two guns in position for their destruction. The 37th were formed in squares on a small mound, with their fire-arms, excepting one, unavailable from the rain's effects, and were only aware of their rescue and the proximity of the marines by the latter firing a musket and giving three loud cheers, which were gladly responded to. The effect was instantaneous and most beneficial. The Chinese, not knowing the amount of force so unexpectedly near, separated a little; the 37th company retreated; and Lieut. Whiting, watching his opportunity, judiciously fired a volley or two amongst them, whereby the two companies were enabled to return to their respective corps unmolested."

Messrs. Trubner will shortly publish *The Institutes of the Laws of Ceylon*, two vols., by H. Byerley Thomson.

Our Australian Colonies; their Discovery, History, Resources, and Prospects. By Samuel Mossmann; Author of the articles "Australia" and "Australasia" in the *Encyclopædia Britannica*. London: The Religious Tract Society.—Such a comprehensive title as this is calculated to raise a vision of one of those ponderous quartos without which no large library is complete, but which are far too heavy in every sense of the word to be of much practical utility in the hands of the general reader. To allay allapprehensions on this score we may at once state that the work under notice, although somewhat ambitious in its title, is exceedingly modest and convenient in size, and eminently readable as regards its quality. In truth, the discovery of our Australian possessions is so recent, and their history consequently so short, that we can discern no reason why all that is interesting concerning them should not be compressed into very moderate limits, except, indeed, the fatal tendency to prolixity indulged in by nearly all travellers who turn book-makers. From this vice Mr. Mossmann is happily free; and, being evidently actuated by a desire that his book should rank as a standard work of reference regarding the great southern continent, he has, with the terseness of a practised hand, condensed into a single small volume such an amount of valuable information as cannot fail to achieve the desired end. The first chapter is devoted to the gradual series of discoveries by which the continent and its adjacent islands became known, from the somewhat apocryphal adventures of the early Spanish and Portuguese voyagers, and the more tangible efforts of the Dutch, down to the celebrated voyage of Captain Cook in the *Endeavour*, and the consequent appropriation by England of that vast tract of land which the illustrious navigator named New South Wales. The second chapter contains a well-digested *resume* of the many exploring expeditions by which the interior has been penetrated and surveyed in all directions. The third is on the natural history and products of the country; and the remaining ones are devoted to information of the most varied kind regarding each colony separately. And, lastly, both the interest and the value of the book are greatly enhanced by a well-executed map and plans of several of the more important towns and harbours.

The Suez Canal.—The Suez Canal Company contemplates soon undertaking the transport of certain kinds of merchandise, but it seems doubtful whether they will be able to supply sufficient means of conveyance. The traffic across Egypt is enormous. Lately, in a very short space of time, 12,000 bales of manufactured goods for India passed over the Suez line, and a great deal of cotton comes from Bombay by that route. There has been a reduction of 25 per cent. on the rate of carriage of goods sent by slow trains.

The French Consul's Reception at Bangkok.—The following letter from Bangkok has appeared in the *Moniteur*:—"M. Aubaret, French Consul at Bangkok, who, when recently in Paris, was charged by the King of Siam to deliver to the Emperor Napoleon a letter, accompanied with presents, resumed possession of his post on July 1. He carried with him the reply of the Emperor. The King of Siam was anxious to give the most solemn character possible to the reception of that message. On the arrival of M. Aubaret being announced, a mandarin of the highest rank was sent to meet him at the mouth of the Meinan, and accompanied him to the Consular residence on the banks of that stream. On July 6 a numerous deputation of Siamese functionaries, conveyed in forty boats, proceeded to the Consulate. The Imperial letter was placed on a throne of gold on board one of the boats used exclusively in the service of the King, and the procession advanced slowly along the river. On arriving at the landing-place the Emperor's letter was received with a salute of 21 guns, and was then carried in state to the palace, accompanied with a numerous escort. Representatives from the different nations, subject to the kingdom of Siam, formed a line, in which all the varied races of India and China were mingled in picturesque confusion. In the first courtyard were seen the war elephants ranged in order of battle, and by their side, forming a singular contrast with those colossal animals, the Siamese horsemen mounted on very small horses caparisoned with gold. The King, in the largest hall of the palace, awaited the arrival of the procession, seated on a magnificent throne raised 6 ft. above the ground. He wore the grand cordon of the Legion of Honour. The Princes and mandarins were prostrate on carpets. Each of them had before him the insignia of his rank—that is to say, a vessel of pure gold—some of which were so large as to literally cover the carpet. The Consul of France, on his entrance into the audience-chamber, took the enormous gold vase which contained the Emperor's letter and placed it before the throne. After the first compliments, the King himself descended the steps of his raised seat and advanced towards the Imperial letter, which M. Aubaret presented to him. The 'Memoirs of the Abbe de Choisy' contain an account of the difficulty met with in inducing the Sovereign of Siam to accept the letter of Louis XIV. from the hands of the French Ambassador. The King read the Imperial communication with marked satisfaction, and, after having conversed for some minutes with M. Aubaret, begged him to take part in a repast to which had also been invited the members of the Consulate and of the Catholic Mission, and some French merchants who had accompanied the Consul. The King, after the ceremony, addressed each of them in gracious language, and assured them repeatedly of his feelings of sympathy for France and the Emperor. The Siamese Government has lately given another proof of its friendly disposition. A scientific commission, placed under the direction of the captain of a French frigate, had been charged to explore the course of the River Mekong, which is yet unknown; and the King of Siam immediately sent instructions that the French expedition should receive all the assistance possible in its difficult and perilous enterprise."

Foreign Intelligence.

HOLLAND.

(from our own correspondent.)

Rotterdam, Oct. 7.

The history of the days which have elapsed since my last letter is of much importance. The last Parliamentary battle which was fought in the Second Chamber of the States-General must be ranked amongst the most interesting of the year's, while the speeches will fill the most important pages of the Parliamentary annals. The Chamber has rigorously blamed the Cabinet, while it has—as the *Nieuwe Rotterdamsche Courant* says—dared to treat the representatives of the people in an unfair way. The consequences of the vote of want of confidence, however, are such that the greatest political confusion now prevails throughout the country. When the Address of reply to the Speech from the throne was brought forward, the members at once made use of the opportunity to speak on political affairs instead of following the usual custom of reserving such debates until the budget were discussed. It could not be denied that a Conservative tendency was shown in the Royal Speech, but it was also clear that the Address answering to this Speech breathed a strong opposition spirit. There appeared in the Royal Speech a clause "that the nation will find, after God, its firmest support in itself." In the phrase answering thereof the words "after God" did not appear, and of course the anti-revolutionists complained thereof. Mr. Jonckblaed, however, in defending the Address said that the "Committee of Reduction" was of opinion that this expression sinned against the second of God's Ten Commandments, and as they had no plan to make an idle use of the name of God, they had omitted these words. I need not say that these expressions created much sensation, and to calm the opinions Mr. Wintgens rose to explain in a very lengthened speech the position of the several parties in Parliament. This member spoke in such a Conservative sense and finished by attacking so severely the other parties that the discussions that followed irritated the Chambers more and more. Suddenly it was thought a favourable moment to bring forward the topic of the day—the resignation of Mr. Myer and his appointment as Governor-General of the Dutch East Indies.

Not they only who are known as the promoters of the two factions of the Liberal party passed the severest judgments; on the contrary, this act of the Government was most rigorously blamed by the neutral members. Godefroi spoke of "a sad impression by every impartial member;" Kenchenius, hitherto regarded as a Ministerialist, "could not find words to express his disapprobation;" Storm van Graverzande called it an "unworthy act;" Van der Linden summoned in vain "that one member should rise to defend the appointment." The Minister of Foreign Affairs tried to calm the storm by declaring that the successor of the ex-Minister Myer, Mr. Trakranen, adhered to the same principles as his predecessor, whose promises *ergo* would be fulfilled, and he asserted that when Mr. Myer tendered his resignation he did not know positively that he was to be appointed for this lucrative office. Mr. van Henkelom demonstrated once more that Mr. Myer had been obliged, when the amendment with regard to the increase of the wages of the Indian heads had passed, to revoke his budget, and that he distrusted the whole Cabinet now that this had not taken place. Though Mr. van Limburg Brouwer asked three times after the true reasons why Mr. Myer had tendered his

Digitized by Google

resignation, who only proposed to deceive the Chambers while his luggage was ready to start for India, the matter dropped in that sitting because the Minister of the Colonial Department was not present. Instead thereof several matters of less interest were brought forward, viz., our relations to the German Confederation—whereabout every particular was known; the damming up of the Eastern Scheldt—whereabout no news could be said; and the financial question, on which occasion the Liberals argued that the position was not at all so bad as the Minister had stated in his speech. In the following sitting, however, the decisive moment had come when the ninth paragraph of the Address, in which the colonial matters were treated, was to be approved. The Minister of the Colonies rose before one member had attacked him, to lay his programme before the Chamber; which, however, was ultra-Conservative, while that of his predecessor hung dangling between the Liberal and Conservative principles. Immediately after this maiden speech was uttered, in which he so awkwardly tried to blame the present Governor-General Mr. van Swieten rose and gave the sign to storm the Cabinet. When the discussion had already become of a very violent character, Mr. Kenchenius rose—the man who said and proved that he only wished to fight for truth, or what he thought to be truth, who is an ultra-Theocrat when there is question of education and religion, but who showed himself a Radical about Indian matters. The greatest stillness prevailed when this *charge a fond* was commencing, which he founded upon the resignation of Mr. Myer, that he beheld as a disavowing of the vocation of the Cabinet, as contrary to the wants and claims of India, as a stimulus for politic immorality, and by which act the respect due to the representatives was shortened. After having argued on these points he proposed the following motion:—"The Chamber, disapproving of the conduct of the Minister of the Colonies, Mr. P. Myer, with regard to his retirement from this Cabinet, proceeds to the order of the day." The Parliamentary battle now became vehement, and after a long debate the motion was approved of with 39 against 23 votes. The Minister for Foreign Affairs, after having stated that he and his colleagues made this motion a Cabinet question and that the decision of the King should be invoked, left the Chamber in a hurry. The Address, however, was approved of and handed to the King by a special commission.

Not knowing what to do, the Conservatives had mingled the royal person in the debate. The Ministers founded their contest of the motion principally upon the opinion that the Chamber attacked one of the prerogatives of the Crown when, disapproving the appointment, they maintained that the executive power only has the right of appointing functionaries of the State; the majority however argued that according to Art 53 of our fundamental law, the King is inviolable and that the Ministers are totally responsible. It needs no comment that the Ministers demonstrated upon a false basis, the more because Mr. Kenchenius did not disapprove in his motion of the appointment but the retirement Mr. Myer.

In the first days after the motion had passed an uncertainty prevailed as to the steps which the Ministers would take—whether they would tender their resignation or dissolve the Chambers. The facts, however, that the King, after several interviews with the members of the Cabinet, started for his seat "het Loo," and that the members of the First Chamber were convoked by the telegraph, gave us a right to suppose that the Cabinet had resolved upon a call to the nation. And so it was.

Last Monday the members of the First and Second Chambers met, and the Minister of the Home Department read a Royal decree by which the sitting of the States-General, which was opened only a fortnight ago, was closed and the Chambers dissolved, while by another decree the elections were fixed to take place on the 30th of October, so that the meeting of the new Chambers will be on the 19th Nov., the day on which Mr. Myer—according to the statement of the *Handelsblad*—will start for India.

It is impossible to describe the feelings of abhorence and disgust which prevails throughout the country. Rather everyone is angry that the Cabinet applied this measure; and, indeed, when we remember what occurred in 1853, when also the Chambers were dissolved, we must fear for scandalous disturbances. Now already in Arnheim the Liberals and the students in Leyden brought overtures to Mr. Kenchenius, who fought so bravely against deception and imposture, as he termed the said appointment of the Cabinet; in the meanwhile the Conservatives at the Hague brought serenades to the Ministers and the M.P.'s for that town. I, indeed, should not wonder if within a few days every eye in Europe should be directed upon the political events that will occur here. The passionate tone of the press, which now already prevails, of course will increase with every day, which brings us nearer to the end of the month. As to Mr. Myer, he is literally affronted and injured. So says the *Arnheimsche Courant*:—"We do not envy his crown of Vice-King, which must have become a very crown of thorns. The vote of the second Chambers has vindicated the offended public morality, and that vote will always *remain*, notwithstanding the Chamber were dissolved. It has made for Mr. Myer a scaffold of the throne of Buitenzorg (his residence at Java), upon which he, when he desires it, may remain exposed ignominiously, stigmatised openly as the man who promised solemnly to fulfil the obligations with which he charged himself voluntarily, and slinks away during the darkness of the night to withdraw himself from fulfilling them." It is, I think, impossible to write in more offensive terms.

A peculiar fact happened one hour after the motion of Mr. Kenchenius had passed. The *ami intime* of the newly-appointed Governor-General, Mr. Untewaal van Stoetwegen, M.P., died suddenly by apoplexy. Of course it is supposed that there exists some connection between these two facts.

The Opposition papers mentioned that the Government advanced already to Mr. Myer a sum of 93,000f. upon his wages. Of course this creates indignation. Messrs. Uyttenhoven and Motke have started for Brussels to assist at the final experiments of the rendements of sugar and to fix an international regulation.

H.M.'s war steamers *Leeuwarden*, *Java*, and *Wilem* started on the 25th, respectively, from Flushing and Texel, destined for Batavia.

At the yards of Messrs. Paul van Vlissingen and Dudok van Heel, at Amsterdam, an iron steamship was launched for the service of the East Indies. It is named *Borneo*. The frigate *Kai Joo Maroo*, which was built at Dordrecht on account of the Japan Government, lies ready to sail at Brouwershaven.

Prince and Princess Frederick started some days ago for Stockholm, where they arrived in good health.

The sanitary condition of the country is much better, and the cholera epidemic has almost totally disappeared; only a few sporadic cases occur. The rinderpest still prevails in the same degree, and it is feared that it will spread itself more now that the winter has arrived. During the last few days the weather—which, during thirteen weeks, had been rainy—was beautiful, which influences the crops very favourably.

COMMERCIAL.

Coffee.—The market remains in a very firm condition, but transactions are of no importance. On the 17th inst. the Trading Company will offer at public sale 140,800 b. Java, Menado, Padang and Macassar. The stock amounted to 453,600 b., against 420,800 b. in 1865.

Sugar.—The market is rather firm, but inactive. The transactions include 725 mats Bezoekie, ex Webfoot, No. 13¾, at 33½f.; 651 do. Samarang, ex Kosmopoliet, No. 17, at secret prices; 487 m. Samarang, ex Ouderkerk a. d. Amstel; and 1,000 m. Probolingo, ex County of Lanark. The unsold stock of Java raw sugar was as follows:—Trading Company 30,674 m., against 30,151 m. in 1865; private, 31,838 m., and 12,911 b. The stock in entrepôts amounted to 43,984,186 kilo.

Rice.—In consequence of the fine weather the market is rather dull, and the transactions only include one cargo Rangoon, ex Kinderdyk, and 2,700 b. do., ex Jan van Galen, at 7¼f.

Spices.—With an inactive tendency; the nominal quotation is still at the last auction value. Only Mace is inquired after, so that, therefore, 1 to 2 c. in advance is paid. The unsold stock of the Trading Company includes 259 c. Nutmegs, 50 c. Mace, 132 fard. Cinnamon, while the stock on warrants is 5,502 c. Nutmegs, 1,121 c. Mace, 1,645 fard. Cinnamon.

Tea.—The market is very animated. In Amsterdam were sold at private auction 4,444 ¼, 249 ⅛, and 1,015 1-12th chests Java. The prices paid were:—

Boei	45 to 94 cents.		Pouchon ...	76 to 93 cents.	
Congou ...	56 to 99 „		Schin	48 to 93 „	
Kempoi ...	57 to 128 „		Thunkay ...	46 to 91 „	
Pecco Kempoi ...	126 to 128 „		Hysant ...	55 to 131 „	
Souchon ...	67 to 124 „		Uxim	77 to 185 „	
Pecco Souchon	142 to 158 „		Joosjees (G.B.)	152 to 155 „	
Pecco	100 to 200 „		Do. (F.B.)	177 to 185 „	
Souchon Pecco	85 to 88 „				

The Trading Company announces its autumn sale, which will take place on the 31st inst., and on which will be offered 5,932 ¼, 6 ⅛, and 329 1-12th chests Java. The valuation is not yet known. From Foo-chow-Foo a direct cargo is waited for. The will arrive within some days with 3,200 chests.

Tobacco.—The market is still inanimated, and only 285 b. Java, trade mark "Tempeh," ex Roscote, were sold. On the 16th and 18th inst. about 7,000 b. are to be offered in public auction. The stock was, on the 1st, 11,618 b. Java, and 2,679 b. Manila.

Gutta Percha.—On the 11th inst. 23,800 kilo will be offered in public sale, which are valued at 120 to 200 cts.; inferior qualities from 30 to 90 cts. The 1,500 ko. Gummi Elasticum are valued at 130f. to 135f.

Japan Wax.—The confidence in this article has highly improved, and an advance is willingly paid. Without any doubt, good prices will be paid for the 12,000 kilo., which are to be offered on the 11th inst. The quality is D, and the valuation 34 to 35f.

Rattans.—In waiting for the auction of the Trading Company, which must take place on the 11th inst., and on which 93,000 b., about 8,120 piculs, are to be offered, which are valued from 9 to 14f. There is a lively demand. 1,800 b., per Hendrika, from Macassar, will be offered at inscription on the 10th inst. Valuation, 12 to 12½f.

Indigo.—Yesterday the autumn auctions of the Trading Company took place. There was a very animated demand, particularly for fine and good qualities. The prices paid are, considered with those paid at last auction, for ord. from 10c. to 30c. lower; good ord. pari. middling, 10c. to 20c. higher. The 284 ch. Java, private import, were sold; quality A, from 355 to 445c.; G, from 285 to 495c.; B, from 495 to 580c.; BB, from 535 to 580c.; CC, at 650c.; F, 305c.; while the 152 Cer. Caracas, also sold for private account, were sold from 120 to 505c. The quantities offered by the Trading Company (together 1,235 piculs, or 1,497 ½-chests) were sold as follows:—A, from 250 to 435c.; AA, from 435 to 500c.; G, from 395 to 500; B, from 475 to 610c.; CC, from 595 to 640c.; BB, from 530 to 630c.; F, from 340 to 460c.

Hides.—Privately were sold: 618 ps. Sourab., ex Pudsey Dawson; 409 Passar. and 886 Sourab., ex Three Bells. The Trading Company offered and sold by inscription at prices which did not transpire:—

539	St. Padang	...	Rinder	...	5 to 5¼	Ko.	... ex Susanna.
588	„ do.	...	do.	...	ca. 4¾	„	... ex Samarang.
351	„ do.	...	do.	...	4 4¼	„	... ex Johannes Lodewijk.
1,748	„ Sourabaya		do.	...	4½ 4¾	„	... ex Twee Gezusters.
23	„ Padang	...	do.	...	9¼ 9¾	„	... ex Susanna.
197	„ do.	...	do.	...	ca. 9	„	... ex Samarang.
187	„ do.	...	do.	...	9 9¼	„	... ex Johannes Lodewijk.
					Bei Privaten,		
650	St. Samarang		Rinder	...	ca. 3½	Ko.	... ex Kanagawa.

Cocoa-nut Oil, with a good demand, at good prices.

Arrack.—The market is very animated. 75 casks and 50 ½-casks Batavia, ex Eryherrog Ferdinand, May; 125 whole and 50 ½-casks ditto, ex Matheran; 50 casks Batavia, ex Mary and Hillegonda, were sold, while 322 casks Batavia, ex Andrew Jackson, offered by inscription, were not granted.

Banca Tin.—The approach of the Trading Company's sale of Banca had the effect of making all operators cautious during the latter part of last month; the business reported, therefore, has been small, and confined to consumer's purchases, with a few transactions speculative on the part of both buyers and sellers, in anticipation of the sale price. They included 500 slabs at 46f., and 1,000 slabs at 45¾f., 1,500 slabs at 45½f., and 200 slabs at 46f. The sale took place on the 28th of September, and the result may be considered satisfactory, for it shows clearly what is the general opinion as to the value of tin. The whole sold at 46f. At this price

Digitized by Google

there were orders for considerably more tin than the quantity offered, so that the brokers had to make a curtailment of 15 proc. on all orders. It may give an idea of the state of the opinion of the public if we mention that at 45f. one firm alone held orders for half the sale, from which we may infer that the price paid is very moderate. The opinion in well-informed quarters is that the large quantity of Banca tin sold in the two last sales arises from an accumulated stock, which already existed in Batavia; this having been brought forward to Europe, is now disposed of, and the effect of the short production of Banca mines in 1865 will be plainly felt in 1867. Consumption is going on on an extended scale, and all manufactures in which tin is concerned are in large and increasing demand. Billiton has been in limited request. The 710 slabs brought forward in the Trading Company's sale were sold at 45¼ to 45½f. The unsold stock was on the 1st inst.—34,554 slabs, against 48,788 in 1865, while the stock on warrants amounted to 109,359 on the 1st October.

Money.—Since the Bank fixed its rate of discount at 5½ per cent. for bills and 6 per cent. for acceptances, no alterations have taken place. On the whole, however, the position may be viewed as satisfactory, and a further reduction must soon take place. In the open market large capitals are disposable at ½ to 1 per cent. under Bank discount.

The operations in stocks and shares were, since our last report, not of an extensive nature. A general flatness was rather apparent, and even Dutch stock gave way as well as foreign securities. In the meanwhile it is thought that the better state of the money market and the much improved political condition of Europe will lead to greater activity in the market, especially as the Jewish holidays have been brought to a close, and many of the dealers and brokers who have been abroad for some time are now returning to business.

Two-and-a-half per Cent. Dutch, 51⅞; Three per Cent., 65½; Four per Cent., 88; Trading Company, 136⅛; Netherlands Bank, 253; Dutch Rhenish Railway, 103¾.

Change.—London, 3 mo., f. 11.66; 2 mo., f. 11.69½; short, f. 11.79. Paris, 3 mo., f. 46.35; 2 mo., 36.47½; short, f. 46.65. Hambro, 3 mo., f. 34.87½; 2 mo., f. 34.97½; short, f. 35.25. Bremen, 3 mo., f. 188. St. Petersburg, 3 mo., f. 142.50.

Shipping.—Departures.—Sept. 25, from Texel for Batavia: H.M. steamer Willem, Robertus Hendrikus; for Sourabaya: Alika; Sept. 28, from Brouwershaven for Batavia: Cornelis Wernard Eduard; Sept. 29, from ditto for ditto: Eva Johanna; from Texel to Sydney: Zes Guzesters; Sept. 30, from Brouwershaven for Batavia: Mary and Hillegonda; Oct. 1, from Texel for Padang: Padang Packet; Oct. 2, for Batavia: H.M. steamer Java; for Samarang, Stad Leyden; for Sourabaya, Admiraal de Ruyter; Oct. 5, for Batavia: Wykaam Zee.

Arrival.—Sept. 25, at Texel from Batavia: Jupiter.

PASSENGERS OUTWARD.

For Java.—Per Minister Fransfen van de Putte: Messrs. v. d. Ende and family, Schmitt and family, Stoltman and family, Ten Siethoff and family, Redeker, Senn van Bazel, Soett Leefers, Regenhart, Kulker, Mounier Teltz, and Lambauggen; Mrs. Siedenburg and family, Lavelette. Per Robertus Hendrikus: Messrs. B. van Moerkerken and family, E. K. A. de Neve and family, Mr. Y. v. d. Heida. Per Cornelis Wernard Eduard, Messrs. A. L. van Blommenstein, A. C. Uljeé, R. W. H. Petloo, L. J. Boghtlingk, F. J. Potter, P. G. J. van Ghert, A. J. M. van Leth, Z. H. Rietberg, the family Hoorn, the family Coelen, the family Wenzel, the family Schoryder, the family Niessen, Mr. Th. Baron van Heeckeren van Brandsenburg, Mrs. Dykmans, Mrs. Thieme, Miss Hardes. Per Wykaan Zee: Mr. A. H. Clignet and family, Messrs. J. van Hoorn, J. Sheunitz and family, Betz and family, Elias and family, Misses Teunisz, Visser. Per Admiraal de Ruyter: Messrs. Grouw and family, van Heusden, van der Weyden, Misses v. d. E. C. Palm, Nicolai, and Huiser. Per Stad Leyden: Messrs. Walbehn and family, Weitengh, Barghorn, Backs, Mrs. Schultzeroden.

PASSENGERS INWARD.

From Java.—Per Jupiter: Mr. W. F. Versteeg and family, H. F. W. Cornets de Grooz and family, F. van Utenhove, D. C. de Bruin and family, J. E. W. van der Marek, W. L. Ramack, J. D. L. Jacobson, G. Constantius, Miss M. Kuhler.

RUSSIA, GERMANY, &c.

(FROM OUR OWN CORRESPONDENT.

Hamburg, Oct. 6.

As the war in Germany is now over and peace re-established the Hamburg contingent has returned to this city, the reserves have been dismissed, the superfluous horses and stores sold, and the troops replaced on the peace footing. An order of the day has been published by the Senate, announcing the reception of a highly flattering and complimentary letter from the General in command of the brigade, expressing his perfect satisfaction with the discipline and efficiency of the Hamburg troops, and only regretting they had not an opportunity of proving it before the enemy.

The Prussian corvette *Vineta* now on her voyage round the world, must by this time have arrived in China, and she will be stationed there to protect the German commerce from pirates.

Prussia is about to send another ship of war to China, to assist in putting down piracy in those waters.

COMMERCIAL.

Coffee.—This article now attracts more attention, and larger parcels than of late have been bought at full prices. Sales, 25 000 bags. Imports till end of Sept., 59,900,000 lbs., against 84,700,000 lbs. last year and 52,500,000 lbs. in 1864. Present stock, 20,000,000 lbs., against 24,000,000 lbs. last year and 7,000,000 lbs. in 1864.

Sugar.—Raw calm, and prices in favour of buyers, with a tendency to recede further. In the absence of Refined no transactions to report.

Rice.—A continued lively demand for Cleaned at firm rates. No sales of Rough.

Spices.—Nothing sold by importers, but a good consumptive business has been done by the dealers.

Spelter.—No confidence is felt in this metal, but still rather better prices are obtained. The following transactions are reported:—

1,500	centners,	in loco. at	13 Mks.	7 Sch.	Bco.
1,000	„	for Dec. and Jan. ..	13 „	10	„
1,000	„	in loco	13 „	8	„
500	„	do. W.H. ..	13 „	14	„
1,000	„	March and April ..	13 „	15	„
6,000	„	Dec. and Jan.	13 „	12	„

Imports till end of Sept. 318,000 centners, against 232,000 last year and 417,000 in 1864. Stock Oct. 1, 50,000 centners, against 15,000 last year and 24,000 in 1864.

Discount.—3¼ to 4 per cent. Money plentiful.

Shipping.—Sailed.—From Cuxhaven, Sept. 29, Hieronymus, to Hong Kong; 30, Herman and Emma, to Singapore.

Monetary and Commercial.

The directors of the China Steamship and Labuan Coal Company have issued a circular proposing to reduce the nominal capital of the concern and the liability of the shareholders, by making all the shares £5 each instead of £20. The 4,030 shares which are fully paid up will be exchanged for four £5 shares each; and on the 20,335 shares on which £11 is paid, a call of £1 will first be made, after which three £5 shares, with £4 paid, will be issued in lieu of them. This plan will doubtless tend to improve the value of the shares by relieving shareholders from the fear of future heavy calls, without in any way impairing the security of the creditors. Very encouraging accounts have been received from Labuan, and great confidence is expressed regarding the future prospects of the undertaking. The concession made by the Spanish Government on all imports by the company's vessels into Manila is likely to make the line of steamers very profitable. The following is an extract from the circular:—

"Mr. Sinclair writes:—'Labuan, August 27.—I may congratulate the directors on the lively appearance Coal Point presents at present, as there are no less than five steamers here. The *Rifleman* is now surveying within forty miles of Labuan, and as Captain Reed, who is command of her, is anxious to take advantage of the present fine weather, he has run back for coal. Since I wrote (August 13) we have shipped coal as follows:—Her Majesty's screw steamer *Rifleman*, 187 tons; Her Majesty's screw steamer *Forester*, 20 tons; the barque *Bravo*, 577 tons; screw steamer *Mona*, 161 tons; screw steamer *Japan*, 221 tons; total, 1,166 tons. B Pit.—This pit is now sunk nearly thirty-one fathoms. We have tapped a feeder of water, about 350 gallons an hour; this water comes from the sandstone which lies above No. 1 seam of coal. The small portable engine is quite sufficient power to enable us to continue sinking with more water than this. I expect the shaft will reach either the No. 1 seam or a seam above, in less than ten fathoms. New Openings of Coal.—The work here has progressed well since I wrote. A great deal of No. 1 seam is bared ready to be sent for shipment as soon as the small engine is erected to hand it over the hill. The earthwork for the formation of the self-acting inclined plane and the engine bank is nearly finished. The coolies employed in this work are those we employ in coaling ships, and at present they are all busy coaling, which creates a delay in the new opening works.' Extract from letter of Mr. Pitman, marine superintendent.—'Singapore, Sept. 1, 1866.—Steamer *Japan*.—The steamer arrived here yesterday afternoon with mails and passengers for Europe. I am pleased to inform you that the definite establishment of the line by means of the *Mona* and *Japan* has had an effect on the authorities at Manila, and that they have authoritatively granted us a first concession which is of no small importance—viz., permission for all goods sent round the Cape and transhipped by our steamers from Singapore, to be admitted at 10½ per cent. duty.'"

We understand that it is contemplated to add five more steamers to Holt's Liverpool line of screw steamers to China which now consists of the *Agamemnon*, *Achilles*, and *Ajax*, and that Japan is to be included in the service.

Mr. William Turquand, of the firm of Coleman, Turquand, Youngs, and Co., and Mr. F. W. Lawrence, the acting general manager of the bank, have been appointed provisional official liquidators of the Asiatic Banking Corporation.

At the meeting on the 18th inst. the directors of the Oriental Bank will propose an interim dividend of 30s. a share, being at the rate of 12 per cent. per annum for the half-year ended the 30th of June, 1866.

It appears that the Parsees in London are desirous that it should be known that the great Premchund Roychund is not a Parsee but a Hindoo.

Mails will be made up for Ceylon on the 12th via Southampton, and 18th via Marseilles, to be forwarded by an extra P. and O. steamer from Suez.

The shareholders in Overend, Gurney, and Co., who are trying to evade the payment of their calls, have so far succeeded that the payment is ordered to stand over until next month. In addition to this these malcontents have entered or given notice of actions against the directors of the company. The notices are served in the name of Mr. Frederick Dundas, a shareholder

Digitized by Google

and member of the defence committee, to recover damages, on the ground that he was induced to become a shareholder from misrepresentations in the prospectus. The directors were as follows:—

Henry Edmund Gurney, Esq., 65, Lombard-street.
John Henry Gurney, Esq., 9, St. James's-square, and Catton Hall, Norwich.
Robert Birkbeck, Esq., 65, Lombard-street.
Henry Ford Barclay, Esq., Monkhams, Woodford, Essex.
Thomas A. Gibb, Esq. (Messrs. T. A. Gibb and Co.), 72, Old Broad-street.
Harry G. Gordon, Esq., Chairman of the Oriental Bank Corporation.
William Rennie, Esq. (Messrs. Cavan, Lubbock, and Co.), 16, Leadenhall-street.

BANK AND MISCELLANEOUS SHARES

Shares.	Joint-Stock Banks.	Paid.	Prices. Oct. 9.	Prices Oct. 13.
£20	Asiatic Bank Corporation, new shares	£10	—	—
25	Bank of Egypt	All	28 to 30	28 to 30
20	Chartered Bank Ind. Aust. & China	All	17 to 19	18⅛ to 18½
25	Chartered Merc. of India and China	All	35 to 37	34 to 36
20	City Bank	10	14 to 16	14 to 16
20	Eastern Exchange	5	3 to 1 dis	3 to 1 dis.
100	Hindustan, China, and Japan	25	1 to 3	½ to 1½
20	Land Mortgage Bank of India	4	1½ to ¼ dis.	1½ to ¾ dis.
50	London and County	20	62 to 64	61 to 63
50	London Joint Stock	15	42 to 44	41 to 43
100	London and Westminster	20	91½ to 92½	92 to 94
25	Oriental Bank Corporation	All	46 to 48	44 to 46
50	Union of London	15	45 to 46	44 to 45
	MISCELLANEOUS.			
5	Bombay Gas	All	3¾ to 4¼	3¾ to 4½
—	Ceylon Deb., Nov. 1868, 6 per cent.	100	103 to 104	103 to 104
—	Do. Do. 1878	100	105 to 107	105 to 107
20	Ceylon Company	10	1 dis. to par	1 dis. to par.
20	Do. A shares	2	1 dis. to par	1 dis. to par.
10	Ceylon Coffee Estates Co.	10	—	—
20	China Steamship & Labuan Coal Co	11	10 to 9 dis.	10½ to 9¾ dis.
10	Credit Foncier & Mobilier of England	8	4½ to 3½ dis.	4½ to 4¼ dis.
20	Egyptian Com. & Trading Company	9	5¾ to 5 dis.	5¼ to 5 dis.
20	General Credit & Finance Company	6	2¾ to 2½ dis.	2¾ to 2½ dis.
10	Hong Kong Gas	All	2 dis to par	2 dis. to par
20	International Finance Society	5	1¾ to 1½ dis	2 to 1½ dis.
5	Oriental Gas	All	5 to 5¼	5 to 5¼
10	O. Inland Steam	All	1 to 2	1 to 2
50	P. and O. Steam Company	All	61 to 63	61 to 63
50	Do. New	40	10 to 12 pm	10 to 12 pm.
5	Singapore Gas	5	par	—
20	Société Financière d'Egypte	10	8 to 6 dis.	8 to 6 dis.
10	Upper Assam Tea	7½	7 to 5 dis.	7 to 5 dis.
10	Do.	All	3 to 5	3 to 5
100	West India Steam Company	60	113 to 115	112 to 115

ARTICLES OF IMPORT.

TEA.—We have a very slight improvement to notice in our market during the past fortnight. The quantity offered without reserve at the last public sales has been much below that of the previous ones, and they have passed off with fair spirit at rather better prices for the common to fair kinds of Congou. In new Teas the trade have shown rather more disposition to purchase, the range of prices established being moderate, and on the whole we can report rather more business doing, with prices fully supported. A few of the really finest Kaisows have sold from 2s. 4d. up to 2s. 8d. per lb. in one instance. The public sales of the 2nd inst. comprised only 31,989 packages, of which 29,500 packages were sold, 29,279 being offered without reserve. Broken-leaf and dusty kinds show no change. Black-leaf siftings, with all faults, have sold from 6d. to 6¾d. per lb., Kaisow siftings from 7d. to 7¼d. per lb. Those with leaf continue firmly supported. Fair to good Kaisows of new import have sold from 1s. 7d. to 1s. 11d. per lb., fine to finest from 2s. to 2s. 8d. per lb.; Pak Ling sorts at fully former prices. Common to fair black-leaf Congous have sold at an advance of about ¼d. per lb. at the recent auctions. The new make Canton kinds have sold at about previous prices; Amoy sorts much as before. Common to fair Oolongs show no change. In Souchongs the few to hand have met with a fair demand at full prices. Flowery Pekoes of old import have sold at the recent auctions as low as 8d. to 10½d. per lb. for common to good. In Scented Teas sales have been very difficult to make, those arrived ex Belted Will being generally considered inferior to last season's, and wanting in scent, and only a very small proportion has been realised. A few of reall superior have been saleable at extreme rates, owing to their scarcity. Foo Chow kinds have sold rather lower. Of uncoloured Japans there have been no arrivals, and transactions are extremely limited. In Green Teas the amount of business has been limited, but prices for all kinds have been firmly maintained, the quantity on offer being moderate, there being a fair demand both from the Trade and Exporters. Moyune kinds have been the most sought after. Some parcels of Hyson have been taken for Export, one or two superfine Chops at very high prices. Good Canton Gunpowders have sold rather dearer, but common show no alteration.

SILK.—We have a very firm market in silk, owing to the scanty arrivals, but by no means an active one. We have now been forced into a scale of prices hitherto unknown, and it would be well to consider whether such extreme rates are justified by circumstances. The export from China this season will doubtless be very short, and perhaps not exceed 30,000 bales; but at the same time consumption is on a most restricted scale, and with the present almost prohibitory prices, the most sanguine speculator can hardly look for any material improvement in this respect. In 1864 65 the total export of China Silk only amounted to 25,031 bales, and the highest price for No. 3 Tsatlee was 31s. per lb., which quotation was only maintained for a few days. Still speculative feeling continues, and the successive telegrams are watched with increasing interest, the great point being the continually advancing prices paid in Shanghai, which is looked upon as the most effectual confirmation of the continually diminishing estimate of exports. Of Japan silk there have been some arrivals recently, speculative purchases made at the Amsterdam sales on 20th ult.; some of these have found buyers in this market at an equivalent of 36s. for best Mybash, and 56 bales of new season's Silk, from Japan direct, have also been warehoused and sold at 36s. Canton Silk of fair sizes is scarce, and worth 24s. 6d. for Loong Kong No. 1. and 26s. for Tsatlee reel. The deliveries in Sept. were 2,732 bales China, 429 Japan, and 600 Bengal—total 3,761, and from 1st to 6th inst. respectively 605, 140, and 185—total 930 bales. The stocks on 1st inst. were in total 19,488 bales, against 22,962 bales on 1st October, 1865. Of China Silk piece goods there have been no arrivals since the public sales last month, and there is a general scarcity of goods, with nominal quotations.

China.	Usual Imports.				
	s.	d.		s	d.
CHINA:—Tsatlee, No. 1 & 2	32	6	to	34	0
,, No. 3 & 4	30	6	to	32	6
,, Hangchow	27	0	to	28	6
Yuenfa and Hoonn, No. 1 & 2	28	0	to	29	6
,, ,, ,, No. 3 & 4	25	0	to	27	6
Taysaam, No. 1 & 2	28	0	to	30	0
,, No. 3 & 4	18	0	to	25	6
Long Reel	20	0	to	24	6
Skeins	22	0			
Canton	18	0	to	24	0
JAPAN:—Mibash & Sinchew, No. 1 & 2	34	0	to	37	0
No. 3 & 4	31	0	to	34	0
Ida, Bricks, No. 1 & 2	29	0	to	33	0
No. 3 & 4	26	0	to	28	0
Sodai, No. 1 & 2	29	0	to	32	0
No. 3 & Inf.	27	0	to	28	6

COTTON.—There has been a great increase of activity in the Cotton Market since our last report. This was principally caused by a constant arrival of unfavourable reports regarding the American crop. Up to the 3rd inst. an extensive business was transacted at an advance in price of 1d. to 1⅛d. per lb.; but later, there has been less animation, and more desire on the part of holders to sell, which caused a decline of ¼d. to ⅜d. per lb. At the close of the market the quotations were—for Dhollerah: 10½d. per lb for Middling Fair, 11d. to 11¼d. for Fair to Good Fair, and 12d. to 12¼d. for Good to Fine; for Tinnivelly: Fair to Good Fair 10¾d. to 11⅜d., for Good to Fine 12d.; China was not largely represented, but some sales were effected at from 9¾d. to 10½d. per lb. At Liverpool Middling Orleans is quoted at 15¼d., Dhollerah at 11d. Telegraphic advices from New York up to Oct. 9th report Middling Upland 37 cents, Gold 149¼.

SUGAR.—The dulness of the market still continues, notwithstanding a slight improvement at the commencement of last week. There has been no public sale of Foreign descriptions, but by private contract about 6 000 bags Unclayed Manila have been sold at 25s. to 25s. 3d. No business has been done in any other Foreign Sugars, and floating cargoes meet with no inquiry. Of Colonial there is little to report; what business has transpired having been chiefly in Mauritius. At the opening of the market 642 bags low to fine brown realised at auction 25s. 6d. to 28s. 6d., and at its close, on the 5th inst., 885 bags same quality offered were nearly all withdrawn, a very small quantity selling at 25s. to 28s. Of Bengal 1,437 bags were disposed of at 32s. to 34s. 6d. for middling grey to good yellow. The market has closed entirely without animation.

COFFEE.—The market opened very quietly, but has recently become more active, and although the supply placed on offer has been extensive, former prices have, for the most part, been maintained. The public sales of Plantation Ceylon have amounted to 2,300 casks 1,250 barrels and bags, which were all sold at the following prices:—Fine fine ordinary to low middling, 76s. to 80s.; middling to good middling colory, 81s. to 86s. Of Native Ceylon, 1,497 bags were disposed of publicly at 66s. to 67s. good ordinary; 69s. fine ordinary, and 72s. to 74s. bold. In addition, 820 bags sold at the close of the market at about the same prices.

RICE.—The flatness exhibited at the close of the previous market has continued without abatement, and, although offers have been made at less money, buyers decline to operate except at a material reduction, which holders have hitherto declined to submit to. The result is that we are without quotations, either of Java or Madras.

PEPPER.—This market is somewhat dull, with a tendency to a decline in prices; at present, however, the only fall has been in Malabar, other descriptions remaining the same as in our last report. The quantities and prices are as follows:—1,062 bags black Singapore offered at auction, sold at 3⅞d. per lb.; of 1,633 bags Penang, two-thirds sold at 3¼d. The wrecked cargo of the Golconda, 5,650 bags sold at at 1½d. to 3¼d., according to quality. Privately but little business has been done in Singapore, 3¼d. to 3⅝d., Penang 3⅝d. White still continues flat, and the only sales reported are 252 bags Penang at auction as 6d. to 6¾d., and 600 bags Singapore partly disposed of privately at 6⅜d. to 6 7-16d.

SAGO.—Market continues steady at about former rates. At auction 540 boxes and 589 bags sold as follows:—Fair small Pearl, 17s. 6d., fine, 18s. to 19s., large and medium, 16s. 6d. to 17s. 6d.

TERRA JAPONICA.—Cutch Pegue remains firm, but is in less demand, and is quoted about 3d. per cwt. less. At auction 803 bags were offered, of which one-fourth sold at 32s. to 32s. 6d. Of Gambier 500 bales at auction were all retired. Fine is still quoted at 23s. 6d., but there are few buyers.

HEMP (MANILA).—The market is very firm, owing to absence of supply. The business done has been very limited at £47 to £51 per ton, showing a slight advance on our last report.

HORNS.—The sales have just concluded; full prices have been realised, and there is a good demand. Siam Buffalo sold for 49s. per cwt., Madras 26s. 6d. to 34s. 6d. Of deer 17 tons sold; Cochin 60s. Ceylon 64s., Madras 41s. 6d. to 54s.

CARDAMOMS.—Still improving; 36 cases Aleppy sold at auction, ordinary 3s. 8d. per lb., good to fine 5s. 1d. to 5s. 5d. Of 31 packages Ceylon two-thirds sold, low husky 1s. 1d., fair to good 3s. 6d. to 3s. 10d.

CAMPHOR.—Since our last the market has become much more active, and a large business has been done. The quotation for Japan remains the same, viz., £6 10s. per cwt., while for China there is an advance reported of 2s. 6d., the market closing at £6 5s. per cwt.

DRUGS.—Cubebs: very quiet; 40 cases at auction all retired. Dragon's Blood: steady; 26 cases fair to good block sold at auction at £6 15s. to £10 15s. per cwt. Rhubarb: quiet; 96 cases were offered at auction, of

Digitized by Google

which only a few were sold at 4s. per lb. for middling; very little doing privately.

Spices.—Cloves: markets steady; at auction 29 cases Penang sold at 1s. 1d. to 1s. 2d., and 8 cases Ceylon at 10½d. to 1s. 9d. for very fine bold. Nothing doing in Zanzibar. Cinnamon: 110 bales offered at auction were all taken off at the same prices as in our last report, viz.—1st quality 1s. 9d. to 2s. 8d., 2nd 1s. 8d. to 2s. 5d., 3rd 1s. 3d. to 2s. 1d. Nutmegs: market quiet and prices rather lower; of 32 cases Penang at auction, one-third sold at 1s. 9d to 2s. 11d per lb. for fine small to good medium and bold. Mace: steady; and of 8 cases Penang and 4 casks Batavia at auction, one-third sold at 3s. 1d. per lb. fair palish, and middling to good reddish 1s. 7d. to 1s. 10d.

Cocoa-Nut Oil.—This market has been firm, with an improved demand. The business done has not been to a very great extent, but 158 casks Cochin and 81 casks Ceylon have been placed, at an advance of 20s. to 30s. per ton.

Oils.—Anniseed: has been in good demand, principally for speculation and export; prices are higher, being 9s. 4½d. per lb. on the spot and 9s. 6d. for arrival. Cinnamon: Quiet, and 5 cases at auction all retired. Citronelle: about 20 cases at auction realised same prices as at last report, viz., 3¼d. to 3½d. per oz. Lemon Grass: 2 cases offered at auction sold at 12½d. per oz.

Japan Wax.—The scarcity still continues, and good qualities are much wanted. Only 70 boxes Watery Saucers sold at 53s. to 58s. per cwt. Arrivals expected.

India-rubber.—Supply very limited, and in consequence sellers demand high prices. About 40 baskets Singapore have realised 2s. per lb.

Gutta Percha.—Market remains flat; 45 packages were offered at auction, about half of which sold at 1s. 4¼d. to 1s. 6½d. for ordinary to fair genuine. A sale is also reported of 5 tons reboiled at 7d.

Gums.—Benjamin; Siam cheaper, and 7 cases sold at auction for £34 per cwt. 1st quality, £20 10s. for 3rd, and £17 dark. Sumatra steady, and of 114 cases offered, one-third sold at £10 15s. for false packed 2nd quality, and £5 15s. to £6 2s. 6d. for middling 3rd quality. Gamboge: very scarce and much wanted; no business reported. Damar: scarce and firm; 40 cases at auction retired.

Tin.—The course of this market still remains unfavourable, and prices have greatly declined. Straits has fallen from £81 per ton to £79, and Banca from £82 10s. to £80 10s. for ready cash. The sales have been in fair quantities.

Hides and Skins.—The sales of East India Hides during the past month reached 233,512 Skins, out of which 6,930 were Cochin. These sold as follows:—Best Light, 8¾d. per lb.; Seconds, 7d. to 7¾d. per lb.; Heavy 5½d. to 5½d. per lb.; Second Small, 7¼d. to 7¼d. per lb.; Third Small, 6¼d. to 7d. lb.; Thirds, 5¼d. to 6½d. per lb. Of Batavia descriptions the sales were continued to 203 Buffalo, which realised 6d. to 6¼d. per lb. Of Singapore and Penang the sales have been 867 Cow and 3,441 Buffalo Hides, which have realised, Penang Cow Light, 6d. to 6½d. per lb.; Heavy, 4½d. to 5d. per lb.; Thirds, 4½d. per lb.; Buffalo Best, 5¼d. to 5½d. per lb.; Seconds, 4¾d. to 5¼d. per lb.; Light, 4⅞d. to 5⅜d. per lb.; Manila Buffalo are in limited demand; 2,769 Hides were offered, but not sold.

Wool.—At the quarterly Wool Sales held on the 25th September, about 50 bales China were offered, for which no bids were made.

Miscellaneous.—Blacklead: very firm, and 132 barrels at auction sold at 14s. to 20s 6d. fair to fine, lump, and 9s. 6d. dust. Ebony Wood: of 80 tons Ceylon at auction nearly all sold at £8 to £11 2s. 6d. per ton. Galls: all descriptions scarce; limited business has been done in China and Japan sorts at former prices. Musk: slight advance in prices with fair business; of 125 caddies Tonquin offered, about half sold at 31s. 6d. to 33s. good picked, and 21s. 6d. to 22s. middling rough and damp; subsequently about 40 caddies of the rough sold at a slight reduction from these quotations; 2 tins Grain were retired. Soy: Nothing doing. Tortoiseshell: Steady, and of 3 cases Penang, 2 sold at 12s. to 13s. 6d. per lb., 1 case Singapore sold at 18s. out of 2 offered. Turmeric: None here at present, either China or Java, but an arrival expected of China. Vermillion: 18 boxes at auction, a few of which sold at 3s. 3d. per lb. Mother-o'-Pearl: Very scarce, Singapore not obtainable, and 180s. per cwt. has been paid for a few boxes Manila. Rattans: In better demand; 14,870 bundles Singapore and 4,803 bundles Penang at auction, sold at 1s. 8d. to 6s. per hundred, according to quality.

ARTICLES OF EXPORT.

Iron.—The quotations in London are for Welsh bars £6 5s. to £6 10s.; nail rod, £8 10s. to £8 15s.; hoops, £9 10s. to £10; sheets, single, £10 10s. to £10 15s.; Staffordshire bars, £8 10s. to £8 15s.; rails, £6 5s. to £6 10s.

Steel.—Swedish keg, £15 15s. to £16 10s.

Copper.—Sheet and Sheathing, £91 to £93 per ton; yellow metal, 7½d. per lb.

Tin.—£85 for block; £86 for common bars. Tin plates, best charcoal, I.C., 33s. to 34s.

Lead, &c.—English pig, W.B., £22 15s.; shot, patent, £23 10s. to £24; sheet, £21 5s.; spelter, £20 5s. to £20 10s.; zinc, English sheet, £27; quicksilver, £7.

The following is from the Circular of Messrs. French and Smith:—Notwithstanding the increasing ease and abundance of money, we have experienced a heaviness in this market equal to, if not resulting from, the unhappy condition of the atmosphere. Iron: Scotch Pig Iron is gradually improving. Manufactured Iron is firm, with moderate demand. Copper: After a sharp speculative inquiry early in the month, not meeting with a sufficient demand for consumption, has become again flat and inactive. To make sales of importance, instead of obtaining higher than official quotations, as the Smelters were able to do three or four weeks since, some reduction must now be submitted to. Foreign, as well as English, hangs heavily on hand. We quote—Kapunda, 92; Burra, 89; Wallaroo, 88; Spanish, for the moment, almost unsaleable. Tin: The advance in Foreign Tin reported in our last monthly circular was not long maintained; from 85s., which was paid for Fine Straits for forward delivery, the quotation receded to 81s. for immediate cash. As the time approached for the Dutch Sale, some considerable parcels of Banca were sold at £82 10s. Dutch prompt. At the actual sale, however, the whole quantity—109,300 slabs—was cleared at 46 guilders, equal to £81 10s. to £81 15s., laid down here at current exchange on day of sale. It is supposed that the Dutch commission houses took the greater portion of it, and have offered it to their various correspondents abroad. The sale going at this figure compels the English Smelters to reduce their price; and in some measure to meet this necessity, they yesterday declared a reduction of 3s. per cwt. Foreign, however, is still comparatively cheaper by some shillings per cwt. We quote prices of Banca to-day 81s., either for cash or Dutch prompt. Straits: Fine 80s. but of this latter not much is on the market. Many persons much interested in the Tin Market, and who should be well-informed, confidently expect diminished shipments both from Banca and the Straits, during the next six months; but as to the accuracy of the information on which their expectations are based, time only can give any positive decision. The quantity of Straits Tin afloat for Europe is about 920 tons against 1,680 in 1865, and 1,127 tons in 1864. Tin Plates: The manufacturers are excellently well supplied with orders, many of them having work enough to occupy the remainder of the year. They have great difficulty in satisfying the demands of their customers, as so many workmen are suffering from the prevailing sickness. The shipments last month from London and Liverpool were 135,000 boxes against 95 000 same month in 1865. Lead: The demand has been but moderate, excepting for a few favourite brands, there is no alteration in price. Spelter: is quoted about £20 5s. here. The stock here on the 1st inst. was 5,827 tons, against 6,807 tons same period last year.

EXPORT OF BULLION TO CHINA &c.

The following return shows the shipments of bullion from Southampton from the 1st January by the P. and O. Company's mail steamers.

	Gold.	Silver.
Shanghai	—	£92,803
Foo-chow-Foo	—	4,446
Amoy	—	—
Hong Kong	—	140,166
Singapore	£5,650	46,910
Penang	—	—
Yokohama	—	900

FROM MARSEILLES.

(By the P. and O. Company's Steamers.)

	Gold.	Silver
Singapore	£144	—
Penang	—	—
Hong Kong	—	—
Foo-chow-Foo	—	—
Shanghai	—	£59,63
Yokohama	—	10,522

PER FRENCH MAIL STEAMERS.

	Gold.	Silver.
To Singapore	£11,098	£93,800
To Saigon	—	113,996
To Batavia	5,289	8,791
To Hong Kong	—	277,835
To Shanghai	—	74,408
To Yokohama	—	

GOLD AND SILVER.

Bar Gold (per ounce)	£3 17 9
Spanish Doubloon	3 16 0 to 3
United States Gold Coin	3 16 4
Silver in Bars	0 5 1
Mexican Dollars	0 4 11⅛

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Sept 24	Whitendder	Moore	Hg. Kg & C. G. Hop.	Queenstown.
— 24	Belted Will	Locke	Hg. Kong & Canton	Off Falmouth.
— 25	Ziba	Bowes	Foo chow-Foo	Liverpool.
— 5	Granville	Gureaud	Canton	Havana.
— 7	Cataluna	Lopez	Macao	Do.
— 26	St. Paul	Martin	Akyab	Falmouth.
— 2	Eurynome	—	Rangoon	Liverpool.
— 25	Freeland	Rogers	Do.	Brouwershaven.
— 26	Excellent	Smyth	Akyab	Queenstown.
— 27	Royal Alice	Pope	Rangoon	Off Queenstown.
Oct. 5	Flying Spur	Ryrie	Foo-chow-Foo	London.
— 4	Ada	—	Do.	Do.
Sept 29	Moravia	—	Akyab	Crookhaven.
— 9	Chanticleer	Frazer	Yokohama	Pernambuco.
Oct. 1	Success	Douwes	Akyab	Off Falmouth.
Sept 30	Johannes Anthonius	—	Batavia	Do.
— 30	Carn Tual	—	Ba-sein	Liverpool.
Oct. 1	Dolbadern Castle	—	Rangoon	Off Cape Clear.
Sept 30	Fleur de Lis	—	Akyab	Off the Fastnet.
Oct. 2	Jas. Edwards	—	Rangoon	Queenstown.
— 2	Walsoken	—	Akyab	Do.
— 2	Jas C. Bell	—	Do.	Do.
— 2	Chinaman	Downie	Foo-chow-Foo	London.
— 2	Kung Mow	Westcott	Macao	Deal.
— 3	Falcon	Gunn	Foo-chow-Foo	Do.
— 2	Weidenhjelm	Fetlia (?)	Akyab	Falmouth.
Sept 27	Albertine	Folsh	Singapore	Trieste.
Oct. 3	Jane and Ann	Soulsby	Penang	Off Falmouth.
— 4	Altona	—	Singapore	Off the Eddystone
— 4	Highland Chief	—	Akyab	Off Falmouth.
— 4	Emelo	Rose	Do.	Falmouth.
— 4	Humberstone	—	Do.	Do.
— 5	Argo	Raschen	Rangoon	Do.
Oct. 3	Charlotte of Derby	Langmaid	Batavia	Plymouth.
— 1	Moorhill	Simey	Penang	Off Plymouth.
Sept 20	George Green	Spencer	Batavia	New York.
— 20	Hadassah	Dickson	Manila	Do.
— 20	Fiozel	Hicks	Shanghai	Do.
Oct. 4	Cumbrian	Simpson	Bassein	Off Falmouth.
— 4	Blanch	Case	Colombo	Deal.
— 4	Rawavola	Lamb	Akyab	Scilly.
— 5	Schilier	—	Rangoon	Queenstown.
— 5	Dolbadern Castle	—	Do.	Do.

Digitized by Google

ARRIVALS—*continued.*

Date.	Ship.	Captain.	From	At
Oct. 7	Willem Daniel	Zeylstra	Batavia	Plymouth.
Sept 23	Sophie and Helene	—	Singapore	Boston.
Oct. 3	Vertrouwen	Dekker	Batavia	Off the Start.
—	Amelie	Estaud	Singapore	Gironde.
Oct. 8	Neptune's Bride	Lowther	Ceylon	Off Portland.
—	Tonia	Warner	Rangoon	Do.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Sept 18	Henriette	Dryver	Batavia	Amsterdam.
— 23	Aletta Augusta	Tinholt	Padang	Off Dover.
— 23	Indiaman	Williams	Singapore	Liverpool.
— 19	Old England	—	Galle	Shields.
— 23	Claire	Robert	Do.	Newport.
— 27	Francis	Higgs	Colombo	London.
—	Minister v. Thorbecke		Batavia	Rotterdam.
— 24	Seaview	Williams	Shanghai	Newport.
— 26	Fort Regent	Hubert	Hong Kong	Swansea.
—	Bilderdyk	Victor	Batavia	Rotterdam.
— 27	Helene Henriette	Determing	Do.	Liverpool.
— 28	Bahia	Smith	Shields and Galle	London.
— 29	Katinka	Greig	Penang	Do.
— 23	Sir Harry Parkes	Chapman	Shanghai	Do.
— 29	Her Majesty	Seymour	Hg. Kong & Canton	Do.
— 26	Helena Donner	—	Shanghai	Cardiff.
— 27	Seafield	Tough	Galle	Liverpool.
— 26	Raphael	Wenslade	Yokohama	Marseilles.
— 29	Achilles (s.s)	Russell	China	Liverpool.
Oct. 2	Champion	Chevalier	Penang	London.
— 2	Akbar	Pitzzey	Colombo	Do.
— 1	Anna Dorothea	Flannery	Shanghai	Liverpool.
Sept 28	Odulia	Gastanaga	Manila	Glasgow.
— 28	Empress	Stronach	Colombo	Liverpool.
Oct. 5	Chrysolite	M'Pherson	Nagski & Yokohama	London.
— 6	Havelock	Bosdell	Yokohama	Do.
— 6	Canadian	Russell	Hg. Kong & Canton	Do.
—	Hieronimus	Thomson	Hong Kong.	Hamburg.
—	Padang Packet	Huidekoper	Padang	Amsterdam.
— 6	Cosmos	Finley	Saigon	Havre.

(See Commercial Postscript.)

NEW SEASON TEA CLIPPERS.

Ship.	From.	Date of Departure.	Date of Arrival at.	No. of days.
Taeping	Foochow	May 30	Sept. 6 London	99
Ariel	Do.	„ 30	„ 6 Do.	99
Serica	Do.	„ 30	„ 6 Do.	99
Fiery Cross	Do.	„ 29	„ 8 Do.	102
Taitsing	Do.	„ 31	„ 10 Do.	102
Black Prince	Do.	June 3	„ 20 Do.	109
Ziba	Do.	„ 2	„ 25 Liverpool	115
Flying Spur	Do.	„ 5	Oct. 5 London	122
Ada	Do.	„ 5	„ 4 Do.	121
Chinaman	Do.	„ 5	„ 2 Do.	119
Falcon	Do.	„ 7	„ 4 Do.	119

LOADING.

At LONDON.—For Yokohama: Medina. For Nagasaki and Yokohama: Kagosima, Rifle. For Manila: Angela. For Shanghai: Fiery Cross, Taitsing, Taeping, Falcon, Whiteadder, Chinaman. For Hong Kong: Black Prince. For Hong Kong and Canton: Belted Will, Ariel, Serica. For Singapore: Newcastle. For Singapore and Penang: Spirit of the Deep. For Colombo: Palestine, Thames, Frances, Dora. For Galle: Cochin, Beypore, Calicut, Cannanore, Mangalore, and Sadashigar, Star of Ceylon. For Colombo and Cocanada: Brockham.

At LIVERPOOL.—For Yokohama: Constantia. For Shanghai: Maiden Queen. For Singapore: Advance, George and Henry. For Manila: Maria y Vicente, Sales. For Batavia and Sourabaya: Jane Kilgour, Amazon. For Batavia and Singapore: Ziba.

At GLASGOW.—For Batavia and Sourabaya: Finella. For Singapore: Foam. For Samarang and Sourabaya: Corsock.

SPOKEN.

CHINA (ship), Newport to Shanghai, July 16, in Java Sea.
CONRAD, Sunderland to Japan, July —, 27 S., 26 W.
KRIMPEN AAN DE LEK, Rotterdam to Hong Hong, June 6, 15 N., 26W.
RESOLUTE New York to Japan, Aug. 21, 31 N., 38 W.
NEPTUNE'S BRIDE, Colombo to London, Aug. 27, 15 N., 27 W.
GRENADA, Singapore to Liverpool, July 12, in the Java Sea.
PRATA, Penang to London, Aug. 25, 45 N., 17 W.
ALTONA, Singapore to Rotterdam, Aug. 28, 1 N., 24 W.
VENUS, of Hamburg, Cardiff to Hong Kong, Sept. 8, 11 N., 25 W.
ALBLASSERWAARD, Shields to Batavia, Sept. 8, 11 N., 25 W.
MADONNA, Sunderland to Singapore, May 27, 17 S., 29 W.
NIEUWLAND, Newcastle to Singapore, June 3, 30 N., 18 W.
PETER DENNY, London to Shanghai, Aug. 13, 5 N., 22 W.
VRIENDSCHAP (Dutch barque), Batavia to Amst, Sept. 16, 39 N., 37 W
CANOPUS, Colombo to London, Sept. 18, 40 N., 34 W.
BIRCHGROVE, Cardiff to Japan, July 13, 27 S., 99 E.
MELBREK, Hong Kong to London, Aug. 12, 20 N., 134? E.
ANNE HODGMAN, Cardiff to Hong Kong, 9 N., 4? E.
EUROPA (Dch. ship), Java to Amsterdam, Sept. 15, 36 N., 37 W.
MATTHIAS (Swed. barq.), Java to Amsterdam, Sept. 29, 50 N., 7 W.
MEDORA, of Liverpool, Colombo to London, Sept. 20, 28 N., 33 W.
TEVIOT, London to Colombo, Sept. 3, 11 N., 26 W.
PIETER ADOLPH, Singapore to London, 31 N., 40 W.
RUSHING WATER, London to Singapore, 49 N., 6 W.
CROUCH BROTHERS, Colombo to Gibraltar, Sept. 11, 32 N., 35 W.
RED RIDING HOOD, London to Hong Kong, Aug. 13, 2 N., 23 W.

FREIGHTS AND CHARTERS.

We have to report outward berth freights as having become somewhat slacker since our last issue; coal rates from the northern outward ports are still quiet at previous quotations. We have no transaction to report in homeward charters.

Current Rates of Freight for Vessels on the Berth:—To Yokohama: 40s. weight, 50s. meast. To Nagasaki: 50s. weight or mea. To Shanghai: 45s. weight, 45s. to 47s. 6d. meast. To Hong Kong: 40s. weight or meast. To Singapore: 30s. weight or measurement. To Penang: 40s. weight or measurement. To Ceylon: 25s. to 30s. weight, 35s. meas.

The current quotations for coal, &c., are as follow:—From Wear or Tyne per keel. For Hong Kong: £41. For Singapore: £32. For Shanghai: £50. For Saigon: £50. For Yokohama: £51. From Newport, Cardiff or Swansea, per ton. For Hong Kong: £2. For Singapore, £1 9s. For Shanghai: £2 10s. For Saigon: £2 8s. For Yokohama: £2 7s. 6d. Batavia: £1 6s. For Manila: £2

The Admiralty have invited tenders for the conveyance of 570 hhds. porter from the River Thames to Hong Kong, and have accepted the Belted Will for conveyance of troops to Hong Kong.

CASUALTIES.

The Robert Dickson, Wilson, from Sourabaya to Amsterdam, which put into Falmouth Sept. 19, dismasted, has been surveyed and commenced landing her cargo.

Advices from Batavia, dated Aug. 11, state that the Comus, Black, which left Sourabaya, Aug. 11, for Amsterdam, had struck near Pakies, and would probably have to discharge.

MISCELLANEOUS.

At BAHIA.—Sept. 28, Gerard Pieter Servatius, Beckering, sailed for Batavia.

On the 27th Sept. Messrs. R. Steel and Co. launched from their yard on the Clyde an iron ship named the Gryfe. She is 197 ft. long, 33 ft. 6 in. broad, and her depth of hold is 21 ft. 8 in. She is owned by Capt. Russell, of Greenock, and is intended for the East India and China trade.

The P. and O. Co.'s steamer Mooltan has arrived at Southampton from Calcutta for a general overhaul and repair. She left Calcutta on the 17th July and arrived on the 4th October, being 78 days.

Sir J. Brooke, Rajah of Sarawak, has contracted with Messrs. Blackwood and Gordon, of Port Glasgow, for a screw steam yacht of 300 tons. Messrs. Denny, Brothers, have completed a small screw, 38ft. long, 8ft. broad, and 4ft. deep, and propelled by engines of 7-horse power.

DYSENTERY, CHOLERA, FEVER, AGUE, ETC.

CHLORODYNE.

DR. J. COLLIS BROWNE'S CHLORODYNE. Vice-Chancellor Sir W. Page Wood stated publicly in Court that Dr. J. Collis Browne was undoubtedly the Inventor of Chlorodyne; that the whole story of the defendant Freeman was deliberately untrue, and he regretted to say it had been sworn to.—See *The Times*, July 13, 1864.

DR. J. COLLIS BROWNE'S CHLORODYNE. The Right Hon. Earl Russell communicated to the College of Physicians and J. T. Davenport that he had received information to the effect that the only remedy of any service in Cholera was Chlorodyne.—See *Lancet*, Dec. 31, 1864.

DR. J. COLLIS BROWNE'S CHLORODYNE. Extract from *Medical Times*, Jan. 12, 1866.—"It prescribed by scores of orthodox medical practitioners. Of course it would not be thus singularly popular did it not supply a want and fill a place.'"

DR. J. COLLIS BROWNE'S CHLORODYNE is the best and most certain remedy in COUGHS, COLDS, ASTHMA, CONSUMPTION, NEURALGIA, RHEUMATISM, etc.

DR. J. COLLIS BROWNE'S CHLORODYNE is a certain cure in CHOLERA, DYSENTERY, DIARRHŒA, COLICS, etc.

DR. J. COLLIS BROWNE'S CHLORODYNE. EXTRACT *from the* GENERAL BOARD OF HEALTH, *London, as to its efficacy in Cholera*—"So strongly are we convinced of the immense value of this remedy, that we cannot too forcibly urge the necessity of adopting it in all cases."

From A. MONTGOMERY, Esq., *late Inspector of Hospitals, Bombay.*—"Chlorodyne is a most valuable remedy in Neuralgia, Asthma, and Dysentery. To it I fairly owe my restoration to health after eighteen months' severe suffering, and when all other remedies had failed."

DR. J. COLLIS BROWNE'S CHLORODYNE. CAUTION.—None genuine without the words "Dr. J. Collis Browne's Chlorodyne" on the Government Stamp. Overwhelming medical testimony accompanies each bottle. Sole Manufacturer, J. T. DAVENPORT, 33, Great Russell-street, Bloomsbury, London. The immense demand enables the proprietors to reduce the price; it is now sold in bottles, 1s. 1½d., 2s. 9d., 4s. 6d., and 11s.

AGENT: Hong Kong, Mr. A. S. WATSON.

J. T. DAVENPORT, 33, GREAT RUSSELL-STREET, LONDON, W.C.

Be not misled by the statements of unscrupulous persons, as the Defendant was termed by the Vice-Chancellor.

Digitized by Google

HONG KONG & SHANGHAI BANKING COMPANY, LIMITED.

REPORT of the COURT of DIRECTORS to the ORDINARY HALF-YEARLY GENERAL MEETING of SHAREHOLDERS, to be held at the BANKING HOUSE of the Company, Wardley House, Hong Kong, on THURSDAY, the 16th of August, 1866.

To the Proprietors of the Hong Kong and Shanghai Banking Company (Limited).

GENTLEMEN,—The Court of Directors have the pleasure of submitting to you the accounts for the half-year ending the 30th June last, from which it will be seen that the net profits of the Bank, after deducting interest paid and due, salaries, rents, and all working expenses, amounted to 258,227.43 dols., out of which, after taking out the rebate, the amount written off preliminary expenses, &c., there remains for appropriation the sum of 212,396.86 dols., as shown by the following Statement of Accounts, which has been duly audited by the Hon. W. H. Rennie, and Phineas Ryrie, Esq.

ABSTRACT STATEMENT of LIABILITIES and ASSETS of the HONG KONG and SHANGHAI BANKING COMPANY (Limited), on the 30th June, 1866.

ASSETS.	Dollars.
Cash balance on hand and at bankers	1,542,650 36
Discounts, loans, credits, &c...	4,754,570.04
Exchange remittances...	4,722 212.25
Preliminary expenses	25,812.34
Dead stock	29,605.55
	11,074,850.54

LIABILITIES.	Dollars.	Dollars.
Paid-up capital—		
125 dols. per Share, 20,000 Shares	2,500,000	
1st call on new stock paid by anticipation	38,775	2,538,775.00
Reserve fund		33,300.00
Deposit and notes in circulation		3,810,833.03
Exchange acceptances...		4,433,715.03
Profit and loss account... ... —		258,227.43
		11,074,850.54

PROFIT AND LOSS ACCOUNT.

	Dollars.	Dollars.
To amount written off preliminary expenses	5,812.34	
To amount voted to the Hon. Thomas Sutherland, late Deputy-Chairman	4.444.44	
To rebate on bills not due	35,573.79	
		45,830.57
To dividend at the rate of 8 per cent. per annum, or 5 dols. per share	100,000.00	
To amount carried to reserve fund	66,700.00	
To balance, being undivided profits carried forward to next half-year...	45,696.86	
		212,396.86
		258,227.43

	Dollars
By balance of undivided profits on 31st December, 1865	12,281.00
To amount of profits for the six months ended 30th June, 1866, after deducting all expenses and interest paid and due	245,946.43
	258,227.43

RESERVE FUND.

	Dollars.
To balance 30th June, 1866	100,000.00
	100,000.00

	Dollars.
By balance on 31st December, 1865	33,300.00
By amount transferred from profit and loss account	66,700.00
	100,000.00

From the profits thus shown, the Directors recommend a Dividend of 5 dols. per share, equivalent to 8 per cent. per annum, which will absorb 100,000 dols., and of the remaining amount the Directors propose carrying 66,700 dols. to the Reserve Fund (which will increase it to 100,000 dols.), and the further balance of 45,696 dols. 86c. forward to the credit of the new account, in addition to 35,573 dols. 79c. being rebate on bills not due.

The Directors have to congratulate the Shareholders on the satisfactory result of the operations of the Bank for the last half-year, which, as is generally known, has been a period of continued and increased depression.

The Bank has had the good fortune of almost entirely escaping the effects of the crisis which has just passed over Europe and India, the only exception being Bills of the Agra and Masterman's Bank; but, from specific information received from England, as well as that of a more general character, doubtless known to the Shareholders, the Directors feel some confidence that the only prejudice the Bank is likely to suffer is the temporary lock-up of some of its funds, and the consequent loss of profit thereon. The Directors, therefore, have every reason to believe that the amount carried, as above, to new account, will be amply sufficient to provide for any contingencies on this head, and that the reserve fund of 100,000 dols. will remain intact. As shown by the accounts, the Directors have still deferred their claims for remuneration.

The business of the Bank generally has been steadily increasing, and the current and fixed deposits show a much larger amount than at the end of last year. With comparatively few exceptions, the entire mercantile community and very many native merchants are now interested in the Bank, and have given it their full support; and their confidence in the position of the Bank has not been shaken, even under the very trying circumstances which have involved so many hitherto well known banking establishments.

Incorporation.

An Ordinance to carry out this object, framed in accordance with the directions of the Secretary of State for the Colonies, and the Lords Commissioners of the Treasury, has been laid before the Legislative Council and read a first time, and subject to certain alterations suggested by His Excellency the Governor (calculated to be beneficial to the Company), the Directors believe there is but little doubt that the Ordinance will be passed at the next, or an early Meeting of the Council.

Agencies.

Under the existing very unsatisfactory state of commercial and financial relations in India, the Board have thought it prudent to postpone the opening of Agencies there for the present. They have however determined to open an Agency at Yokohama, and have appointed an Agent at that port, where they hope, in course of time, to transact a remunerative business.

New Capital.

The Shareholders are already of course aware of the change in the distribution of the Capital of the Bank, and the consequent increase of its amount, carried at the Extraordinary General Meeting held for the purpose on the 3rd of March last. This was done with a view to the Incorporation of the Bank, and, with the exception of a small portion, the new Shares have been freely applied for, and taken up, by the proprietors of the Bank; though, in view of the heavy monetary pressure prevailing for the past few months, the Directors have not yet finally closed the list of applications, which may probably account for the fact that there are still some new Shares unapplied for.

Premises.

The Directors purchased a short time ago, for 60,000 dols., the premises known as Wardley House, where the business of the Bank has hitherto been carried on. By this purchase they hope to reduce the current expenses for rent, and at the same time make a suitable investment of part of their Reserve Fund, which, no doubt, will meet the approval of the Shareholders.

Directors.

The Honourable Francis Chomley, Mr. Douglas Lapraik, Mr. Palanjee Framjee, and Mr. H. W. Wood having resigned, the Court of Directors have appointed the Honourable John Dent and Mr. Caleb T. Smith to two of the vacant seats in the direction, which is now composed of the following gentlemen:—Hon. John Dent, Chairman; Mr. Woldemar Nissen, Deputy-Chairman; Messrs. A. F. Heard, Geo. J. Helland, H. B. Lemann, A. Sassoon, Caleb T. Smith, Hon. Thomas Sutherland, G. F. Maclean.

Auditors.

In the place of Mr. Caleb T. Smith, appointed to a seat at the Board, the Directors have elected Mr. Phineas Ryrie as one of the Auditors to the Bank. In accordance with Clause 92 of the Deed of Settlement, this meeting will now have to elect two new Auditors, to examine the accounts of the Bank for the next half-year. The Board have much pleasure in recommending the re-election of the present Auditors, to whose valuable services they are greatly indebted.

JOHN DENT, Chairman.

Digitized by Google

THE BANK OF HINDUSTAN, CHINA AND JAPAN (Limited).

1, Bank-buildings, Lothbury, London.

CAPITAL £4,000,000
Subscribed 3,696,100
Paid-up 893,682

Directors.

William Ferneley Allen, Esq., Alderman. | James Levick, Esq.
William Frederick Baring, Esq. | Sassoon David Sassoon, Esq.
James Nugent Daniell, Esq. | J. Mackrill Smith, Esq.
William Harrison, Esq. | Richard Spooner, Esq.
| Philip Vanderbyl, Esq., M.P.
| Henry Young, Esq.

Bankers.

The Bank of England. | The National Bank.
The Alliance Bank.

Edinburgh Branch.

Directors.

William Forbes, Esq., of Medwyn.
Patrick Arklev, Esq., of Duninald.
James Mackintosh, Esq., jun., of La Mancha, and late of Calcutta.
John A. Macrae, Esq., W.S., 39, Frederick-street, Agent

Branches.

Bombay | Colombo | Shanghai
Calcutta | Hong Kong | Yokohama

Deposits received, subject to ten days' notice, on the usual terms, and for fixed periods at rates subject to special agreement.

Drafts issued, and Bills negotiated, payable in India, China, &c. Circular Notes and Letters of Credit, payable throughout Europe, are also issued for the convenience of Travellers per Overland Route.

The purchase and sale of Indian and other Securities, and the safe custody of the same, undertaken. Dividends, Pay, Pensions, Interest, or other moneys realised, and the registry of Indian Government Loan Notes effected, so that the interest may be paid in England.

Every other description of Banking and Agency business in connection with India, China, &c., conducted on the most favourable terms.

JOHN OUSELEY, General Manager.

CHARTERED MERCANTILE BANK of INDIA, LONDON, and CHINA.

Incorporated by Royal Charter.

Paid-up capital, £750,000. Reserve Fund, £250,000.

Branches and Agencies.

Bombay. Colombo. Penang. Hong Kong. Yokohama
Calcutta. Kandy. Shanghai.
Madras. Galle. Singapore. Hankow.

The Bank negotiates and collects bills and grants draft payable at the places above mentioned, issues letters of credit and circular notes for the use of travellers by the Overland Route, terms for which can be ascertained at the Head Office in London.

The Bank will effect the purchase or sale of Indian securities, undertakes the safe custody of same, and the receipt of interest, dividends, pay, pensions, and other moneys for remittance through the Bank or otherwise.

The Bank receives money on deposit, on which interest will be allowed according to the length of time deposited. Particulars as to rates can be ascertained at the Head Office, 52, Threadneedle-street, London.

Office hours from 10 a.m. to 3 p.m.; Saturdays, from 10 a.m. to 2 p.m.

No. 65, Old Broad-street, London, E.C.

COWASJEE DINSHAW.

Close to the Landing Place. Depot of

EUROPEAN, CHINA, AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality. Bombay-made Soda Water and Lemonade. Perfumery, Confectionery, Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.

STEAMER POINT, ADEN.

Drawing and Reading-room free to Passengers.

THE "LONDON AND CHINA EXPRESS" ON SALE

REVUE ORIENTALE,

Conducted by M. LEON DE ROSNY,

Professor of Japanese in the Imperial School of Living Oriental Languages of Paris.

DEVOTED specially to Ethnography, History, Literature, and Commerce of Asia, Africa, and Oceana.

The last issue (No. 57) contains, amongst other matters,—

THE INEXORABEE COURTESAN, a Hindoo Story translated by M. Garcin de Tassy, Member of the Institute of France.

COMMERCIAL RELATIONS of the EAST and WEST in Ancient Times, by M. A. Custaing.

OCEANIC STUDIES, by G. Delonore.

VOYAGE in the HOLY LAND, by M. F. de Saulcy, of the Institute.

ORIGINAL CORRESPONDENCE.

MISCELLANEOUS NEWS relating to the East.

Agents in London: TRUBNER AND CO.

PIGNATEL & CO.,

STOREKEEPERS,
GENERAL MERCHANTS
AND
COMMISSION AGENTS
NAGASAKI,
JAPAN.

PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's Establishments at the above Port afford every facility for REPAIRING and SPARRING VESSELS, and for CLEANING and PAINTING Iron and Steam Ships.

Their large Granite Dock, 286 feet long on the blocks, is in complete working order, and at average spring tides can take vessels drawing 16 to 17 feet water. The Dock is fitted with a Caisson Gate and with a Centrifugal Steam Pump of great power, ensuring despatch in all states of the tide. An ample stock is kept on hand of Timber, Oregon Spars, Sheathing Copper and Yellow Metal, and of every description of material for Dockyard use.

The premises comprise an Engineer's Workshop, Brass Foundry, a large Smithy and Carpenter's Workshops, and the works are superintended by Resident Europeans, viz., a Shipwright, an Engineer and a Blacksmith. Dry, Godowns for the reception of vessels, stores, &c., when requiring to discharge them.

Amoy, March, 1865.

TUPPER AND COMPANY.

MANUFACTURERS OF PATENT GALVANISED IRON in Sheets, Tiles, Iron Roofs Sheds, Cisterns, Pails, Gutters, Wire for Fencing, &c.

WORKS AT BIRMINGHAM AND LONDON.

Offices: 61A, MOORGATE STREET, LONDON.

Merchants' orders executed with despatch.

THE CHINESE COMMERCIAL GUIDE.

CONTAINING Treaties, Tariffs Regulations, Tables, &c., useful in the trade of China and Eastern Asia, with an Appendix of Sailing Directions for those Seas and Coasts, by S. WELLS WILLIAMS, LL.D. Fifth Edition.

Hong Kong, SHORTRede and Co.; London Agent, F. ALGAR, 11, Clement's-lane, E.C. Price Two Guineas.

THE MONEY MARKET REVIEW

A WEEKLY JOURNAL OF THE HIGHEST CLASS,

EXCLUSIVELY DEVOTED TO THE DISCUSSION OF COMMERCIAL AND FINANCIAL TOPICS.

PUBLISHED EVERY SATURDAY

TERMS OF SUBSCRIPTION.

PAYABLE IN ADVANCE.

Single Paper ... ... 6d. Yearly ... ... £1 6s.

BY POST.

Single Paper ... ... 7d. Yearly ... ... £1 10s.

*** Post-office orders to be made payable to FRANCIS FISHER, 23, Birchin-lane, Cornhill, London, E.C.

"CHINA MAIL" OFFICE.

No. 2 WYNDHAM-STREET (back of the Club):—

1.—THE EVENING MAIL,

A DAILY PAPER.

PRICE.—2 dols. per month.

TERMS OF ADVERTISING.—First insertion, Ten lines and under, 1 dol.; each additional line, 10 cents. Subsequent insertions, per week, 50 cents and 5 cents—"Auction" Notices are excepted, for which only One Charge per week is made).

2.—THE CHINA MAIL,

AN ORIGINAL WEEKLY PAPER.

(Every Thursday Night.)

PRICE.—15 dols. per annum: Single Copies, 44 cents.

ADVERTISING.—First insertion, Five lines, 1 dol.; each additional line, 20cents. Subsequent insertions, 50 cents. and 10 cents.

The "China Mail" has been permanently enlarged in size namely, from 4 to 6 full pages. It is the only weekly paper published in China which contains a complete summary of Hong Kong news as well as that from the treaty ports of China and Japan, and from Manila, Australia, India, and the Straits. Its circulation, which has of late considerably increased, extends throughout the coasts of those countries as well as to various parts of Europe. Great facilities are thus afforded to advertisers in this newspaper.

3.—OVERLAND CHINA MAIL.

Containing 8 FULL PAGES, and consisting of a reprint of the articles in the EVENING and CHINA MAILS, with a Summary of News and Commercial Summary.

ONCE A FORTNIGHT.

(The Morning of the Mail's despatch.)

PRICE:—To Subscribers to the Weekly issue, 8 dols. to Non-subscribers, 12 dols. Single copies, 50 cents.

ADVERTISING.—The same as in the Weekly. All "Notices of Firms" appearing in the Weekly will be inserted in the *Overland*, and charged for, unless otherwise ordered.

A. SHORTRede & CO.

Hong Kong, May 17, 1866.

HOLLOWAY'S OINTMENT and PILLS.—EFFECTUAL AID.—In the sad time of sickness it is cheering to know that a remedy does exist and that it can be procured at a little cost. Holloway's Ointment and Pills are always useful in relieving pain, in reducing inflammations, and regulating disordered actions. They never can be misapplied, nor can they, under any circumstances, cause mischief. They are a blessing to the rich when tormented by indigestion, gout, skin diseases, &c., and a precious boon to the poor when struck down by illness. Holloway's medicines should be in the possession of all soldiers, sailors, and emigrants, who will then be in a position to ease pain and cure disease when medical assistance cannot be obtained.

TO IMPORTERS.

The undersigned beg to remind Importers of Wearing Apparel, and Boots and Shoes, of the many advantages which their long experience as Manufacturers and Shippers, their vast resources, and their intimate knowledge of the requirements of Foreign and Colonial Markets enable them to offer.

ASSORTED SAMPLE CASES FORWARDED ON RECEIPT OF REMITTANCE OR ORDER ON LONDON AGENT.

E. MOSES AND SON,
CORNER OF MINORIES AND ALDGATE LONDON

Now ready, 8vo, price 12s.

RUTTER'S METRIC SYSTEM OF WEIGHTS and MEASURES compared with the British Standard Weights and Measures in a complete Set of Comparative Tables; also, Tables of Equivalent Prices under the Two Systems, and of Chinese and Indian Weights compared with Metric Weights, &c.

By HENRY RUTTER,
Author of Exchange Tables and Arbitrations of Exchanges between England, India, and China.

Now ready, Ninth Edition, revised and enlarged, price 25s., cloth lettered,

RUTTER'S EXCHANGE and BULLION TABLES; being a complete Guide to Exchange Operations between England and the East, in sterling, rupees, and dollars, extended so as to meet the requirements of Shanghae rates under any possible variation. To which is now added an Appendix, containing a guide to the negotiation of short-sighted Bills; with other information relative to Exchanges between England, India and China.

By HENRY RUTTER, late Agent of the Commercial Bank of India, Hong Kong.

London: EFFINGHAM WILSON, Royal Exchange.

ENGLISH GARDENS IN THE EAST.

THE Fourth Season has now confirmed the complete success of MR. CHRISTY'S Cases for conveying Fruit Trees, Vines, Plants, Flowering Shrubs, and Seeds, to the East, when shipped in the holds of Steamers like ordinary Case Goods. Mr. John Waterer, junr., the American Nursery, Bagshot, Surrey, or Mr. Christy, 38, Pall Mall, London, are prepared to execute orders for gentlemen in the East, and beg to call attention to the list of prices and conditions. FRUIT TREES, including PEARS, APPLES, PLUMS, CURRANTS, GOOSEBERRIES, PEACHE NECTARINES, APRICOTS, CHERRIES, and QUINCES, p case, 10 Guineas.

	Guineas.
20 FRUIT TREES, with Ten venes, per case	14
ROSES of the best kinds ... ... ,,	15
RHODODENDRONS and AZALIAS, &c.	15
GARDEN SEED (various) ... ... ,,	5 upwds.

The number depends on the size of the roots; the cases average 30 plants each.

All the above prices include freight, insurance, and all charges to any port where the P. and O. steamers call. The season for shipment commences about September and ends in January. All orders must be accompanied by a remittance or orders for payment. The name of the agent at the port of arrival must be furnished, to prevent delay in fowarding.

Bottled Ales and Wines, &c.

"NO BUYERS for the BEST BRANDS, unless RE-PACKED," in consequence of repeated BREAKAGE.—Melbourne Journal of Commerce, Nov. 16. Heating and Breakage entirely prevented, and 15 per cent. saved in Freight of Cases by using SEYMER'S BOTTLE PACKINGS AND COOLERS.

Price 7½d. per doz. Bottlers contracting for large quantities effect so great a saving in labour, &c., that they can supply them at one-fourth less in price to Shippers, who will find it most profitable to order their goods to be so packed in future. In use by all the leading London houses.—T. WHITEHEAD, 37, EASTCHEAP, E.C Sole Manufacturer.

OUR SPECIALTY
PETROLEUM LAMPS.

DIETZ & Co.,

MANUFACTURERS and EXPORTERS of KEROSENE LAMPS in great variety, and all GOODS APPERTAINING TO THE LAMP TRADE.

DIETZ & CO.'S

CELEBRATED

FLAT-WICK KEROSENE BURNERS

Are too well known and appreciated in

INDIA, CHINA, AND JAPAN

to need further commendation.

DIETZ & Co.'S

LARGE CATALOGUE,

Containing 500 Illustrations of KEROSENE LAMPS will be forwarded on application.

DIETZ & CO.,
4, ST. PAUL'S BUILDINGS,
CARTER LANE,
LONDON.

Digitized by Google

SOLID MAHOGANY FURNITURE FOR INDIA, CHINA AND THE COLONIES.

HEAL and SON are Manufacturing, ESPECIALLY FOR use in EXTREME CLIMATES BEDROOM FURNITURE, which is entirely Free from Veneer. A general Assortment always in Stock.

IRON AND BRASS BEDSTEADS

Suitable for all Parts of the World. Their Stock consists of 2,500 Bedsteads.

HEAL AND SON'S PATENT HORSEHAIR MATTRESS.

HEAL and SON have Patented an Improvement in the Manufacture of Mattresses, which prevents the material from felting into a mass, as is the case with all Mattresses made in the ordinary way. The Patent Mattresses are made of the very best Horsehair, are rather thicker than usual, and the prices are but a trifle higher than those of other good Mattresses.

HEAL AND SON'S ILLUSTRATED CATALOGUE

For INDIA, CHINA, and the COLONIES, of Bedsteads, Bedding, and Bedroom Furniture, SENT FREE TO EVERY PART OF THE WORLD to which there is Book Post.

HEAL and SON, Bedstead, Bedding, and Bedroom Furniture Manufacturers 196, 197, 198, Tottenham-court-road, London, W.

GELLE FRERES PERFUMERY

CHIEF ESTABLISHMENT, 35, RUE DES VIEUX AUGUSTINS, à PARIS.

THE house of GELLE FRERES, celebrated for the superiority of its Perfumery, addresses itself to the fashionable world as much for its essentially hygeianic, refreshing, and tonic preparations as for its delicate and distingué perfumes.

STEAM WORKS AT NEUILLY SUR SEINE

1st Class Exhibition Paris Medal. DEPOT: BLUMBERG & CO., 55, CANNON-STREET WEST, LONDRES.

DEPOT: H. BRULE, 23, RUE DE L'HOPITAL, BRUXELLES. 1st Class London Exhibition Medal.

Commission. **Articles specially Recommended.** **Exportation**

REGENERATEUR GELLE FRERES, a superior pomade for preserving, beautifying, and reproducing hair.
EAU D'ALBION for the toilet, an exquisite production from the juice of flowers and aromatic plants.
CARBOQUINA ROSE superior toothpowder, composed of carbon quinine and Province roses.
CUCUMBER SOAP for softening the skin, the best of all toilet soaps.
LAIT PROPHYLATIC to remove freckles and improve the appearance of the skin.
COMPOSITION ZOUAVE, for the instantaneous dyeing of the whiskers and monstache.
COLD CREAM, AU LOTUS LE LYBIE, to soften and refresh the skin.
NIGRITINE VEGETALE, an incomparable dye for the hair and beard, not staining the skin.
VIOLET ESSENCE and VIOLET WATER for the handkerchief.
CONCENTRATED EAU DE COLOGNE for the toilet.

SPECIAL PERFUMERY WITH A BASIS OF GLYCERINE,

SOAP, TOOTH-PASTE, POMMADE, CREAM FOR THE COMPLEXION, EAU DE TOILETTE.

To be obtained of all the principal Perfumers and Hairdressers in Europe and other parts of the world

---

ELLWOOD'S NEW PATENT AIR-CHAMBER HAT

Combines the lightness of the Pith Hat and the softness of a Turban, with the durability, comfort, and numerous other good qualities for which

ELLWOOD'S PATENT Air-Chamber Hats have so long been celebrated.

Hats, Caps, and Helmets of every description Manufactured at the Works of

J. ELLWOOD & SONS,

GREAT CHARLOTTE-STREET, S., LONDON

CAUTION.—No Air-Chamber Hats or Helmets are genuine unless they bear the above stamp, with either "ELLWOOD & SONS," or the seller's name in the Shield.

*** Orders through Mercantile Houses carefully shipped.

T. & H. SMITH'S

CODEIA LOZENGES.

THESE Lozenges have a remarkable effect in allaying Cough and Irritation of the Throat and Chest.

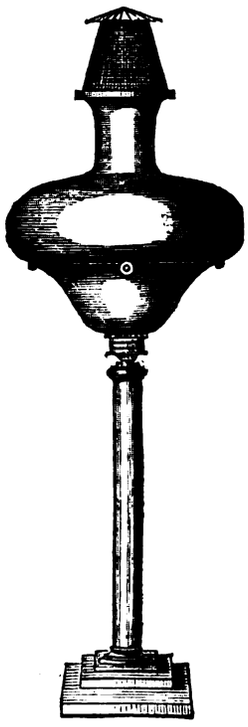
Prepared only by T. and H. SMITH and Co., 21 DUKE-STREET, EDINBURGH, and 69, COLEMAN-STREET, LONDON. In boxes at 1s. 1½d. and 2s. 9d. each.

T. & H. SMITH'S

ESSENCE OF COFFEE.

GIVES instantaneously a delicious Cup of Coffee with boiling water or milk merely. To be had in bottles at 1s. and 2s. each, of all respectable Grocers, Chemists, and Italian Warehousemen.

69, COLEMAN-STREET, CITY, AND 21, DUKE STREET, EDINBURGH.



PALMER & Co's LAMPS FOR INDIA

SUSPENSION, BRACKET, & TABLE LAMPS

OF THE BEST CONSTRUCTION.

ORIGINAL PATENTEES OF THE CANDLE LAMPS

MANUFACTURERS OF

LUSTRES, CHANDELIERS, AND GAS FITTINGS

ADAPTED FOR INDIAN AND COLONIAL USE.

COOKING, COACH, and CARRIAGE LAMPS and LANTERNS.

SHIPS' CABIN LAMPS, PARAFFIN AND MODERATOR LAMPS, &c.

SHOW ROOMS,

SUTTON STREET CLERKENWELL LONDON.

THE CAPE, INDIA, AND CHINA AGENCY.

ORDERS for GOODS of all descriptions executed, and Shipped by the Overland Route or by Clipper sailing vessels. Consignment of Produce realised. The Goods are selected by parties who have had personal experience of the requirements of the markets at the

CAPE COLONIES, INDIA, CHINA, AND JAPAN.

TERMS:—One-half the estimated cost to be remitted with the order, and the balance on receipt of Bill of Lading and Invoice.

Commission, 2½ per cent. on Orders over £50 and 5 per cent. on amounts under £50

Orders and remittances should be addressed to the MANAGER.

Office, 12, George-yard, Lombard-street, London E.C.

Digitized by Google

THE SHORTEST ROUTE TO AND FROM MANILA AND THE PHILIPPINES.

NOTICE to SHIPPERS and PASSENGERS by the OVERLAND ROUTE:—

The CHINA STEAM and LABUAN COAL COMPANY (Limited), in pursuance of an agreement entered into with the Government of Manila, have arranged to despatch the steamships "MONA" and "JAPAN," or other of their first-class steamers, with the mails and passengers monthly between Singapore and Manila, and Manila and Singapore, in correspondence with the Messageries Imperiales Overland Route.

By a special permit all goods by these steamers from the 1st August, 1866, will be admitted into Manila at the reduced duty of 10½ per cent.

The Company's agents at Singapore will take charge of goods for transhipment. For further particulars apply at the Offices of the Company, Ethelburga-house, 70 and 71, Bishopsgate-street, London, E.C.

OVERLAND ROUTE.

COMMUNICATION by STEAM to INDIA, AUSTRALIA, &c., *via* EGYPT.—From SOUTHAMPTON and MARSEILLES.—The PENINSULAR and ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels for Gibraltar, Malta, Egypt, Aden, Ceylon, Madras, Calcutta, the Straits, China, and Japan (Yokohama), by their steamers leaving Southampton on the 4th and 20th of every month. For Gibraltar, Malta, Egypt, Aden, and Bombay by those of the 12th and 27th of each month; and for King George's Sound, Melbourne, and Sydney, by the steamers leaving Southampton on the 20th of every month. The steamers leave Marseilles on the 5th, 12th, 20th and 28th of the Month.

For further particulars apply at the Company's Offices, 122, Leadenhall-street, London, E.C., or Oriental-place, Southampton.

OVERLAND ROUTE VIA MARSEILLES.

SERVICES MARITIMES DES MESSAGERIES IMPERIALES.

FRENCH MAIL STEAM PACKETS.

The 19th of every Month, at 2 P.M for—

MESSINA, ALEXANDRIA, ADEN, POINT DE GALLE (Ceylon), PONDICHERRY MADRAS, CALCUTTA, SINGAPORE, BATAVIA, SAIGON, HONG KONG, SHANGHAI, and JAPAN.

The 9th of every Month for—

MESSINA, ALEXANDRIA, ADEN, SEYCHELLES REUNION, MAURITIUS

For passage, freight, and information apply to B. W. and H. HORNE, 4, Moorgate-street, London; G. H. FLETCHER and Co., Liverpool; at the offices of the Services Maritimes des Messageries Imperiales in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

*** Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.

STEAM to INDIA, via the CAPE.—The UNION STEAMSHIP COMPANY (Limited) have entered into an arrangement with the Government for the extension of the Packet Service from Mauritius to Ceylon. Passengers can proceed from Southampton on the 8th of every Month to Point de Galle, where a junction is formed with steamers proceeding to India, China, Australia, &c. Rates of freight and passage very moderate.

Apply to SCONER and MERCER, 23, Leadenhall-street, Londo. or THOMAS HILL, Southampton.

ORIENTAL AUSTRALIAN, AND GENERAL STEAM AGENCY AND GLOBE PARCEL EXPRESS.

PARCELS, PACKAGES, and MERCHANDISE forwarded, and PASSAGES engaged to all parts of the world. Baggage collected and shipped, insurances effected, &c.

CALCUTTA, MADRAS, CEYLON, and ADEN—Overland, 8th and 20th of every month.

BOMBAY and ADEN—Overland, 12th and 27th.

CHINA, JAPAN, SINGAPORE, and EASTERN SEAS—Overland, 4th and 20th.

AUSTRALIA, TASMANIA, and MAURITIUS—Overland, 20th.

NEW ZEALAND and AUSTRALIA via PANAMA, 2nd

INDIA, CHINA, and AUSTRALIA—Via Cape of Good Hope. Clipper Ships, weekly.

Prospectuses, with through rate to a thousand places free on application.

G. W. WHEATLEY and Co. (late Wagnern), 150, Leadenhall-street, E.C.; CHAPLIN'S, Regent-circus, W., and 32, Regent-street, S.W.

INDIA, CHINA, AND JAPAN.

ROBERTSON and CO. will despatch the following first-class VESSELS to their respective destinations:—

Destination.	Ships.	Class.	Docks.	To Sail.
Shanghai	... Tadsing ...	A1 14 yr.	W.I.D	With des.
Shanghai	... Cymbeline.	A1 13 yr.	W.I.D.	With des.
Hong Kong & Whampoa	... Serica ...	A1 13 yr.	W.I.D.	With des.
Hong Kong	... Blk. Prince	A1 13 yr.	S.K.D.	With des.
Kanagawa & Yokohama	... Medina ...	A1 12 yr	W.I.D.	With des.
Singapore and Penang	Spirit of the Deep ...	A1 13 yr	W.I.D.	With des.

For Freight and Passage apply at 5, Nicholas's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.

CHINA, JAPAN, and SINGAPORE.—The following splendid first-class CLIPPER SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	Last Shipping Day.
Shanghai ...	Whitesider	A1 10 yr.	E.I.D.	Oct. 25.
Shanghai ...	Chinaman ...	A1 14 yr.	E.I.D.	Nov. 10.
Hong Kong & Whampoa ...	Min... ...	A1 13 yr.	E.I.D.	With des.
Kanagawa (Yokohama) ...	Eliza Shaw...	A1 15 yr.	E.I.D.	Nov. 20.
Nagasaki and Kanagawa ...	Rifle ...	A1 13 yr.	W.I.D.	With des.
Singapore ..	Newcastle ...	A1 10 yr.	W.I.D.	With des.

For Freight or Passage apply to KILLICK, MARTIN and Co., 28, Nicholas-lane, Lombard-street, E.C.

INDIA AND CHINA.

SHAW, LOWTHER, & MAXTON will despatch the following first-class SHIPS as under:—

Destination	Ships.	Class.	To sail.
Hong Kong ...	Belted Will ...	A1 14 yrs.	Oct. 25.
Ditto	Sir Lancelot ...	A1 14 yrs.	To follow
Ditto	Melbreck ...	A1 14 yrs.	To follow
Shanghai	Falcon ...	A1 13 yrs.	With des.
Colombo and Coconada	Brockham ...	A1 14 yrs.	Nov. 5.

For Freight or Passage apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings.

FROM LIVERPOOL.

Destination.	Ships.	Tons	Class.	To Sail.
Shanghai ...	Maiden Queen	814	A 1 —	Imm.
Batavia & Singapore ...	Ziba	497	A 1 —	Oct. 25.
Bombay ...	Bayard ...	1319	A A 1 —	Imm.

For terms of Freight or Passage apply to McDIARMID, GREENSHIELDS, and Co., Liverpool.

CEYLON, INDIA, AND CHINA.

THE undermentioned will despatch the following magnificent first-class VESSELS:—

Port.	Ships.	Tns	Class.	Dock.	Date of Sailing.
Colombo	Aboyne ...	445	A 1 10 yrs	L.D.	Nov. 5
Bombay	John Bright...	541	A 1 12 yrs.	L.D.	Oct. 20
H. Kong	Dora	379	A 1 10 yrs.	W.I.D.	Withdes.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's.

To follow the FIERY CROSS.

FOR SHANGHAI, the well-known clipper FALCON, A1 thirteen years, 793 tons register, J. J. GUNN, Commander; lying in the East India Docks. Has excellent accommodation for passengers.

For Freight or Passage apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings, London, E.C.

Regular Line of Packet Ship.

To sail punctually on the 25th October.

FOR HONG KONG and WHAMPOA, the well known clipper BELTED WILL, A 1 fourteen years, 812 tons register. A. LOCKE, Commander; lying in the London Dock. Has excellent accommodation for passengers.

For Freight or Passage apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings, London, E.C.

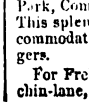
Has a large portion of her Cargo already engaged, and will meet with quick despatch.

FOR HONG KONG and WHAMPOA, the beautiful British clipper ship DORA, A 1 ten years, 379 tons register, ELIJAH BROWN, Commander; loading in the West India Docks. This fine vessel, well known for her fast-sailing qualities (having made her last passage home from Colombo in 94 days), offers a favourable opportunity to shippers.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING and BRIGGS, 31, Great St. Helen's Bishopsgate-street, E.C.

FOR COLOMBO and COCONADA (under engagement to H.M. Council for India, to sail on the 5th November), the splendid clipper ship ROCKHAM, A 1 twelve years, 1,018 tons register, R. J. BARROW, Commander; lying in the East India Docks. Has excellent accommodation for passengers.

For Freight or Passage apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings.



FOR COLOMBO, CEYLON, Direct, will have immediate despatch, having the whole of her dead weight, and only room for light measurement goods, the clipper ship PALESTINE, A A 1, 608 tons register, T. Park, Commander; loading in the West India Docks. This splendid vessel has a full poop, with magnificent accommodations for the comfort and convenience of passengers.

For Freight or Passage apply to F. TALLACK, 23, Birchin-lane, Cornhill, E.C.

To follow the FRANCES.

And will meet with the usual quick despatch.

DIRECT for COLOMBO, the beautiful fast-sailing ship ABOYNE, A1 ten years, 444 tons register, JAMES GRANT, Commander; lying in the London Docks. This splendid clipper ship, built in 1864, offers a first-rate opportunity to shippers of fine goods.

For Freight or Passage, apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

[To sail October 20.

DIRECT for BOMBAY, the fine fast-sailing ship JOHN BRIGHT, A 1 twelve years, 541 tons register, N. T. MARQUAND, Commander, loading in the London Docks. (Owned by Messrs. Marquand and Co., Guernsey.) This splendid ship has a large portion of her cargo engaged, and offers a first-rate opportunity to shippers.

For Freight or Passage apply to LIVINGSTON, HOLDING and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

IMPORTANT ANNOUNCEMENT

JOSEPH GILLOTT,

METALLIC PEN MAKER TO THE QUEEN

BEGS to inform the Commercial World Scholastic Institutions, and the Public generally that by a novel application of his unrivalled Machinery for making Steel Pens, he has introduced a NEW SERIES of his useful productions which, for EXCELLENCE OF TEMPER, QUALITY OF MATERIAL, and above all, CHEAPNESS IN PRICE, must ensure universal approbation, and defy competition.

Each Pen bears the impress of his name as a guarantee of quality; they are put up in boxes containing one gross each, with label outside, and the fac-simile of his signature.

At the request of numerous persons engaged in tuition J. G. has introduced his WARRANTED SCHOOL and PUBLIC PENS, which are especially adapted to their use, being of different degrees of flexibility, and with fine, medium, and broad points, suitable for the various kinds of Writing taught in Schools.

Sold Retail by all Stationers and Booksellers. Merchants and Wholesale Dealers can be supplied at the Works, Graham-street, Birmingham; at 91, John-street, New York and at 37, Gracechurch-street London.

DINNEFORD'S FLUID MAGNESIA.

THE Medical Profession for Thirty Years have approved of this pure solution of Magnesia as the best remedy for Acidity of the Stomach, Headache, Heartburn, Gout and Indigestion, and as a mild aperient it is especially adapted for ladies and children. Prepared by

DINNEFORD & CO.,

CHEMISTS, &c.,

172, NEW BOND-STREET, LONDON

And sold throughout the world by all respectable Chemists

CAUTION.—See that "Dinneford & Co." is on each bottle and red label over the cork.

THE LONDON AND CHINA TELEGRAPH.

THE EIGHTH Volume of this JOURNAL commenced on the 4th of January, 1866. The Subscription for the three numbers per month is 30s. per annum, including Postage, and to the Export Supplement 12s. Terms for advertising, 2s. 6d. per five lines; and 6d. for each additional line.

Subscriptions and Advertisements received abroad by the following Agents:—

Paris	G. W. YAPP, 4, Place Pentagonale Boulevard Pereire.
Hamburg	Mr. ONCKEN.
Amsterdam	LOMAN AND VERSTER.
Rotterdam.....	HOOG & KRUYT.
New York	WILMER AND ROGERS.
Gibraltar.....	W. SPEED.
Malta	A. MULLER.
Alexandria.....	P. CUMBO, St. Catherine's-square.
Aden	COWASJEE DINSHAW.
Suez.....	
Bombay	CHESSON AND WOODHALL
Calcutta.....	SANDERS, CONES, AND CO.
Point de Galle	G. D. ANTHANISZ.
Colombo.....	J. W. VANDORT.
Kandy.....	W. A. ARCHBALD.
Labuan, Sarawak, and Singapore ...	JOHN LITTLE & Co., Singapor
Penang	SANDILANDS, BUTTERY AND Co.
Bangkok.....	
Batavia	HUNTER, HOUGHTON, AND Co.
Anjer—Straits of Sunda	G. SCHUIT, Anjer Hotel.
Manila	PHILLIPS, MOORE, AND Co.
Hong Kong, Canton, Macao, & Swatow,	J. B. MORRIS, Hong Kong.
Amoy	BELLAMY AND Co.
Foo-Chow-Foo	HEDGE AND Co.
Shanghai.....	H. FOGG AND Co.
Tien-Tsin	JAMES HENDERSON.
Nagasaki—Japan ...	PIGNATEL AND Co.
Yokohoma	HANSARD AND BLACK.

OFFICE, 12, GEORGE-YARD, LOMBARD-STREET LONDON, E.C.

Printed for the Proprietors by WOODFALL and KINDER Milford-lane, Strand, W.C., and published by JOHN ELLISON, at the Office of the "LONDON AND CHINA TELEGRAPH," 12, George-yard, Lombard-street, E.C., in the parish of St. Edmund the King—Monday, Oct. 15, 1866.

Digitized by Google

The London and China 新聞紙 Telegraph.

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON ARRIVAL OF THE MAILS, about the 4th, 14th, and 28th, in connection with the "LONDON AND CHINA EXPRESS,"
A SUMMARY OF NEWS FOR THE OUTWARD MAILS OF 10th, 17th, and 26th.

VOL. VIII.—No. 225.] LONDON, TUESDAY, OCT. 30, 1866. [Price 9d., with Sup., 1s. 3d.—Sub. 30s. per ann. postage included, Sup. 12s. extra.

Latest Advices.

	From London.	Arrived out.	HOMEWARD. Arrived in London this day.
JAPAN—			
Yokohama	July 10	Aug. 29	Sept. 1
Nagasaki			,, 1
Hakodadi			Aug. 19
CHINA—Peking			,, 27
Tien-tsin			,, 30
Chefoo			Sept.
New-chwang			Aug. 1
Hankow			,, 31
Kiu-kiang			,, 31
Chin-kiang			
Shanghai	July 17	Sept. 1	Sept. 7
Ningpo			,, 2
Foo-Chow			,, 5
Formosa—Tamsuy			
Amoy			,, 6
Swatow			
Hong Kong	July 26	Sept. 8	,, 11
Canton			
Macao			
PHILIPPINES—			
Manila	July 17	Aug. 31	Sept. 8
COCHIN-CHINA—			
Saigon			
SIAM—Bangkok			,, 14
BORNEO—			
Labuan			,, 13
Sarawak			
JAVA—			
Batavia			,, 16
MALACCA STRAITS—			
Singapore	Aug. 17	Sept. 19	,, 20
Penang	,, 10	,, 11	,, 23

The next incoming mail (French) will bring 13 days later news. It arrived at Suez on the 25th, and will probably be delivered here on the 4th Nov. Telegrams in advance of the mail of the 27th Sept. from Hong Kong, and from Shanghai to Oct. 3 (via Kiachta) have been received.

List of Passengers.

PASSENGERS INWARD.

By this mail, to Marseilles, per P. and O. str. Tanjore, arrived Oct. 28.—From Shanghai: Mr. E. Hewitt. From Hong Kong: Rev. W. Swanson, Mr. Pagozef, Mr. W. Newman. From Singapore: Messrs. A. Holle, Herbert, W. Scott, Capt. Pitt, R.A., Mr. J. Bramston. From Penang: Mr. D. Brown.

To Southampton, per P. and O. str. Ceylon, expected to arrive Nov. 3.—From Yokohama: Surgeon Major Saunders. From Shanghai: Messrs. D. Anderson, Higgins, Warren, Jarvie. From Hong Kong: Lieut. Leeming, Lieut. Hivers, R. N., Capt. Holst, Capt. Busk, Mr. J. B. Leslie, Mr. W. C. Burnham. From Singapore: Mr. H. Peate. From Galle. Mr. Buchanan, Mr. Hastings.

PASSENGERS OUTWARD.

Per P. and O. steamer China, from Southampton, Oct. 20.—To Hong Kong: Mr. J. Kiddle, Mrs. Carnegie, Miss Kate Smith, Mr. Wilson, and one second-class passenger. To Singapore: Miss Harper. To Ceylon: Mrs. Maitland. To Calcutta: Mr. and Mrs. H. Cockerell, two children and servant, Mrs. J. Chalmers, child, and servant, Mrs. G. Keir, child, and servant, Mr. and Mrs. R. H. Clifford, Mrs. Clifford, senior, Miss Hickson and servant, Mr. and Mrs. Macrae and two children, Mr. and Mrs. L. Harrison and two children. Miss M. Boyle, Surgeon-Major and Mrs. S. A. Hornan, Mr. McLeod, Mr, and Mrs. O. Barnes and two children, Captain J. F. Lane, Mr. and Mrs. A. Williams, Paymaster Scott, Mr. T. J. Alderton, Staff Assistant-Surgeon Catherwood, Mrs. Scott. Mr. Lund, Mr. J. Hull, Mrs. O. Chalmers, Mr. H. A. D. and Mrs. Lawrence and child, and twelve second-class passengers. To Madras: Mrs. A. J. Arbuthnot and servant, Dr. and Mrs. Young, Dr. and Mrs. J. Kirkpatrick and servant, Miss Muloch, Staff Surgeon-Major Marlow, Mrs. Marlow and child, Mrs. Ryves, and three second-class passengers.

From Marseilles, Oct. 28.—To Shanghai: Mr. W. Watson, Mr. T. R. Wheelock. To Hong Kong: Mr. Hardy, Mr. Robertson, Mr. Lobscheid. To Ceylon: Mr. G. Yule, Rev. A. P. Lovekin, Mr. D. Matheson. To Singapore: Mr. and Mrs. Cumming. To Calcutta: Mrs. G. Bright, child, and servant, Colonel and Mrs. C. P. Trower, Captain and Mrs. Chalmers and servant, Mr. F. N. Chalmers, Mr. J. J. Barnes, Mrs. Cockburn, Mr. W. Clarke. Dr. Duka, Surgeon Grant, Mr. and Mrs. J. C. Bayley. Major H. M. Gerstin, Mr. and Mrs. Lincoln and child, Messrs. H. W. Dashwood, Pigon, and Montresor, Mrs. Montresor, Miss Pigon, Miss Collins, Messrs. Neave, E. F. Skinner, and Dear, Miss H. Dunbar, Miss C. Brice, Mr. R. Bellchambers. Mr. J. G. Wyatt, Miss Shakespeare, Mr. M. H. Gale, Colonel Brougham, Miss Reid, Colonel Raikes, Mr. G. Witney, Mr. Macquart, Captain Durham, Messrs. R. T. Latter, Lefebre, and W. A. Ferguson. To Madras: Miss McIver, Miss Doherty, Mrs. Scott and child, Miss Duke and servant, Mr. R. and Miss Franck, Capt. W. H. Campbell, Miss Bent, Lieut. Moore, Staff Surgeon Heffernan two Misses van Someron.

Per P. and O. steamer, from Southampton, Oct. 27.—To Ceylon: Mr. A. T. Anderson, Mr. A. W. Lloyd, Mr. Buchanan. To Hong Kong (via Bombay): Mr. and Mrs. Ricketts, Capt. W. Soames.

From Marseilles, Nov. 4.—To Ceylon: Mr. Pole. To Hong Kong (via Bombay): Mr. R. C. Antrobus, Mr. J. Wilson.

Per P. and O. steamer, from Southampton, Nov. 4.—To Yokohama: Mr. E. Trotter, Mr. T. Eskrigge, Mr. W. Hetherington. To Shanghai: Mrs. Wadman. To Hong Kong: Mr. E. Bigg, Mrs. F. B. Johnson and two children, Mr. and Mrs. W. T. Richardson, Mrs. Piersdoy. To Ceylon: Mr. Justice Thompson, Mr. and Mrs. J. H. March, Ensign Adams. To Singapore: Mrs. Campbell and friend, Mr. Methven, Mrs. Hargreaves, Mr. R. Riley.

From Marseilles, Nov. 12.—To Hong Kong: Mr. P. J. Forbes, Mr. E. Cunningham, Mr. G. Hughes, Mr. D. King, junr., Mr. R. Brand. To Shanghai: Colonel Raikes. To Singapore: Mr. Braddell, Mr. Baxter.

Per P. and O. steamer, from Southampton, Nov. 20.—To Singapore: Mr. Meldrum, Miss Jewry, Mr. H. K. Bilby. To Ceylon: Mr. G. Hamner.

From Marseilles, Nov. 28.—To Ceylon: Mr. P. W. Braybrooke, Mr. W. H. De Saram, Mr. M. H. Moss. Dr. J. and Mrs. and Miss Loos, Mr. and Mrs. Bonstead. To Hong Kong: Mr. G. Newton,

Summary of News from the Far East.

JAPAN.

The latest telegraphic news from Japan comes from Shanghai under date 21st ultimo, and was received on the 25th inst. It briefly announces the *reported* death of the Tycoon. A telegram of earlier date has been received since then, stating that the Tycoon had abdicated. Advices by the present mail show this to be entirely incorrect, although a rumour to that effect had for a few days obtained credence through a hoax which was played on the editor of the *Japan Times*. Our mail advices do not reach to the date at which the Tycoon's death was announced, and the report should be received with great caution.

YOKOHAMA.

From this port we have advices to the 1st September. The English mail of 10th July arrived out on the 29th August. The French war steamer *Laplace*, which by last mail was reported as being aground outside the harbour, had been got off by the aid of H.M.'s steamer *Bustard*, and the French steamer *Kienchang*.

With regard to the war in the South, the *Japan Times* says:—"There is doubt that Chosiu has been victorious over the Tycoon's generals at all points. He has the great advantage of being at home, in his own country, with accurate information at his command, and was able easily to defeat in detail the separate armies by which he was attacked at different points, it being evidently impossible for the enemy to make such attacks simultaneously. We must premise that there is no truth in the statement lately made elsewhere that the Tycoon's troops had taken possession of the town of Simonoseki. Sir Harry Parkes stopped a couple of days there on his way up the Inland Sea, and everything was found in *statu quo*. The first attack was made upon the north upon Chosiu by Il-kamon-no-kami, son of the late Regent, and Sakaki-Bara, two of the Tycoon's generals, but they were caught in a defile in the province of Iyami and routed with a loss of 300 killed. They retreated in great confusion."

After this, it appears that Chosiu crossed the Straits of Simonoseki and once more took the initiative in the province of Kokura, when he completely defeated Kishiu, the Tycoon's uncle and Commander-in-Chief. Kishiu was badly beaten and fled in confusion; also Hiroshima (Daimio of Geishiu), and Bingo, two partisans of the Tycoon, while Shekshiu (Daimio of Tsuwaro) surrendered and signed a separate peace, giving up two of the Tycoon's Hatamotos (feudal retainers of lower rank than Daimios) to be beheaded. At a town called Mats-da-mura a thousand houses were burnt, and the Prince of Bungo lost there all his stores, guns and ammunition and fled in confusion. Our correspondent concludes by stating that Tanaura, a place held for the Tycoon just opposite Simonoseki, was

Digitized by Google

still burning when he left (July 30th), and that the whole of the Yedo troops and their allies were dispersing in great confusion and fear.

The *Japan Times* says:—"We hear from Yedo, and therefore receive the news with much suspicion, that the Mikado had issued an order to all the great Daimios to prepare for the Chosiu "Seibats"—a ceremony much like "federal execution" in the Germanic Diet. The Prince of Echizen, once So-sai-sho, or Regent, went lately to Miako at the earnest solicitation of the Tycoon, whose relative and firm friend he is. His influence is great with the Daimios as well as with the Tycoon, for it was he who, when Regent, relieved the princes from the expense and humiliation of keeping their families in Yedo while they themselves were away on their own estates. If any noble in Japan could procure the consent of the Mikado to issue this degree of Federal execution on Chosiu, Echizen is the man, but even then grave doubts would exist whether the Daimios would obey.

The *Japan Herald* gives a different version of the position of the belligerents. From Osaca (says the *Herald*) the news is somewhat vague and incomprehensible. For many days tidings have been expected of the result of a great battle, in which the Tycoon was to have 30,000 to 35,000 men engaged. Whether there really is such a force accumulated under the Tycoon's banner out of Osaka itself, and advancing to meet Chosiu, seems to us very problematical. However, instead of any account of the expected battle, or any tidings of the actual movement of such an army, we have the following:—On the 16th of 6th month (Japanese) there was a skirmish, in which Midzoo-oi no kami, with a party of the Tycoon's troops, attacked a party of those of Chosiu, killing their chief, Tsoo-yama. Nine days later, on the 25th of sixth month, Midzoo-oi no kami and Ogakino Tada encountered another body of Chosiu's troops, and dispersed them. The defeat of Ikamono no kami and Sakabara seems to have been a most disgraceful affair; the discomfitted troops were seized with panic and fairly ran away. From all we can gather, the Tycoon's troops are now experiencing the ill effects of their folly in rejecting the use of the rifle. The Tycoon has far more rifles than would suffice for all his soldiers, and yet only about 10,000 have submitted to learn the use of this arm.

At this moment (says the *Herald*) Chosiu is fighting the Tycoon single-handed. He has no allies, but declares that he will fight to the death. The Tycoon's troops are divided, the greater part being still in Osaca, unless they have moved forward in consequence of the representations of those generals who had already gone to the front. Ogasawara Sama, one of the cleverest members of Gorogio, is at Kokura at the head of only 3,000 men, and, we must suppose, in a very critical position; and other Daimios have been sent forward with troops, in numbers quite too small for any decisive operations. The consequence is the Tycoon is giving the advantage to Chosiu of being able to meet his troops in detail, instead of sending a a large army forward to strike one great and decided blow. Both of the belligerents labour under the disadvantage of being without funds in their exchequer; Chosiu, being in his own territory, will naturally feel this much less than the Tycoon. The latter is put to the greatest straits to get forward his commissariat and munitions of war. For some time past strings of coolies have been passing daily along the Tokaido carrying even shot and shell on bamboo poles. The expense of such a means of transport may be easily imagined. After much hesitation, the Tycoon's Government had chartered the steamer *Fusiyama*, Captain Dundas, to carry stores and ammunition to the seat of war, paying $20,000 per month for her services.

It seems to be a source of complaint among the Tycoon's supporters that Chosiu does not "fight fair." The Tycoon sends out 1,000 men to a particular point, meaning to reinforce them in a few days, and Chosiu, if he has any wish to fight with these troops, ought, it appears—according to all Japanese military custom and tradition—to send an equal number of troops to meet them, give due notice of his approach and then have a fair fight. Instead of which, he has learnt from some detestable foreign books that the art of war consists chiefly in knowing how to throw an overwhelming force upon a given point of the enemy's line and, accordingly he sends 3,000 or 4,000 men suddenly and without decent notice against the 1,000, who are naturally defeated. This new-fashioned mode of warfare is much deprecated by the authorities in Miako.

Sir Harry Parkes was at Yedo, where his intercourse with the Gorogio is said to have been most friendly. A report had been circulated that his Excellency had been mobbed and otherwise insulted, but this proved to be entirely false. The visit of Sir Harry Parkes to Satsuma and Oowagima was freely made a subject of conversation between himself and the Gorogio; and the latter expressed pleasure that the Daimios in the south had given him so kind a reception. In a variety of ways they attempted to shew the foreigners little attentions hitherto omitted.

The Ichibos Exchange question has cropped up again, and as usual in a way little creditable to English officials. The *Pelorus* had been in harbour for several months, during a great portion of which time, exchange being unfavourable, its officers and crew did not accept the Custom-house exchange. They could get, and did get everything they required, without it—and had exchange continued as it was most certainly the ship would have left without a word being said about exchanging dollars for bous at the Custom-house. But on the eve of starting a monetary improvement took place in the rate of exchange, which was a mere flash—for it did not last more than a few days; the paymaster immediately rushed to the Custom-house with dollars for the whole amount the ship had been entitled to since its last exchange, and the authorities were so shortsighted and weak as to give it for the whole period at the rate of that day. The amount could not be said to be required for the purpose of paying Japanese tradesmen—as at least a portion of the dollars had to be borrowed for the transaction; and it is well known that no sooner was the Japanese coin received from the Custom-house than it was resold for dollars in the open market, leaving a tidy little profit to the cunning operators.

The Italian treaty with the Tycoon was signed on the 25th August. Last mail was announced the arrival of the U.S.S. *Hartford*, making three American men-of-war in harbour—the *Hartford*, the *Wyoming*, and the *Wachusett*. As the *Alcost* (Russian) had also arrived, there was more than the usual naval force. H.M. *Pelorus* had left, however; she is to stay at Shanghai for some months, and may then go home. The Admiral himself was to go to the Pehio in the *Adventure*, carrying as passengers the Duc d'Alençon and staff. One object of Admiral King's visit to Peking is to confer with Sir Rutherford Alcock on the piracy question, which is now assuming such importance in China. There was no other naval news, except that the *Barossa* was expected in about a fortnight from Hakodadi. The *Argus* was left in Nagasaki, and will shortly be relieved by the *Basilisk*.

Much indignation is expressed at the interference of the French Minister with the export of silk. The *Japan Times* says: "The injury done to our trade during the last six months is patent to all the sufferers. Our challenge to the French Legation to deny our statement that a large quantity of last year's silk crop is or was retained in Yedo as guarantee for the due fulfilment of the contracts by the Japanese party to them, remains unaccepted. Had this check not been given to the export of the country's principal staple, much of the loss which has fallen upon us would have been spared; for native coin would not have fallen so rapidly in value (though fall it ultimately must have done from other causes), and our import trade, which was in a very healthy condition at the beginning of the year, would not have experienced the disastrous blow which it has received and from which it is only now recovering."

Besides this, M. Leon Roches, the French Minister, by his interference with the trade of Yokohama. By leading the Japanese to believe that no large commercial operation can be carried through, no important contracts made or orders executed, save through and under the superintendence of a Minister or Consul, has got into his own hands the orders for very large supplies of machinery and stores required from Europe by the Japanese Government, thus depriving the merchants of Yokohama of any chance of fairly competing for this business. As a contrast to this mistaken policy, and the unwholesome prejudice it gives rise to, the *Japan Times* says:—"The enterprise and ability of Messrs. Glover and Co. have completely rooted out this absurd idea in the south, and English merchants owe a heavy debt of gratitude (if such a liability can exist among commercial men) to this firm for what it has done; for we believe that, when the new treaty is made with the Mikado, and the country thrown open to European commerce by its legitimate sovereign, it will be found that the work of this single house in the south has gone far to counterbalance the noxious effects of diplomatic trading in the north of Japan."

Digitized by Google

Colonel Fisher, the United States Consul at Yokohama, has been recalled, and General Stahl appointed in his stead.

NAGASAKI.

At Nagasaki nothing important had transpired. A rumour was current that the Mikado and his Cabinet are anxious to make a fresh treaty with the foreign Powers. No Japanese in the south regards the existing treaty as anything but a compact with one Daimio, "the man in Yedo." Some articles from the *Japan Times*, advocating the substitution of a treaty with the Mikado and the Daimios for that now existing with the Tycoon alone, have been translated, and are in the hands of a great many men of intelligence and high rank, who express themselves greatly pleased with them. The general impression among all classes at Nagasaki is, that the Tycoon will be entirely routed by Chosiu and his supporters. Satsuma at present remains neutral.

HAKODADI.

Advices are to the 19th August. H.M.S. *Scylla* had returned to this port after having visited four places in Manchuria, viz., Passiette Bay or Novgorodski, Vladivostock, Nakhodka, and Olga Bay.

The Russians intend, it is said, to make the first-named on their chief stations out there, as it is not always frozen in winter, and is never frozen for a long time. The Governor-General of Eastern Siberia was expected to visit the ports and decide. The *Scylla* had again left for the Amour and Sakhalien. The *Barossa* arrived at Hakodate on the 13th. The Russian corvette (Admiral's ship) *Askold* arrived on the 10th. The former ship brought up Major Crossman, who is inspecting the Consular buildings in the East.

CHINA.

PEKING.

Advices from Peking state that nothing of importance had occurred lately at the capital. "The drought has made the Emperor come out strong in the way of humanity at Peking, and the prisons of the Hsing-pu, where hundreds have died every summer of extra-legal tortures, are to be reformed—at which most Chinese here simply laugh; no officer dare attempt it, they say. A Protestant missionary (Thomas) has left Peking to act, it is said, as interpreter to the French expedition against Corea. A Corean embassy has arrived, but as it has travelled very slowly, knows nothing about the massacre."

NEWCHWANG.

At this port trade has not been very prosperous lately. During the early months the Mongolian dealers refrained from paying their usual visit. They were deterred by the cruelty of the robber bands, which had been rendered desperate by the campaign of Wen-seang. Local native merchants were thus tempted, in the absence of the usual and legitimate trade, to indulge in over-speculation of every kind, and the usual results ensued—bankruptcy, distrust, and stagnation. Improvement is already perceptible, and this port will moreover, in future, enjoy the advantage arising from a perfect security existing along the channels which drain and supply the market. The United States Consul has recently been to Peking and has succeeded in obtaining a garrison of disciplined troops, for the especial purpose of repressing the swordwracks, who have proved so constant a source of annoyance. The crew of a small American schooner, wrecked off the Corean coast, have recently arrived at Newchwang, and speak in the highest terms of the kindness shown them by the natives. It is to be hoped that if the French expedition be carried out, the frequent kindness shown to shipwrecked sailors will not be forgotten; and that the sins of the Government will not be visited on the heads of the people.

SHANGHAI.

The P. and O. mail of 10th July arrived out on the 22nd August, and the French mail of 17th on the 1st Sept. The dates are now down to the 7th.

The following summary of news is from the *Commercial Record* of 4th Sept:—

The only event of any importance which has taken place in Shanghai since the date of our last issue, on the 21st ulto., is the completion of the elections for the French Municipal Council, the candidates elected being Messrs. Morel, Monnier, Theric, Millot, Whittall, Fearon, Dato and Rev. M. T. Yates. This election has caused some interest, it being the first made under the new regulations for the French Concession recently promulgated by the Consul-General.

The Chinese Autumnal Festival, which has this year fallen much earlier than usual, has been celebrated by the customary display of processions, with grotesque paper josses, the letting off of crackers, and other like adjuncts of Chinese religious ceremonials. Among other customs observed by the natives at this season is the performance of worship for such men as have died without posterity, and for whom, consequently, no ancestral tablets are worshipped.

In several parts of the Kiangsu province the rice harvest has already been gathered in, the fine weather having brought it forward earlier than usual. In the Chekiang province there is much want of rain for the cotton and miscellaneous crops.

The Shanghai Chamber of Commerce are engaged in preparing their report for the approaching annual meeting, which will be convened shortly, when several matters of importance are expected to be taken into consideration. The temporary absence of the chairman was the cause of the meeting not taking place during the month of August as usual.

A meeting of the shareholders in the French Gas Company has been held. The report of the meeting shows the company to be in a sound condition; as though it is necessary to raise on loan a sum of taels 5,000 to pay the cost of fixtures to the extent of taels 3,000 and a deficit on the capital account of taels 1,400 resulting from an unanticipatedly heavy freight on getting plant, &c., out, there is every reason to look for sufficient returns from the sale of the gas fixtures to reimburse their cost and to meet the deficit; so that the original amount paid up will suffice to set the company in working order.

A meeting of the shareholders in the China Fire Insurance had taken place, a dividend of taels 60 per share was declared, and resolution passed to enter into a mutual arrangement with the Hong Kong Fire-office with regard to surplus risks; each company taking shares in the other.

The Shanghai Dock has been thoroughly put in order and placed upon a new footing. A meeting of the shareholders took place on the 27th ult., Mr. W. Hargreaves taking the chair, when, after the usual formalities of the secretary reading the notice convening the meeting and the minutes of the previous meeting, the Chairman stated that the lease of the dock concluded with Mr. Roberts for one year had been extended for five, and the terms embodied in a formal deed, which, in the course of the proceedings, it was decided to have printed for circulation among the shareholders. The accounts had been closed up to the 31st July, and on the 30th June showed a balance of tls. 6,578.41 to the credit of the concern, exclusive of a claim of tls. 175.95 against Messrs. H. Fogg and Co. for docking the steamer *Enterprise*. The accounts as laid on the table were passed. With reference to the amount against Messrs. H. Fogg and Co., the Secretary explained that they had refused payment, and had recently made a counter claim of tls. 500 for detention; and the subject being put to the meeting, it was resolved to push the claim of tls. 175.95 against Messrs. H. Fogg and Co., and to resist theirs of tls. 500, the meeting not deeming that there were grounds for the line of action taken by that firm. After some discussion it was resolved that a dividend of 6 per cent. per annum be declared for the half-year ending 30th June. This is equivalent to 12 per cent. on the cost price of the shares, which were bought at 50 per cent. discount.

A very extraordinary attempt at committing a murder was recently made upon the French side; the culprit being a Chinaman, and his victim a young European girl of about thirteen years of age. The Chinaman was found issuing from the house in a suspicious manner, and was taken up by one of the constables with an amount of adroitness and courage only eclipsed by that displayed by the police in the capture of the murderers of their Sergeant, Barron, which occurred a few months ago. On entering the house, the girl was found bathed in a pool of blood on the floor in her room, and severely but not mortally wounded. The Chinaman was brought up to the French Consulate, and after a preliminary investigation, in the course of which he confessed his crime, has been sent into the city. The murderer on being questioned showed extraordinary impassiveness, and the cause of the outrage remains a mystery. A coolie belonging to the house, and stated by the prisoner to be an accomplice, has disappeared. Before the prisoner was sent into the city the Che-Hsien came down personally to inspect the wounded girl.

A Chinaman formerly in the employ of a European house has been recently brought to the French Consulate in a miserable state of emaciation, consequent upon his wife having tied him to a board for a lengthened time and there left him,

Digitized by Google

only supplying him with food barely sufficient to support life. The luckless man on being presented with some European viands at the Hotel Municipale, devoured them with hungry alacrity. His arms were in the most attenuated condition and the unfortunate wretch, who had evidently suffered the severest ill-treatment, was almost demented. It is surmised that the motive which induced the woman to act in so extraordinary a manner was a desire to obtain the wealth of which her husband was possessed without suddenly carrying him off and thereby attracting attention. The case has been sent before the native authorities, who will no doubt deal most severely with it.

The Gordon monument on the Bund erected in memory of those who served against the Rebels in the Kiangsu Province has been wantonly defaced by some people, apparently as a practical joke, as it was painted red during the night.

The training for the Autumn Spring meeting has commenced. The races are announced for Oct. 31st, Nov. 1st, and Nov. 2nd.

The burning of the *Huquong* is detailed in the papers, but this account was given in our last.

HONG KONG.

The French mail of July 17 arrived out on August 28, and the P. and O. mail of the 26th on September 3. Dates are now down to the 11th.

A meeting of the German residents has been held for the purpose of obtaining subscriptions towards raising a fund to alleviate the sufferings of those invalided in the late German war. Several speeches were made, and it was finally resolved that all sums collected should be remitted to the Minister for the Interior at Berlin for distribution, and that the aid should be rendered to all of German blood without regard to their nationality, whether they fought on the Austrian or Prussian side. A concert has been given in aid of the funds.

The following items are from the *China Mail* of 11th Sept.: —Locally we of Hong Kong have had quite enough excitement during the past week, anything in that way being so rare. The Stamp Act is the great subject under discussion. Our own opinions are in favour of a modified Act, leaving ordinary business and shipping transactions unfettered. One of our contemporaries is entirely against any Act whatever, while the other is in favour thereof, so that all shades of opinion are pretty fairly represented in the columns of the local press.

Cheong Chat Tai, a notorious pirate, was executed yesterday morning. He made no confession before death, but Hong Kong may congratulate itself on being rid of so dangerous a scoundrel.

The Hong Kong and Whampoa Dock Company held their third meeting yesterday, when a dividend of 14 per cent. was declared. This, though not so high as on the last occasion, shows a flourishing state of affairs, and the shareholders seem to be very well satisfied.

The new City Hall Committee have held a meeting, and a contract for $85,000 was accepted from the Contractor Awah. The works are to be commenced immediately.

The new Hotel Company are showing signs of vitality. A meeting is to be held on the 13th, when we shall doubtless learn what they intend doing. A splendid institution might be established on remunerative terms if a little zeal and goodwill were shown for the project by the colonists generally.

Some new half-dollars were issued from the Mint a few days since—more however as specimens than as a promise of a good supply. We are sadly in want of these coins, the constant annoyances, incurred under the present system by those who keep no shroffs being most irritating, yet the Mint is still idle. A compulsory law, obliging the exchange of old for new dollars will, we expect, be the only means of putting the new coin into circulation.

Nineteen boxes of bullion were seized on board the mail steamer, just as she was leaving, by the Sheriff. They are said to be the property of the Agra Bank and had arrived from America. The manager endeavoured to ship them off, but was thus prevented at the last moment. We cannot understand this affair. If he were legally justified in shipping them, their detention must be vexatious and in fact illegal. If he were not justified in acting as he did, the action must be regarded as a piece of sharp practice which might be qualified with a disagreeable adjective. We cannot, however, express an opinion on the merits of the case until we are in possession of all the facts, which at present we are not.

The flogging ordinance seems to have a beneficial effect on the returns of crime, the number of prisoners having decreased some 20 per cent., and that apparently not, as a rule, from undue leniency on the part of the magistrates.

The members of the Regatta Club have been amusing themselves and the public by some well contested races, which, we trust, will be continued.

The following are the resolutions of a public meeting held on the 28th August against the Stamp Act. We have these reports with the speech of the Governor bound together, and will be happy to lend them to anyone wishing a perusal:—

Proposed by J. McDouall, Esq., seconded by F. Parry Esq.: That in the opinion of the meeting the stamp ordinance which has recently passed its second reading before the Legislative Council, is a measure fraught with serious and grave consequences to the well-being and prosperity of this community; that by the enormous burdens it will cast upon trade, it will certainly tend to the prejudice of all existing interests in the colony, and that the only thing which would justify its imposition, viz. —imperious necessity—does not exist.

Proposed by A. F. Heard, Esq., seconded by W. Kaye, Esq.: That in the opinion of the meeting even accepting the expenditure of the colony for the year 1867 at the sum appearing in the debit side of the estimates, there is no absolute necessity for any new mode of taxation; and that the sums necessary to be spent in the year 1867 can be raised by modifications of the existing taxes and rates in a manner calculated to be less prejudicial to the colony than by putting into force this new Act so repugnant to the feelings of the community.

Proposed by G. F. Maclean, Esq., seconded by E. H. Pollard, Esq.: That although this meeting recognises the fact that the estimates for the year 1867 are already passed, they think that his Excellency the Governor should be requested to defer the actual expenditure of the following items, viz.:—

New road	$23,000
Road to Kowloon	4,000
Sanitarium „	11,000

voted on the estimates, until the result of the next year's working of the Mint be seen, on the grounds that although this outlay might be desirable for a colony with a surplus in hand, the works are not of such importance as to necessitate their completion when a new tax has to be imposed to carry them out.

Proposed by A. Sassoon, Esq., seconded by G. Helland, Esq: That a memorial embodying the wishes of the community and conveying to his Excellency the Governor their requests, based upon the sentiments expressed at this meeting, be drawn up and presented to his Excellency, and that the following gentlemen be requested to act in drawing up the same and getting it signed, and also to be a deputation of the community to present it:—Messrs. McDouall, Maclean, Dalziel, Kaiser, J. S. Lapraik, Parry, Sassoon, W. H. Forbes, Nissen, Kaye, D. R. Crawford, Conil, A. F. Heard, Bosman, J. B. Endicott, B. Palanjee, and P. Ryrie.

PROTEST OF THE NON-OFFICIAL MEMBERS OF THE LEGISLATIVE COUNCIL.

Under the privilege accorded to us by rule 15 of the general rules for the Legislative Council of Hong Kong, we beg to protest against the Stamp Ordinance being passed, or promulgated, on the following grounds:

1st.—That the expenditure proposed in the estimates for 1867 would be covered by the existing revenue, were it not for the absorption of so large a portion of it by the military contribution; and as the latter amount has to be voted yearly, it is clearly open to consideration at each recurring period. This contribution was originally exacted against the recommendation of the then Governor, the protest of the majority of the Legislative Council, and the unanimous remonstrance of the whole community; and the two principal reasons for such a demand upon the colony were:—Firstly, an apparent surplus revenue which in fact never existed, and—secondly, an expected profit from the Mint, which expectation was equally groundless. Since the first exaction of this sum by the Imperial Government, the military establishment has been largely reduced in its staff, its materiel, and its numerical strength, and the gunboat borne upon the estimates for 1867 is as much as the colony can be expected to pay for in the face of the admitted fact of the sum of $866,270 (exclusive of Stamp Act) being insufficient to pay for what Government consider necessary expenditures in a colony of the size and position of Hong Kong. These are new reasons not previously urged against the exaction of this sum, but in our opinion when added to those formerly advanced, are unanswerable.

2ndly.—That assuming that the military contribution remains to be paid, the alleged deficiency in the revenue to meet the expenditure arises from the following items on the expenditure side of the estimates for 1867:—

1. Cost of maintenance of gunboat	$26,000
2. Amount to be expended on additional reservoir at Pok-foo-lum	50,000
3. Sanitarium at Kowloon	11,000
4. Carriage road to Gap above Race Course ...	23,000
5. Roads in Kowloon	4,000
	$114,000

That, in preference to imposing an entirely new tax, the natural and ordinary course of legislation with regard to item No. 1 would be to impose a special addition to the Police rate for the year of the requisite amount, and the expenditure would thus be borne by the proper constituency, and come under its own departmental accounts, as it undoubtedly is of a police and protective character.

A branch agency of the Oriental Bank has been opened at Focchow.

A handsome memorial tablet to the memory of the captain and crew of the unfortunate *Corea* that foundered at sea in a typhoon on the 30th June, 1865, has been received and will, we hear, be placed in the cathedral. It is of black and white mar-

Digitized by Google

ble, and is a very handsome piece of workmanship. It bears the names of T. W. D. Bird, the commander; four officers, five engineers, four petty officers, and three stewards.

St. Stephen's Missionary Church has been opened by a public service. The service was, as stated in the circulars sent round, partly in English and partly in Chinese, the Rev. C. F. Warren reading the English portion and the Rev. Lo-San-Yuen, native deacon, that in Chinese. The Rev. C. F. Warren preached an effective sermon from Mark XVI. 15. His Excellency the Governor and Lady McDonnell, together with about fifty English friends, were present. The rest of the building was filled with Chinese. The church was designed and built by S. G. Bird, Esq., and is intended to hold about 200 people. It is however so constructed as to be easily enlarged; it is fitted up very neatly, and is light and well ventilated. The cost of the building, together with parsonage house for native deacon, and the surrounding walls will be nearly $6,000, all of which has been subscribed by friends on the spot.

(FROM OUR OWN CORRESPONDENT.)

SEPT. 10.

As anticipated in my letter by the last mail, Sir Richard MacDonnell has made light of the remonstrances addressed to him with respect to the principle of the Stamp Act, which he is resolved to introduce into Hong Kong. A memorial, urging its abandonment, which had been very numerously signed, was presented to him on the 5th inst., when his Excellency straightforwardly informed the deputation that he thought their arguments insufficient, besides being controverted by the experience already obtained at Singapore; whilst to a deputation of Chinese Compradors his Excellency was even still more outspoken. Ascertaining from the spokesman of this assembly (what was evident from his address to the Governor), that not a single member of it had read or obtained the faintest idea concerning the schedule of the Act against which their protests were supposed to be levelled, the Governor roundly told him that he and his associates had been made fools of by foreign merchants, who wished to transfer to the Chinese that portion of the taxation of the colony which ought in justice to be borne by themselves, and thus dismissed the deputation. Nothing could more strongly prove the fanciful character of the opposition to the Stamp Act, so far as the principle goes, than the fact that the merchants who seek to combat its imposition maintain in one breath that the Chinese will be driven away by increased taxation, and that the same Chinese ought to be subjected to double taxes rather than that the expedient of raising a revenue by means of stamps should be resorted to. On the other hand, Sir Richard has given evidence of his readiness to listen to the public voice by the alteration he has introduced in the schedule of the Act (as originally devised), doing away with several features which were universally disliked.

The press of the colony has shown a remarkable divergence of opinion on this subject. The *Daily Press*, always the organ of extreme opinions, has opposed the Government tooth and nail; the *Evening Mail* has merely advocated the reform in the schedule which has actually been accomplished; whilst the *Mercury*, a newly-established journal, has given unqualified support to the Governor.

That Sir R. MacDonnell has gained general respect by his official ability and fearlessness is an undoubted fact; and it is only to be the more regretted that a "coal-heaverishness" of manner in his private relations should make him socially disliked. He appears to have arrived with the idea that some of his predecessors have "Kotowed" to an injudicious extent to the plutocracy of the colony; but his efforts to avoid this course of conduct appear to embrace almost incivility.

If residents in this part of China have to congratulate themselves on nothing else, they have at least to be thankful for having escaped (as we may now believe) the deadly heats that have distinguished the summer of 1866 elsewhere along the coast. Here, although the thermometer has certainly risen to a higher average than usual, there has not been a single case of heat appolexy on shore. In the harbour, however, the reckless exposure so common among seamen has produced several cases.

I hear from Canton that two natives were apprehended there last week in the act of kidnapping some persons to the Portuguese barracoons at Macao, and were summarily executed. The mainland is already swarming with crimps, employed by Spanish, Portuguese, and French agents, as orders for as many (it is said) as 30,000 coolies have been received from the Cuban dealers for the present season. It is reported that the French Government has taken steps to procure the alteration at Peking of the clause in the late Emigration Convention, by which the contracts entered into with the coolies are restricted to a duration of five years, whilst the Cuban authorities were also to be bound to return the emigrants to China at the expiry of this term. Notwithstanding the excessively favourable bias in the Convention signed last March at Peking to the man-selling interest, it is found that these clauses are likely to depreciate the market value of the coolie in Cuba; and hence the movement for their abrogation.

PHILIPPINES.

MANILA.

Our advices from this place are full of the expected gaiety on the arrival of the ironclad *Numancia* from Callao. Balls and parties are to be in full vogue, and Hong Kong folk are invited to share in the jollifications to celebrate the most unrighteous attack ever perpetrated by a civilised Government. It is expected that as there is no dock large enough, the *Numancia* will go to Hong Kong.

The Chinese bribery of the late Governor, already detailed in a previous issue, has been revived by the arrest of a number of them by the new Governor, and they are to be brought to trial.

Madame Bishop (who was wrecked lately) has given several concerts, and proceeds to Hong Kong.

SIAM.

BANGKOK.

Advices from Bangkok to the 14th of September do not make further mention of the acts of the French Consul. We trust, therefore, that he has given up the schemes which we lately noticed.

The following items are from the *Recorder*:—

The King of the Laos at Cheangmai arrived on the 9th Aug., having been thirty-one days in coming. He came all the way in his Royal barge, attended by about twenty-five other state boats. We had the honour of meeting him on the 12th, and of being saluted as an old acquaintance and friend. He inquired kindly after the welfare of our son-in-law and family, who made a tour to his capital in the year 1863, as he had heard that his wife did not enjoy good health. We were glad to report to him the goodness of the Lord to the family in granting full restoration to health. This is the regular year when, according to a long established custom, the King of Cheangmai should pay his triennial visit to his Majesty the King of Siam as his Suzerain, bringing with him the usual tribute of a silver tree, a gold tree, a gold necklace and finger rings richly decked with precious stones.

We accidentally had a view of the trees before they were presented. They are about eight feet high. The silver tree is said to contain 30 tamlungs of the purest silver, equal to 120 ticals, and the gold tree 15 tamlungs of the finest gold, equal to 1,080 ticals. We had before seen at the palaces of the kings of Siam many silver and gold trees of equal richness probably, and perhaps more so, but none of them were half as clear and bright as these. Those were old and dusty, these new and clean. The bodies of the trees are two inches in diameter at the bottom, and of suitable proportions as they extendstraight upward. Each had the appearance of being made entirely of the precious metal it purported to be. How precious would be that gold tree if it were wholly of that metal! But if was only a tin cylinder heavily plated, and the limbs of it being some forty or fifty in number, were made of iron wire gilded, and so graduated as to form a very graceful top, much like the shape of a clove tree. The leaves and petals of the flowers are of solid gold, and they are certainly very neatly wrought, displaying with wonderful accurateness even the ribs and veins of the leaves. The flowers are of the size of small roses, and have a purple bud the size of a lotus seed in their centre. The tree stands on a small artificial gilded mound.

The silver tree is of the same size and shape, with leaves and flowers in imitation of the same tree, said to be indigenous in the Laos country.

The gold necklace is said to be decked with four rubies of the size of a lotus seed, and 100 of the size of a grain of Indian corn.

The King of Cheangmai has come down earlier this year than usual, as we are informed, for the purpose of clearing himself of charges which had been rumoured against his loyalty to the King of Siam as his Suzerain. He had been represented by certain parties as having become dissatisfied with his Majesty as Protector, and was designing to transfer that relationship, if possible, to his Majesty the King of Burmah. We are happy to learn that he has fully satisfied the Siamese Government that he has never entertained a thought of taking such a step. The report of his disloyalty, it appears, all grew out of the fact that in consideration of some kindness shown the King of Cheangmai by the King of Burmah he sent him two elephants possessed of some peculiar excellencies in having white eyes and singular tails, but not being in any sense white elephants. With these peculiarities the King of Ava was much pleased, and sent the King of Cheangmai in return some gold ornaments richly decorated with rubies, which was probably much more than a full compensation for the animals. The rich present may have been designed to prepare the way for requesting the King of Cheangmai to deliver up a certain Burmese subject who had been an officer of high rank in Burmah, who, having rebelled, fled and took refuge in the jurisdiction of the King of Cheangmai. Not long since a high officer of Burmah sent a messenger to the King of Cheangmai requesting the rendition of that fugitive. And there is good evidence

Digitized by Google

that the latter proved his loyalty to the King of Siam by saying that he could not grant the request without first obtaining authority from the Government of Siam.

With regard to the great law case about teak timber, pending between Racha Boot, a nephew of the King of Cheangmai, and the successors of the late Captain Burn, we have heard but little since the arrival of the King. From the little we have gathered, it would seem that justice would acquit Racha Boot in the main, if not wholly. It is understood that the King of Cheangmai will remain here many months, for the purpose of having the case definitively settled.

We learn that the Siamese Government are about despatching messengers to Maulmain overland, and another company by steamer, *via* Singapore, to notify all parties concerned in the suit that the King of Cheangmai is now ready for the trial of the case here in Bangkok, and will wait a suitable time for his accusers to come hither and have their claims tried before H.B.M.'s Consul.

We are sorry to hear that the Queen of Cheangmai is now alarmingly ill of dysentery, having been seized with the complaint a little before her arrival. Her daughter also, the wife of Kyaw Meen Kyaw, Prime Minister of the King of Cheangmai, and her granddaughter, aged seven years, we are pained to learn, are dangerously ill of the same disease. Two of the King's men have recently died of dysentery. One died on the way, and more than a dozen of the men are now invalids from the same cause. These triennial visits of the King seem always to be made with much loss of life to his retinue.

MALACCA STRAITS.

SINGAPORE.

Dates are down to the 30th September. The English mail of the 10th August arrived on the 13th September, being rather behind time, owing to the new steamer *Mongolia* having made a long passage from Suez. The French mail of the 17th August arrived on the 19th September. This mail brought intelligence of the Transfer Bill having passed the House of Lords, which was received with great satisfaction. There is no news of importance. The Governor had not returned from Penang. The Recorder had arrived, and the quarterly session was opened on the 9th October. The weather continued of the same broken character as during the last two months. Considerable preparations were making for the coming French Exhibition, not a few of the producers being anxious to obtain distinction there.

PENANG.

From this port the chief item of news is the departure of Sir Peter Benson Maxwell, the late Recorder of Penang, to assume the post of Judge at Singapore. Previous to embarkation he met at the Court House by arrangement a numerous audience of the principal members of the native community of all classes, who had solicited his attendance to receive a farewell address from them. The address was a long one, signed by some 600 of the natives, and highly flattering in its terms. It was accompanied by an intimation that a sum of £300 had been subscribed for a testimonial, which was being prepared in England. Sir Benson replied at some length, both in English and Malay.

Intelligence had been received that W. Hackett, Esq., the new Recorder, had started for the Gold Coast before his appointment to Penang was made. The delay attendant on recalling him from thence will probably be considerable, so Penang may expect to be without a Recorder for some months to come. Sir P. Benson Maxwell will, in that case, hold the November sessions there.

Births, Marriages, and Deaths.

(Announcements for Subscribers are made free of charge.)

BIRTHS.

Alabaster—On the 21st July, at Bangkok, the wife of Henry Alabaster, Esq., Interpreter to the British Consulate, of a son.

Annesley—On the 20th Oct., at Horseheath Rectory, Cambridgeshire, the wife of the Rev. Francis H. Annesley, of a son.

Brown—On the 7th Sept., at Singapore, the wife of G. H. Brown, Esq., of a daughter

Burdon.—On the 23rd of August, at Peking, the wife of the Rev. J. S. Burdon, of a son.

Hasche.—On the 2nd Sept., at Penang, Mrs. A. Hasche of a son.

Carden—On the 28th July, at Bangkok, the wife of the Rev. P. L. Carden, Missionary of the Am. Presbyterian Board, of a son.

Chaldecott—On the 18th Oct., at Beomond, Chertsey, the wife of T. A. Chaldecott, M.D., of a son.

Callis—On the 10th Sept., at 7, Hollywood-road, the wife of Mr. T. [Callis, of a daughter.

Dennis—On the 21st Oct., at Hill-side, Streatham, the wife of John Dennis, Esq., of a daughter.

Joaquim—On the 11th Sept., at Singapore, Mrs. P. Joaquim, of a son.

Maclean—On the 18th Oct., at Dunerief, Moffat, the wife of John L. Maclean, Esq., of Haremere Hall, Sussex, of a son.

Robinson—On the 27th Aug., at Singapore, the wife of Philip Robinson, Esq., of a son.

Smith—On the 3rd Sept., at Foochow, the wife of Mr. Thomas Smith, of a daughter.

Tidman—On the 21st Oct., at Ardmore, Blackheath-park, the wife of Paul Frederick Tidman, Esq, of a daughter.

MARRIAGES.

Ball—Skelton.—On the 1st Sept., at the Roman Catholic Cathedral, Hong Kong, by the Right Reverend Monseigneur Turell, Bishop of Tonquin, the Honourable Henry John Ball, Acting Chief Justice of Hong Kong, only son of the late Henry John Ball, Esq., barrister-at-law, to Sarah Westle Maria, eldest surviving daughter of James Skelton, Esq., of London.

Davy—Newbery.—West—Newbery.—On the 23rd Oct, at Wimbledon, by the Rev. John Warren, brother-in-law of the bride, J. Tressilian Davy, Esq., of Burslem, Staffordshire, to Isabel Frances Newbery; and at the same time and place, George West, late Lieut. 98th Regt., youngest son of the late Capt. C. West, R.N., to Henrietta Newbery, daughter of the late T. C. Newbery, Esq., of Ottery, St. Mary, Devon. No cards.

Knevitt—Hardman.—On the 23rd Oct, at Lewisham Church, by the Rev. J. Sowerby, Commander Knevitt, R.N., late H.M.'s gunboat Leven, to Isabella Ellen Hardman, stepdaughter of Capt. Henry Jones, steamer Far East.

Silva—Borton.—On the 4th Sept., at the Roman Catholic Church, Hong Kong, by the Rev. Fr. Favini, Januario A. da Silva, eldest son of L. J. da Silva, to Theodora Francisca, second daughter of James Borton.

DEATHS.

Alabaster—On the 5th Aug., at Bangkok, the infant son of Henry Alabaster, Esq., Interpreter to the British Consulate.

Bateman—On the 7th Sept., at Singapore, Samuel Bateman, sen., aged 66.

Dent.—On the 28th Oct., at Highwood House, Hendon, Capt. Robert Cecil Dent, late of Her Majesty's 1st Light Cavalry, Indian Army, Madras, aged 40.

Freeman—On the 16th Aug., at Yokohama, Mr. O. E. Freeman, aged 36.

Jarvie—On the 23rd Aug., at Shanghai, Robert Jarvie, of the late firm of Jarvie, Thorburn, and Co.

Le Fevre.—On the 28th Aug., at Hong Kong, George Le Fevre, late Master of the tugboat Fame, aged 26 years.

Margesson—On the 12th Oct., at 4, Green's-row, Chelsea, John Margesson, Esq. aged 72.

Nairne—On the 24th Oct., at Grove-hill, Camberwell, Capt Alexander Nairne, H.C.S., Director of the Peninsular and Oriental Company, and of the Marine Insurance Company.

Randeen—On the 26th Aug., at the Seamen's Hospital, Hong Kong, Alexander Randeen, late Steward to Messrs. Jardine, Matheson, and Co. aged 27 years.

Slater—On the 24th Oct., at Gravesend, Mrs. Ann Slater, mother of H. and T. J. Hill, of the Peninsular and Oriental Company's Service, aged 63.

Thomson—On the 29th Aug., at Singapore, Mr. Henry Dixon Thomson, Lloyd's Surveyor of this port, aged 28 years.

Venn—On the 19th Sept., at his residence, North Bridge-road, Singapore, the Rev. E. S. Venn, M.A., Missionary of the S.P.G., and Superintendent of the St. Andrew's Church Mission.

Wrighton—On the 25th Aug., at Foochow, James Wrighton, tidewaiter I.M. Customs, died on board s.s. Undine, of heat apoplexy.

On the 25th Aug., at Foochow, the Captain of the Swedish ship Gustav Adolph.

EXPORT OF TEA AND SILK TO GREAT BRITAIN.

1866-67.

	From Kanagawa.	From Shanghai and Hankow.	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK Total Bales.
From June 1, to Aug. 31, 1866	92180	27567631	27118078		6536530	61314369	12235
Corresponding period last season	317120	22311914	22673100		4977838	50179972	34744

New Season's Export.

	Ship.	From.		
Sept. 1 ...	Marquis of Argyle	... Shanghai	...	652,300
— 4 ...	Mary Nicholson	... Canton	...	720,633

TO UNITED STATES.

							Pcls.
From June 1 to Aug. 31, 1866	...	...	...	...	...	1114810	131
Corresponding period last season	...	...	...	...	...	3367055	19

TO THE CONTINENT.

							Bales.
From June 1 to Aug. 31, 1866	...	...	...	...	...	957500	...
Corresponding period last season	...	...	...	...	...	,,	...

TO SAN FRANCISCO.

						Tea pkgs	Boxes.
From June 1 to Aug. 31, 1866	...	...	...	...	...	23252	22
Corresponding period last season	...	...	...	...	...	12147	300

Sailed Since.

Sept. 3, Der West ... ... 715 ... 3

TO AUSTRALIA.

From June 1, 1865, to Aug. 31, 1866 5,798,105
Corresponding period last year 3,246,490

TO GREAT BRITAIN.

				Tea—lbs.	Silk bales. China & Japan.
From 1843 to 1844	...	...	...	51,022,600	...
,, 1845 to 1846	...	...	...	57,334,200	18,604
,, 1850 to 1851	...	...	...	63,972,000	22,143
,, 1853 to 1854	...	...	...	77,327,800	61,280
,, 1855 to 1856	...	...	...	92,240,300	50,480
,, 1857 to 1858	...	...	...	76,990,255	68,311
,, 1858 to 1859	...	...	...	65,789,792	83,13
,, 1859 to 1860	...	...	...	85,560,452	64,163
,, 1860 to 1861	...	...	...	90,066,160	70,644
,, 1861 to 1862	...	...	...	109,854,040	79,199
,, 1862 to 1863	...	...	...	121,273,580	72,884
,, 1863 to 1864	...	...	...	117,463,586	46,605
,, 1864 to 1865	...	...	...	121,236,870	32,317
,, 1865 to 1866	...	...	...	115,333,042	62,899

EXCHANGES ON LONDON.

[For dates, see first page.]

		Bank.	Private.
At Yokohama	6 months sight.	4s. 6½d. to 4s. 6½d.	4s. 7d. to 4s. 7½d.
At Shanghai (per Tael.)	6 ditto	6s. 1½d.	6s. 2d. to 6s. 2½d.
At Canton, At Hong Kong, At Macao	6 ditto	4s. 6d.	4s. 6½d.
At Singapore	ditto	4s. 5½d.	4s. 6d. to 4s. 6½d.
At Manila	ditto	4s. 1½d.	4s. 2d.

At Shanghai, bills on India, Rs. 298 per 100 taels. At Hong Kong, Rs. 219 per $100. Bar silver at Shanghai, tls. 111·2; at Hong Kong, 11 per cent. prem. Mexican dollars at Shanghai, tls. 74·4 per 100; and exchange on Hong Kong, 27½ discount. Hong Kong and Shanghai Bank shares, 2 to 5 per cent. dis.; Gas Company, 10 per cent. prem.; Hong Kong and Whampoa Dock, 30 per cent. prem.; Steam Shares, 28 per cent. discount; Union Dock Company, 10 per cent. dis.

The latest telegrams to hand, via Kiachta, dated Hong Kong Sept. 27 and Shanghai Oct. 3, quote Exchange at 4s. 6d. to 4s. 6½d., and 6s. 2d. to 6s. 3d.

The following is from Messrs. Sharp and Co.'s Circular :—

Gold.—The report of shipments of gold from Calcutta to England, and a probable scarcity there, caused an advance in value, and the market

Digitized by Google

has been almost cleared. The imports have been $290,000, and the exports, including those by the Northam on the 28th ultimo, and excluding those to leave by the Behar to-morrow, are $300,000.

Silver.—This has again begun to arrive from the North, consequent upon the advance in Mexicans. The amount received is $750,000, and that exported, exclusive of any shipments by the mail now departing, is $150 000.

Dollar Currency.—Total amount inward, $670,000; and outward, $1,060,000; the difference is made up of the amount by last mail, the presently outgoing items being always in arrear. We imagine, however, that the principal shipments by to-morrow's Europe steamer, and also by the Calcutta direct boats, will be of gold and silver bullion and not chiefly of Mexicans as heretofore.

Exchange.—The steamers seem lately to have had all the trade in arranging the balance of commercial transactions, but a few purchases of rupees have manifested some return of confidence, and a much larger business might have been done, but for the unwillingness of the banks to show the least anxiety to draw. The usual amount of credit and documentary bills have not been forthcoming, but a slight advance has been established, which would have been more considerable if it had not been checked by the telegram received by the Ajax, to which however but little credit is attached.

Discount and Mortgages.—We have never yet known money to fetch 12 per cent. per annum upon first class mortgages, and to be advanced by men of first class prudence, when exchange ruled at 4s. 6½d., but such is the fact, and it may be worth the notice of investors at a lower rate.

Shares.—These should command better prices, especially the Local Bank, and the only explanation of their present state is that fear prevails over judgment, and more than all that people here have not the money to invest.

COMMERCIAL REPORT.

CHINA EXPORTS.

Tea.—The speculative character of this season is now showing itself in the eagerness of buyers to obtain new Greens, which are beginning to make their appearance. The activity in the Japan market continues, and rates have an upward tendency. From Hankow, Kewkiang, Foochow, and Amoy quotations are short price; 2t. 7m. have therefore to be added to them for duty. All other quotations are free on board.

Canton.—During the fortnight a fair average business has been done; two more chops Country Congous have arrived, and settlement from stock is one, leaving 27 chops or 17,671 packages at present on hand. The fourth crop of Scented Teas is now coming forward; they promise well, and prices asked are, as a rule, moderate. Canton-made Teas: Settlements for the fortnight consist of 800 boxes and 400 half-chests Canton packed Congou at from tls. 23 to 27; 8,000 boxes Scented Orange Pekoe and 8,500 boxes Scented Caper have found buyers, the former at tls. 20 to 33½, and the latter at from tls. 15½ to 28. There are no settlements to report in Pouchong or Canton-made Greens.

Amoy.—Congou: A demand having sprung up for the American market there has been more competition among buyers, and prices have again been forced up fully $1 per picul. Settlements for the fortnight amount to about 6,000 packages, most of which have been taken at $19 to $23 per picul, but in some instances as high as $27 has been paid. Oolong: In the last report the opening of the market for shipment to America was announced. Buying continued on a most unusually large scale for some days without any general change in values although the prices paid were in some instances very irregular.

Foochow.—Congou: The stock in the hands of the teamen has accumulated to upwards of 75,000 chests, and it is reported that nearly the whole of the third crop has come forward. Prices are slightly easier, there are few buyers, and the vessels loading for the United Kingdom are filling up very slowly. Souchong: There have been considerable settlements at somewhat irregular prices, showing, however, an upward tendency. Oolongs: Settlements have continued, say for shipment to America, at fully previous rates. Flowery Pekoes: There have been no transactions during the past fornight. Scented Teas: Nearly 10,000 boxes have found buyers, at prices which show no alteration on those previously advised.

Shanghai.—Black Teas: The news received by the last mail being again of a very discouraging character, and the rate of Exchange unsettled, buyers of Congous withheld offers until within the last few days, when first-class credits were accepted at 6s. 2d. Settlements have since been to a fair extent, amounting to 22,000 chests for the fortnight, at prices rather easier than last mail's quotations. Supplies from Hankow have fallen off, and the stock is reduced to 31,000 chests, chiefly in the hands of foreigners. Green Teas: Only about 10,000 packages of new Fychow and Teenkai have as yet arrived, and already American buyers have shown great eagerness to purchase for the first ship. The result has been the settlement of two chops of medium Fychow, at taels 34 to 36½, and three chops of fine Teenkai, at taels 43 to 44½ proportion. These prices are six taels over the opening rates of last season, or nearly equal to the highest point reached. Holders are now asking even higher prices. The make and quality are very good, and compare very favourably with last season's teas. Moyunes cannot arrive under another fortnight. One chop of fine Pingsuey, at taels 42½, has been settled for London.

Hankow.—Transactions had been greatly checked by the mail advices of 10th July and although no material decline is quoted, quality being considered, the market closed very dull, and a reduction in rates is expected. The settlements consisted chiefly of third crops Oopacks and and common Oonams. It is strongly asserted that the supply for the season will not exceed that of last year. The Helen Nicholson and Elizabeth Nicholson were still on the berth at £4. Settlements for the fortnight were 11,400 chests at the following prices:—Oonams: Common to mediums, 16 to 21¾ taels per picul; Oopacks: Fair to medium (2nd and 3rd crop) 23 to 26 taels per picul.

	Arrivals.		Settlements.		Stock.
1866	306,100 chts...	..	286,600 chts.	..	19,500 chts.
1865	251,400 chts...	..	235,600 chts.	..	15,800 chts.

Kiukiang.—Black Teas: Only two small chops of Ningchow had been settled at Taels 23½ and 24½. The Green Teas were now beginning to absorb attention. Total export to date 91,000 packages, or 7,496,100lbs. against 55,000 packages, or 4,633,100 lbs. to same date last year. Green Teas: The arrivals to date compromise only about 900 packages, and the market was opened by the settlements of a small chop of medium Moyune at Tls. 34.0.0 (=2s. 2d. per lb.).

Yokohama.—The activity still continues, and prices bear an upward tendency, though slightly irregular in some instances; but for the most part they show a rise of fully $1 per picul. The supplies are moderate, and the stock is rather reduced. Settlements are estimated at about 4,000 piculs; they consist principally of Good Medium to Fine Tea, have been all made for the American market at about quotations. Quotations and stocks stand as follows:—Medium, $30 to $32, stock 800 piculs; Good Medium, $33 to $34, stock 1,400 piculs; Fine, $35 to $38, stock 800 piculs.

Raw Silk.—The raw silk by the present mail amounts to 1,925 bales, 1,765 for Southampton and 160 for Marseilles, and 89 cases for Southampton.

Yokohama.—Supplies from the interior continue so small that the Chamber of Commerce of this port had resolved to draw the attention of the foreign Ministers to this fact, which is the more unaccountable as the prices are high, the weather favourable, and the arrivals of the silkworms' eggs comparatively free. Scanty supplies and an eager competition among buyers since the arrival of the mail of 26th June, have resulted in an advance of nearly $100 on the last quotations. Arrivals during the fortnight, among which may be noticed some fine Hank Silks and some parcels of Koshiu, amount to about 350 piculs. About 450 piculs have been settled and the unsold stock is under 50 piculs. The export of silkworms' eggs will in all probability be much less than last year, and green eggs were till now much more abundant than the white ones. Total settlements may be estimated at 225,000 cards, leaving an unsold stock of about 150,000 cards, two-thirds of which at least consists of goods rejected after inspection. Prices during the fortnight have ranged between 2½ to 5½ boos according to quality. Mybash and Sinchu, best, $890 to 920 per picul; do., medium, $860 to $880; do., inferior, $820 to 850; Coshio, medium, $690 to 720; do., inferior, $650 to 670.

Shanghai.—At the closing of the last mail it was reported that as high as taels 625 had been paid for very superior chop No. 3 Tsatlee, upon which the Chinese dealers immediately advanced their demands and the best chops are now held for taels 640, but from the tone of the market it would not appear that any such advance will be obtained, even if present rates are maintained. Prices continue firm in the country, for anything like good silk, which the inferiority of recent arrivals would lead to the supposition must be nearly exhausted. Tsatlees, chops No.3, 615 to 625 tls. per picul; do. Market No. 3, 580 to 600. Taysaams, chops No. 1, 570 to 580; do. No. 2, 550.

Drugs, &c.—Canton: Cassia Lignea is firmly held at $18 to 18.25 but there is less demand at such prices and settlements are limited to 900 piculs with a large stock on the market comprising 8,000 piculs. Cassia Buds without any transactions, 60 piculs offering at $40. Galangal $1.80 with 400 piculs on stock but not any demand. China Root $3.50, stock 300 piculs. China Galls are rather easier and 200 piculs obtainable at $12.35. Vermilion $39.50 for best brands. Rhubarb none on the market.

Camphor.—Hong Kong.—No transactions have taken place in this article, the stock of unsold remains at 600 piculs for which 26 dols. per picul unpacked is asked.

China Grass.—Shanghai.—Present quotations hold out no inducement to operate, and natives are only buyers to supply their actual wants. The stock is about 6,000 to 7,000 bales. Quotations are: For No. 1, white, tls. 14.0.0; No. 2, greenish colour and short, tls. 11.0.0 to 12.0.0; green, tls. 9.0.0 to 10.0.0.

The cargo of the *Conference*, from Yokohama to London, is—tea, 92,130 lbs.; waste silk, 269 bales; gall nuts, 597 packages; soap, 1,214 packages; rags, 452 packages; wax, 34 packages; cocoons, 14 packages; tobacco, 5 packages; lamps, 22 packages; shells, 1 package; iron wire, 1 package; merchandise, 28 packages; private effects, 4 packages; curios, 53 packages.

CHINA AND JAPAN IMPORTS.

SHANGHAI.

Cottons.—The market was quiet during the early part of the fortnight and few sales were effected. A little more inquiry has appeared within the last three days, and an advance of about one mace per piece has been obtained for 8¼ lbs. Grey Shirtings. There has been comparatively a small business transacted in cotton goods, and prices generally show little change on last quotations.

Woollens.—The inquiry for Camlets has been a little better, and an advance of half a tael per piece has been obtained. Long Ells and Spanish Stripes are saleable at quotations, but Lastings are not wanted at present.

Metals.—There has been some inquiry for Quicksilver, but other kinds have been neglected.

Coals.—Arrivals during the fortnight have been heavy again, and the market is very weak. Some holders of cargoes prefer stowing to accepting the low rates offered. Arrivals: 5,035 tons English, 1,536 tons Australian 600 tons Formosa, and 444 tons Japan—in all, 7,615 tons.

YOKOHAMA.

Owing to the Japanese holidays and half-yearly settlements of accounts, which have engaged the attention of the native merchants during the greater part of the last fortnight, we have had but a limited business in imported goods. The few sales made have been however upon somewhat better terms than were previously obtained, and there is an indication of a demand for many articles, not saleable for some time past. The sudden advance that took place in the value of boos early in the fortnight promised to give a stimulus to trade, but as the price gave way again almost immediately, owing to the large amount forced upon the market by some of the participators in the official exchange, the improvement was only temporary and had no effect upon quotations. In Grey Shirtings settlements amount to about 15,000 pieces for delivery and 5,000 to arrive The stock of these goods has been further reduced by re-exports to Shanghai, and does not at present exceed six weeks' consumption, so that

Digitized by Google

unless considerable arrivals take place we may expect much higher rates shortly. Cotton Yarn has been inquired for on speculation, and some 150 bales have besides been purchased by the trade for delivery at a slight advance upon previous quotations. Black Velvets are in demand for the Shanghai market, and further sales have been made at our highest quotations. In Camlets no sensible improvement has yet taken place, although we hear of a slight advance upon former rates having been offered for the best assortments; the trade will however only take them in very small lots. A few parcels of Bar Iron have been placed at our quotations; other metals remain without inquiry; a small lot of Nail Rod and Hoop Iron together found buyers at quotations. Sugar has declined about $1 per picul, owing to the arrival in Yedo of several cargoes from the Prince of Satsuma's refineries. A considerable business has lately been done with the Japanese Government in arms and ammunition for shipment to Osaca.

HONG KONG.

There have been no arrivals with manufactured goods, but the steamer Ajax. The Yaratilda from London, now considerably overdue, is reported to be totally lost off the Cape, crew saved. Great dullness has characterised the market for manufactures throughout the fortnight, and there is but little change to note in quotations. Yarn: The stock of 16-24 is very limited. No 38-42 is inquired for. Grey shirtings are weaker by at least 20 cents. In Fancy Cottons there is no change.

Woollens continue in demand, and prices are well maintained.

In Metals there is nothing new.

Coals.—Sales have been effected of both English and Welsh Coal at $12. Demand remains slack, but holders are firm.

SHIPPING INTELLIGENCE.

ARRIVALS.

At Yokohama.—From London, Aug. 18, Eleanor; from Sunderland, 26, Conrad.

At Shanghai.—From London, Aug. 30, Juanpore; from Plymouth, 21, Royal Berkshire; from Newcastle, 25, Alice Thompson, Royal Diadem; from Cardiff, 30, Bernhard Carl; 31, Andreas.

Reported by telegram via Kiachta.—From London, Oct. 5, Lammermuir.

At Hong Kong and Canton.—From Newcastle, Sept. 5, Light of the Age; 7, Danube; from Cardiff, 8, Evangeline; from Hamburg, 6, George Hendrich; 7, Margaretha; 5, Pudel; from Liverpool (via Singapore, &c.), 10, Ajax.

At Manila.—None.

At Singapore.—From Liverpool, Sept. 14, Cecrops; from Cardiff, 7, M. Simonetti; 10, Haamstede; from Shields, 15, Hendrika; from Swansea, 14, H. V. Van Paulo; from Bordeaux, 15, Pamplemousses; from Rotterdam, 10, Petronella.

At Penang.—From London, Sept. 19, Teesdale.

DEPARTURES.

From Yokohama.—For London, August 19, Conference.

From Shanghai.—For London, August 23, John Paul; 29, Knight of Snowdon; September 1, Marquis of Argyle; for Liverpool, August 29, Trebolgan.

From Foochow.—For London, August 24, Ellen Rodger; 29, Naomi; for Liverpool, 26, Veronica; for New York, September 1, Queensland; 2, Adelia Carleton.

From Hong Kong and Canton.—None.

From Manila.—For Liverpool, August 31, Sterling; for Cadiz, 23 Concepcion.

From Singapore.—For London, September 18, Indemnity.

From Penang.—For London, August 28th, Elizabeth; 31, Victor; September 10, Persian Empire; for Liverpool, 6, Monteagle.

VESSELS EXPECTED.

From Yokohama.—Thomas Dryden, Conference.

From Hankow.—Gossamer, Sir Lancelot, Napoleon III., Highflyer, Fire Queen, Lauderdale.

From Shanghai.—City of Aberdeen, Burdwan, J. R. Worcester, Pakwan, Coulnakyle, Cinderella, Fusiyama, Vigil, Star of China, Peterborough, Coral Nymph, Blencathra, Nelly, Illimani, Lansdowne, William Melhuish, Charlgrove, Challenger, John Paul, Knight of Snowdon, Marquis of Argyle, Trebolgan.

From Foochow.—Tamana, Feronia, Laurel, Lennox Castle, Amber Witch, Zingra, Devana, Everest, Ornate, Philomela, Dewa Gungadhur, Marion, Monarchy, Naomi, Veronica.

From Canton.—Alma, Island Queen, Taymouth Castle, Victoria, Melbreck, Valdivia, The Cedars.

VESSELS LOADING.

At Hankow.—For London: Helen Nicholson.

At Shanghai.—For London: Wild Deer, Dartmouth, Sir W. F. Williams, Polmaise, General Caulfield, Janet Mitchell, Ann Adamson, Westminster, Camilla, Agamemnon, John Bull.

At Foochow.—For London: Northfleet, Scawfell, Dunmail, Louisa, Fontenaye, Beautiful Star, Ellenborough.

At Hong Kong and Canton.—For London: Kelso, Solent.

At Manila.—For London: Eena, Punjaub. For Liverpool: Mercia.

At Singapore.—For London: City of Edinburgh, City of Delhi. For Liverpool: Blandma Dudley, Lochleven Castle, Unrivalled. For Boston: White Squall.

At Penang.—For London: Raby Castle.

FREIGHTS AND CHARTERS.

At Yokohama.—To London: Cotton and tea, £2. 10s. to £3 per ton.; silk, £4 to £4. 10s.

At Hankow.—The vessels on the berth for London are loading slowly, at £4. 10s. and £4 per ton.

At Shanghai.—There is no improvement to report in home freights; rates are down to £2 and £1. 10s., at which vessels are loading, to New York, £2. 10s. to £3 per ton.

At Foochow.—To London, £2. 10s. per ton for wooden, and £3 for iron vessels.

At Hong Kong and Canton.—In home charters and from the Philippines nothing has been done for the fortnight; there is also less inquiry for coasting purposes. The circular of George Holmes estimates the number of disengaged vessels in Hong Kong at 77, representing 41,538 tons.

At Manila.—The only vessel fixed is the Eena, for London, at £2. 7s. 6d. for unclayed, and £2. 10s. for hemp.

At Singapore.—Rates to London are less firm, at £2 to £2. 5s. dead weight and light freight. The Blandina Dudley is loading for Liverpool, taking light cargo, at £1. 15s.

At Penang.—For London:—The Raby Castle, 692 tons, has just completed loading, at £1 for tin; £1. 10s. to £1. 15s. other dead weight; £2. 10s. light freight; £3. 5s. measurement; and 8d. per gallon for rum. No other vessel has yet taken the berth.

REPORTS AND CASUALTIES.

A telegram from Tientsin, via Kiachta, report the total loss of the Danish brig Catharina.

The John Lidgett, from London to Shanghai, spoken in lat. 15.50 N., 115.30 E., 102 days out.

The British barque Evangeline, arrived at Hong Kong, reports having left Cardiff, May 14. Spoke the following vessels:—July 26, Andrea, from Cardiff, bound to Shanghai; July 31, Princess Amalie, from Amsterdam, bound to Japan; July 31, Guseria Maria, from Amsterdam, bound to Bavaria; Aug. 4, Eastveld, from Liverpool, bound to Singapore; Aug. 5, Lochleven Castle, from Glasgow, bound to Singapore; Aug. 6, Queen of the East, from Philippines, bound to China; Aug. 11, Walaperiew, from Cardiff, bound to Singapore; Aug. 12, Stirlingshire, from Swansea, bound to Hong Kong; Aug. 13, Emmanuel, from Liverpool, bound to Bangkok; Aug. 14, Herman Doctor, Liverpool, bound to Singapore, 114 days out. Aug. 14, Napoleon III., Cardiff, bound to Saigon.

VESSELS PASSED STRAITS OF SUNDA.

Date.		Ship.		From		For
Aug. 17	..	Eliza Corry	..	Adelaide	..	Singapore
— 19	..	Regina Maris	..	Newcastle	..	Singapore
— 20	..	Everest	..	Foochow	..	Liverpool
— 24	..	Winlow	..	Sunderland	..	Saigon
— —	..	Jason	..	Rotterdam	..	Batavia
— 25	..	Patna	..	Liverpool	..	Hong Kong
— 26	..	Krimpen aan de Lek	..	Rotterdam	..	Hong Kong
— —	..	Richard III.	..	Cardiff	..	Hong Kong
— 27	..	Lady Louisa	..	Swan River	..	Shanghai
— —	..	Egesia	..	Singapore	..	Boston
— —	..	Isis	..	Cardiff	..	Singapore
— —	..	De Zwaan	..	Batavia	..	Cork
— —	..	Game Cock	..	New York	..	Hong Kong
— 28	..	Lammermuir	..	London	..	Shanghai
— —	..	Allovet	..	Cadiz	..	Manila
— 29	..	Assyrian	..	London	..	Shanghai
— 30	..	Chanticleer	..	Shields	..	Shanghai
— 31	..	Joan	..	Rotterdam	..	Batavia
— —	..	Margaretha Susanna	..	Cardiff	..	Singapore
Sept. 1	..	Haamstede	..	Cardiff	..	Singapore
— —	..	Petronella	..	Rotterdam	..	Singapore
— 2	..	Therese	..	Manila	..	Falmouth
— 3	..	Koningen Augusta	..	Plymouth	..	Batavia
— 4	..	Franklin	..	Manila	..	Boston
— —	..	May Queen	..	Hong Kong	..	New York
— —	..	Edinburgh Castle	..	Singapore	..	Liverpool
— —	..	Plymouth Castle	..	Whampoa	..	London
— —	..	Confiance	..	Batavia	..	Nantes
— 5	..	Jacmal Packet	..	Singapore	..	Melbourne
— 6	..	Maria Wilhelmina	..	Singapore	..	Falmouth
— —	..	Willem and Carl	..	Batavia	..	Nederland
— 7	...	Johanna	..	New York	..	Batavia
— 8	..	Notos	..	Swansea	..	Singapore
— —	..	Lord Macaulay	..	London	..	Hong Kong
— —	..	Robin Hood	..	London	..	Hong Kong
— —	..	Cecrops	..	Liverpool	..	Singapore
— 9	..	H. V. Van Paulo	..	Swansea	..	Singapore
— —	..	Fagel	..	Sunderland	..	Batavia
— —	..	Schelde	..	Newport	..	Singapore
— —	..	Gananoque	..	Singapore	..	London
— 10	..	H.B.M. Sl. Coquette	..	Singapore	..	England

COMMERCIAL POSTSCRIPT.

The seizure of treasure consigned to the Agra Bank, noticed in our Hong Kong news, was a consignment of the British and Californian Bank at San Francisco on joint account, but at the failure of the Agra the interests of the Californian Bank were transferred to the Oriental Bank who effected the seizure. The manager of the Agra should have surrendered this at once, but the atmosphere of Hong Kong is impregnated with litigious ideas.

At the meeting of the Singapore Gas Company held this day the report noticed in another column was duly passed. The quantity of silk by this mail is 464 bales Japan and 1,461 bales China. The French mail brings about 2,000 bales, and will be at Marseilles on the 3rd prox. Quotations for No. 3 Tsatlee have fallen to 32s., and silk generally is quite 6d. lower.

Hides and Skins.—The result of the sales which concluded on the 25th inst. was as follows:—93 Penang Cow Hides offered, and sold at 3½d. per lb.; 967 Manila Buffalo offered, 449 sold, heavy at 4⅜d. per lb., thirds 3¼d. lb.; 372 Penang and 985 Ratavia Buffalo offered, none sold; 1,122 Brined Cochin Hides offered, all sold, best light at 8d., second light at 7d., small at 6½d., and thirds at 5¾d. per lb.

Arrivals not Included in the Tables.—Oct. 24, at Deal from Akyab, Emily; at Bristol from Singapore, Alfred Ray; 23, at Antwerp from Akyab, Moravia; 23, at London from Penang, Queensbury; 22, at Bremen from Akyab, Emilie; 23, at Helvoet from Akyab, Walsoken; 25, at London from Colombo, Boyne; 23 at Bremen from Akyab, Mercur; 24, at Helvoet from Batavia, Koffyboom; 23, at Gironde from Singapore, Immaculee Conception; 26, at London from Galle, Cru-

Digitized by Google

sader; 25, at Helvoet from Batavia, Van der Palm; 25, at Brouwershaven from Batavia, St. Jan; 28, at Deal from Batavia, Jeannette Cornelia; 28, at Falmouth from Manila, Laura; 13, at Boston from Rangoon, Henry Buck; 30, at London from Rangoon, Diadem.

DEPARTURES.—Oct. 26, from London, for Swansea and Galle, Corea; 25, from Swansea, for Hong Kong, Europa; from Shields, for Hong Kong, Vanguard; from Sunderland, for Yokohama, Amadine; 27, from Deal, for Galle, Douthwaite; 24, from Glasgow, for Singapore, Foam.

LAID ON.—At London: For Colombo, Abdul Medjid; for Shanghai, Maitland; for Colombo, Bovne, Medway.

SPOKEN.—Wilhelmine (Dutch barque) from Hong Kong, 25 days out, July 12, 7 N., 128 E.; Simoom, Manila to Queenstown, Aug. 1, 11 N., 121 E.; Friesland (Gev. barque), Cardiff to Singapore, Sept. 13, 8 N., 24 W.; Silver Eagle, London to Shanghai, Sept. 18, 9 N., 26 W.; Frederick VII., Singapore to Bremen, Oct. 5, 44 N., 23 W.; Salamander, (Prussian barque), Cardiff to Singapore, Sept. 9., 16 S., 35 W.; Lord Collingwood, Newcastle to Japan, 40 days out, 12 N., 25 W.; Oscar, Sourabaya, to Amsterdam, July 6, 34 S., 21 E.; Graaf van Hoogendorp, Newport to Singapore, Sept. 21, 14 N., 29 W.; Niphon, Swansea to Hong Kong, Sept. 23, 100 miles S.W. of Cape St. Antonio; Birman, Bordeaux to Saigon, Aug. 28, 20 S., 37 W.

MISCELLANEOUS.—Ellen Rodger, from Foo-chow-Foo to London, with 900 tons of tea on board, has been totally lost in Gaspar Straits. At Mauritius, Oct. 29th, Confiance (French vessel), from Batavia, for Bell Isle (leaky); William Naisby, from Ceylon, for London (leaky); Stad Assen, from Batavia, for Amsterdam, leaky in her topsides. At Callao, Sept. 20th, Chilian, Souza, arrived from Macao; 17, Uncowah, Bosciani, sailed for Macao.

COMMERCIAL BANK CORPORATION OF INDIA AND THE EAST.

The report of Mr. W. H. Holyland, the official liquidator of this bank, was issued on the 26th, after we had gone to press with the *London and China Express* for despatch by the mail of that day. This is to be regretted, as we believe that nothing would have been so interesting to our readers generally as this report. The anxiety for its appearance had been very much increased owing to the non-payment of a dividend to creditors, several of whom are very seriously inconvenienced in consequence. The report states that a dividend will be paid early in the year from a sum of £750,000 now in the Bank of England, and the sum of £600,000 expected remittances from India and China; these sums together will be sufficient to distribute a dividend of 10s., as the amount of claims after deducting sets-off has been reduced to £2,500,000. It has been a matter of surprise and disappointment that no dividend has been declared up to the present time, but it appears that the liquidator had no power to do so as the Court of Chancery ordered that the time for receiving claims should extend up to the 10th Nov., and be settled by the 3rd Dec. We believe the statement now put forward will very much surprise the shareholders and creditors, as a much worse description of their position had been assumed. We trust that it may turn out as expected, but there is no evading the fact that the whole matter rests upon the following paragraph in the report:—"The valuations upon which the above estimates are founded have been made upon the assumption that ample time will be allowed for realising the doubtful securities, consisting of shares in Land and Reclamation Companies in Bombay and of land and house property in China. A forced sale of these securities in the present depressed state of affairs would result in increased loss to the estate." However, there is one thing we think that is quite certain, viz., that the very best and most energetic steps have been pursued by Mr. Holyland and his colleagues in the matter. We are informed that Mr. Cameron, who has been despatched to China, was highly recommended by competent judges. We hear that his salary is £2,500 per annum.

The approximate statement now submitted to you shows that there was on the 30th June, 1866, a total indebtedness:

For deposits, current accounts, and bills payable.....	£2,962,121	19	9
Liability on drafts accepted, payable in London, £2,652,551 13s. 4d., secured by bills receivable for £2,513,834 10s., upon which it is expected there will be a claim—after allowing for a loss of £50,000—of.....	188,717	3	3
Making together.....	£3,150,839	3	0

The assets of the corporation in London, and with branches, on the 30th June, 1866, were as follows, viz.:—

Cash, Government securities, and bullion.....	£618,244	3	6
Bills receivable, and loans.....£3,719,414 17 0			
Less estimated loss thereon.. ... 1,037,000 0 0			
	2,682,414	17	0
Adjustments, which it is expected will result in good assets, amounting to.....	6,485	10	0
Furniture, and sundries, at value.....	25,302	18	10
	£3,332,447	9	4
Deduct liabilities.....	3,150,839	3	0
Leaving a probable surplus, as shown in the approximate statement annexed, of.....	£181,608	6	4

The estimated surplus will be subject to reduction in respect of claims for interest, expenses attending the various branches, the costs of the liquidation, and losses upon contingent liabilities which may not have been reported to me, also in respect of failures which I may not have anticipated. The valuations upon which the above estimates are founded have been made upon the assumption that ample time will be allowed for realising the doubtful securities, consisting of shares in land and reclamation companies in Bombay, and of land and house property in China. A forced sale of these securities in the present depressed state of affairs would result in increased loss to the estate. There appears, then, to be a reasonable prospect of a surplus remaining after discharging all the liabilities of the bank and the costs of liquidation, which surplus will be divisible amongst the shareholders. In the event, however, of there proving to be a deficiency, the creditors are secured by the liability of the shareholders to calls to the extent of £25 per share upon 40,000 shares, amounting nominally to the sum of £1,000,000; to be prepared for this contingency, the settlement of the list of contributories is being proceeded with. Since the suspension of the bank large amounts of cash and bills have been received, and there is every probability of a considerable dividend being declared early in next year, especially if the funds accumulated at Bombay are sent home in accordance with my instructions. The claims for dividend will, it is estimated, be reduced by sets-off to the sum of £2,500,000 or thereabouts, and the funds in the Bank of England in cash and in bills, which will shortly be available, amount to £750,000, and remittances are expected from the branches, including Bombay, to the amount of £600,000; making together £1,350,000. When these sums can be dealt with, and the claims have been adjudicated upon, the dividend will be declared. A further dividend will depend upon the progress to be made in the realisation of the assets in China and India. Every exertion shall be used to secure the full discharge of the liabilities at the earliest possible date; but, having regard to the nature of the securities to be realised, and the large amount of claims upon insolvent estates, the time necessary for effecting this result cannot yet be defined.

Having now laid before you a statement of the position and prospects of the liquidation, it may be well that I should add a word as to the origin of the bank, and as to the losses which the shareholders have sustained. The corporation was established by royal charter, dated the 19th February, 1864. The charter was obtained by a committee appointed by the shareholders of the Commercial Bank of India—a bank of some years' standing, which had carried on business successfully in India. The corporation was formed with the view of taking over the business of that bank, and of enlarging its operations, and establishing a head-office in London. The transfer was not completed until the end of 1864, and the corporation did not commence business until the 1st of January, 1865; but the shareholders who had previously subscribed for shares were allowed to participate in the profits of the Commercial Bank of India for the year 1864. No dividend has been paid by the corporation. The capital of the corporation was fixed £1,000,000 sterling, divided into 40,000 shares of £25 each. The whole of the capital was fully paid up, and, in addition, a reserve was formed from the following sources:—Reserve fund of the Commercial Bank of India, handed over to the corporation, £73,301; undivided profits of ditto, £69,501 11s. 4d.; premiums received on the issue of the shares of the corporation £96,000, making the reserve of the corporation £238,802 11s. 4d. The corporation, therefore, commenced business on the 1st January, 1865, with a paid-up capital of £1,000,000, and a nominal reserve of £238,802 11s. 4d., subject to any losses which might arise in the realisation of the assets of the Commercial Bank of India. The transactions of the corporation have been very large, and have resulted in serious losses, absorbing nearly the whole of the capital and reserve fund. These losses may be classed thus:—At Bombay £535,000, upon loans granted, with a few exceptions, by the corporation after its establishment upon securities which were nominally sufficient at the time, but which have since become, from the altered state of monetary affairs, nearly valueless; also from failures caused by the great depreciation in the price of cotton. At Shanghai, Hong Kong and Hankow, £326,000, resulting from large mercantile failures, depreciation in the value of land and houses held as security for loans, and from unauthorised and objectionable transactions by the manager in the East, Mr. Wiggins, which were not discovered until his death in October, 1865. At San Francisco, £180,000, caused by the agent of that branch deviating from the instructions he had received to confine his operations to the purchase of bullion, instead of which he made large advances with the funds of the bank upon the security of mining shares, which have proved to be comparatively worthless. At Calcutta, Yokohama, and Singapore, £46,000, from mercantile failures. Total, £1,087,000 sterling. The losses sustained by the corporation in Bombay were caused principally from advances having been made on shares and other securities which had obtained a fictitious value. The recent collapse of mercantile credit in India resulted in a depreciation of value in those securities to such an extent that many of them became and still are unsaleable, and others could be realised only at a very great loss. In one instance advances were made upon the security of about 1,500 shares in the Elphinstone Land and Press Company, with 1,000 rupees paid up, the market price then being 2,200 rupees per share; the present selling price is 500 rupees per share, showing a difference in value of more than £250,000 sterling. In China the ordinary advances made were considered to be amply covered by the securities taken upon land and houses; these are now unsaleable, and can only be realised by waiting favourable opportunities. The other losses made there are of an exceptional character as already stated. I have confined myself in this report to a statement of facts. It may be well, however, to mention that the principle upon which the corporation was founded, of working the business under a court of directors in London was new and untried, and that the system of accounts at first adopted proved insufficient to afford in time to the directing body the information requisite for effectively controlling the action of the local agents. Great efforts appear to have been made by the court of directors and the London manager for the amendment of the system. Upon the court being informed of the large advances made at Bombay, the chief manager was at once sent there, and subsequently, upon information of the state of matters in China and at San Francisco, inspectors were appointed specially to proceed to those places; but the mischief had been done, the whole of the available funds of the corporation had become completely locked up, and when the crisis came early in this year the directors found it impossible, from the means at their disposal, to meet the obligations of the corporation. The information afforded by the excellent reports of the inspector in China came only in time to be of use in the liquidation. In conclusion, I desire to caution the shareholders not to take too sanguine a view of the prospects of the realisation, for although it appears probable that a return will be made to them, yet it depends upon many contingencies. I trust, however, that the result may prove more favourable than I have ventured to anticipate.

Digitized by Google

ORIENTAL BANK CORPORATION.

An extraordinary general meeting of this company was held on the 18th inst., at the offices of the bank, Threadneedle-street, H. G. Gordon, Esq., in the chair.

The Chief Manager (C. J. F. Stuart, Esq.), having read the notice convening the meeting, read the balance-sheet for the half-year ending June 30, as follows :—

"Liabilities.—To promissory notes in circulation not bearing interest, £405,530 7s. 6d.; to bills of exchange in circulation not bearing interest, £6,577,001 1s. 1d.; to balances due to other banks, £259,871 5s. 3d.; to cash deposited not bearing interest, £1,454,404 17s. 11d.; to cash deposited bearing interest, £4,944,556 8s. 4d.; total due to the public, £13,641,364 0s. 1d.; to capital paid up £1,500,000; to reserved surplus fund, £444,000; to insurance fund, £50,000; to dividends remaining unpaid, £7,408 15s.; to balance of profit and loss after defraying all current charges, £116,861 12s. 9d.; due to shareholders, £2,118,270 7s. 9d.; total, £15,759,634 7s. 10d.

"Assets.—By coin and bullion, £2,374,364 2s. 9d.; by balances due from other banks, £402,195 6s. 5d.; by promissory notes or bills of other banks, £16,829 4s. 10d.; total due to the public, £2,793,388 14s.; by Government securities, £1,208,478 3s. 5d.; by landed or other property of the corporation, £237,216 6s. 5d.; by debts secured by landed or other property, £177,108 15s. 2d.; by notes and bills discounted, or other debts due to the corporation, not included under the foregoing heads, and exclusive of all debts abandoned as bad, £11,343,442 8s. 10d.; total, £15,759,634 7s. 10d.

"Profit and Loss Account.—To amount required to pay interim dividend for the half-year to this date, at the rate of £1 10s. per share, £90,000; to balance, £26,861 12s. 9d.; total, £116,861 12s. 9d. By amount of profit undivided at 31st December, 1865, £5,137 13s. 8d.; by amount of net profit for the half-year, after defraying current charges, and providing for all bad and doubtful debts, £111,723 19s. 1d.; total, £116,861 12s. 9d."

The Chairman, after declaring a dividend of £1 10s. per share, equal to £12 per cent. per annum, said that he thought he might congratulate the shareholders on the dividend as evidencing that the affairs of the company had been conducted with great prudence and caution throughout a period of unexampled commercial difficulty and distress, not only in this, but other countries. Some losses had been experienced, but they were extremely unimportant. Nothing had been lost by the failure of the Commercial or Asiatic Banks, and a very small sum in the Agra Bank would, it was expected, be fully paid. The present position of this company was most promising, the business had increased, and at the chief office additional accommodation had been required to carry it on efficiently. The prosperity of the company was in a great degree owing to the energy, activity, and intelligence of its officers in the East, who had been supported in their views by the assistance of the board at home, and he was happy to say that the dividend now declared made ample allowance for every bad and doubtful debt, a careful estimate of which was made by the bank every half-year. Under these circumstances it was gratifying to him to be able to state that in addition to the dividend now declared they had been enabled to carry forward a balance of about £27,000 to the new account. He concluded by formally declaring the dividend.

Mr. Sebag expressed his gratification at the statement they had just heard, and inquired if there had been any loss in consequence of the failure of Overend, Gurney, and Co.

The Chairman, in reply, said that he was most happy to state that the bank had lost nothing at all through the failure of Overend, Gurney, and Co.; and that although they had a claim for some £4,000 against the firm of Premchund, it was amply secured by shares in the Government Bank of Bombay—(cheers).

On the motion of Mr. H. L. Anderson, late member of the Council of Bombay, seconded by Mr. J. Arbuthnot, a cordial vote of thanks to the chairman and directors for their judgment and discrimination during a peaiod of intense commercial excitement and distress concluded the proceedings.

CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

A meeting of the shareholders of the Chartered Bank of India was held at the London Tavern on the 17th inst., T. A. Mitchell, Esq., M.P., in the chair.

The Chairman opened the proceedings by stating that the profits for the six months ended 30th June amounted to £60,000, of which sum it was proposed to apply £20,000 towards the payment of a dividend to the shareholders, and that the remaining £40,000 should be carried over. The Chairman stated that, in common with other banks, they had sustained losses, but there was no cause for complaint, for their losses were as nothing compared to those of other Eastern banks. During the late commercial panic in India their branches had been kept well supplied with funds, and consequently had found no difficulty in meeting all engagements. The bank was in possession of a considerable amount of Agra Bank paper, but he (the chairman) hoped to be able to state at the next meeting that little, if any loss had been sustained thereupon. With reference to the late failures of Eastern banks, the Chairman stated that during the period of the panic, of course the shares of this bank were to some extent depreciated in value, but it was evident that the shareholders did not lose their confidence in the bank, for the *bona fide* transfers of shares did not exceed 5 per cent. of the total number. The following resolution was then proposed by Mr. Mitchell, seconded by William Macnaughtan, Esq., and carried *nem. con.* :—

"That a dividend at the rate 5 per cent. per annum should be declared, free of income-tax, payable on the 24th inst."

A Shareholder suggested that a branch of the bank should be established at Madras but did not make a formal proposition to that effect, the Chairman observing that, considering the present state of affairs in India, he did not think it prudent to expend capital in establishing new branches there. A vote of thanks to the chairman carried unanimously terminated the proceedings, which occupied but a short space of time.

SINGAPORE GAS (LIMITED).

The directors in their report to be presented at a meeting on the 30th inst., refer to the continued progress in the lighting of Singapore. The profits for the half-year ending the 30th of June amounted to £803, which, together with £173 from the preceding year, made the available balance £976, out of which the directors recommended the declaration of a dividend at the rate of 7½ per cent. per annum, less income-tax, on the preference capital, and a dividend at the rate of 3½ per cent. per annum on the original capital, free from incometax—leaving a balance of £25. Upon working out the coal stock in June a deficiency was discovered the value of which was charged in the present accounts; otherwise the directors would have been prepared to recommend a larger dividend. Mr. E. J. Wells (the manager), in his report, stated that Singapore had been passing through a commercial crisis, which had materially affected the working of the concern. There had been a considerable falling off in the consumption of gas for the past three months. The depression of trade and the scarcity of money had caused the consumers to curtail their expenditure. During the past month there had been an improvement. The gas was still being used by the Chinese for illuminations. The increase in the number of lights during the half-year was 1,020, the total number of lights on the 30th of June being 4,432. The receipts for the half-year ending the 30th of June amounted to £3,966, and the expenditure to £2,990, leaving a profit of £976.

DOCTOR MACGOWAN ON CHINA.

(San Francisco Paper.)

Want of space will not admit of reviewing the whole of Doctor Macgowan's interesting address to the mayor and board of supervisors, on Monday evening of last week. But there are a few points to which we would call especial attention, as they deserve more than a mere passing notice. The first of these is his recommendation that the Government of the United States should follow the example of other great Powers and establish, at the earliest possible moment, a naval station on the coast of China or Japan. In the event of a war between the United States and any other maritime Power, one of the most important points wherein the commerce of that Power could be seriously annoyed, would be the Indian Ocean and China Seas, but to do this a powerful squadron would have to be employed; and this could not be done if we possessed no base of supplies nearer than our nearest home port, which port would be San Francisco. Had we, however, a naval station, a depot of stores and munitions of war, a port whereat our vessels could be refitted and repaired without the necessity of returning to the distant coast of the United States, we could maintain a fleet in those waters that would harass and annoy the enemy constantly, without the certainty of the vessels composing it being compelled, sooner or later, to leave their cruising ground to make good deficiencies. Even as a peace establishment, its importance and its great economy will be manifest to every one. Our squadron in the East Indies is now larger than it ever has been, and there is no probability of its being diminished in size. A proper naval depot will have always on hand the means of supplying this squadron with everything required, and if located far enough north, the port will answer admirably wherein to give the crews liberty, and enable them to recruit health and strength after an extended cruise within the tropics. Of course a hospital would form a portion of the establishment. Again, after the vessel's commission had expired, or the time had arrived to relieve the officers and crew, instead of the vessel going home, and another coming to take her place, she could be overhauled and refitted, and a new set of officers and new crew could be sent out, thus avoiding the necessity and heavy additional expense of taking the vessel from the station. We cannot now speak of all the advantages to accrue if the recommendation of Dr. Macgowan be acted upon, but we are of the opinion, if the matter is properly laid before our Government, it will receive the attention it deserves. The second point to which we will refer, and which we deem the most important, is that wherein the Doctor makes suggestions as to the kind of men we should have for consuls in China, and his remarks upon the men who have heretofore held those important positions. His remarks applied only to consuls in China, but he might with great propriety have extended them so as to apply to nearly every point whereat we have a consul. In no way does the United States suffer so much abroad as by the conduct, character and ability of the majority of those men who are sent to represent us as consuls in foreign parts. In their appointment no effort whatever is made to examine into their fitness for the position. Senator this, or Representative that, recommends John Smith or William Jones as a man who has done much to further the political interests of the party in power, and one who for this service should be properly rewarded. No pains are taken to find out who John Smith or William Jones are, or if they possess in the slightest degree qualifications for the office, but, for the want of a vacancy at home, or to get them out of the way, they are sent abroad as consuls. On arriving at their destinations, without any knowledge of the duties of a consul, or the ability to speak the first word of the language of the people among whom they are to reside, and with whom they are to be thrown in constant intercourse, they are generally like lost sheep. Then in many instances they imagine that to be a big drinker, a proficient swearer, and to have a good political swagger, impresses foreigners with the importance of a consul of the United States, and they act accordingly, until foreigners, judging from their conduct, imagine us to be a nation of ignorant fools, or blackguards, or both, from which no better selection could be made than the one amongst them. In this way we lose all respect abroad, and the State Department becomes involved in a lot of trouble and annoyance that would be entirely avoided were some care taken in selecting men for consular appointments. The remedy, as suggested by Doctor Macgowan for this evil, is the only feasible one, but we very much fear that in the present condition of politics in the United States there is but little hope of a change from the present system. And lastly, the Doctor's remarks on the great benefit to be derived from the new steamship line to Japan and China, the importance of the establishment of the electric telegraph in China, and the benefit to agriculture in this State from the acclimatisation of the plants of India, China, and Japan, are all worthy of extended notice, and we regret not being able to go over the entire ground taken by him. Not that we could say more upon the point he has handled so well, but in order that we might add our mite in aid of the good work he is engaged upon, of bring-

Digitized by Google

ing to the notice of our people how much our country can be benefited by a closer relationship with the great Celestial Empire and its neighbour, Japan. Dr. Macgowan's mission to Peking as Commissioner of the East India Telegraph Company is a most important one; that he will be successful we have no doubt. His knowledge of the people, their manners, customs, and language render him the best selection that could be made, not only for the interests of the company by whom he is employed, but for the interests of our people generally.

CHINESE EDUCATION.

(To the Editor of the *London and China Telegraph*.)

SIR,—In your last issue I read with interest an article on the study of Chinese in England, and the want of encouragement in that study. During a devotion of fourteen years to teaching it in my capacity of Professor at King's College, about three pupils on an average have attended my class. The paltry sum which nominally endows this post renders it absolutely necessary for the holder of it to seek for other engagements. This is not on account of the want of liberality on the part of those connected with China, nor do the numbers attending my class bear any proportion to the numbers leaving England for China. But both deficiencies arise from the impression—nothing more—that Chinese is too difficult to be learnt anywhere but in China. Now the language of the Hottentots, with its clicks and corkscrew-drawing sounds, may be open to such an objection, but Chinese is not only not difficult, it is positively the easiest language to learn of any with which ordinary linguists are acquainted. Before asking any to promote the study of this language, notwithstanding the necessities of the case, you must try to disabuse their minds of this crooked impression. The language of the Chinese may be viewed from two points: either, first, as a *dead* language, written in books, which is the source of the numerous dialects of the country; or, secondly, as a *living* language, which consists of many spoken dialects, all of which are comformable to the general rules and principles of the dead language, just as the living Italian, Spanish, or French may be understood best by those who have cultivated the dead classics.

The acquisition of the living tongue of China can be made more readily and perfectly under a European than by means of the unscientific teaching of a native, who has no conception of an alphabet or a grammar, and cannot, therefore, assist his pupil in the work of analysis, either of sounds or sentences. The European scholar can at once point out the path which he has himself trodden, and the real distinctions which exist. The student of a barbarous jargon of sounds, such as Chinese is in some dialects when uttered by the untutored voice, will be prone to make distinctions where the differences are imperceptible to the native, and to neglect peculiarities which are absolutely essential. His native assistant will be unable to explain these things; he will merely leave his pupil to imitate the sound, which at every utterance will probably seem more undefinable. The aid which a native scholar can afford to advanced students is, of course, much greater than that which can generally be supplied by a foreigner; but for initiation into the subject, a European teacher is preferable to a native, and if these primary difficulties have been overcome before leaving England for the East, the study of the language may be positively interesting instead of being as at present repulsive to the new comer, who sits down for the first time with a nation ignorant of English, and plunges at once *in medias res* without having prepared himself for the onset. He arises with disgust from the attempt, because he finds difficulties besetting him which neither his teacher nor himself can overcome, but which a few months of earnest work in England before departure, under the guidance of one who has travelled the same route, will avail to clear away.

It is much to be desired that the universities should hold out inducements to the study of Chinese—both oral and written—for that ground will yield as much of valuable fruit as the well-wrought field of Indian literature. But then endowments for teachers and scholars should be made worthy of the importance of the subject, and it behoves those who are immediately interested to show that they would appreciate such endowments by promoting the study of the language with the humble assistance which now presents itself.—I am, your obedient servant,

London, Oct. 15. J. SUMMERS.

CANVAS *V.* STEAM.

(FROM A CORRESPONDENT.)

The result of this year's race from Foochow to London, of four clipper ships with the new season teas, has again proved, and more signally than on former occasions, that navigation and seamanship, without steam, can perform, with canvas alone, this most lengthy voyage at a rate of speed which only one or two of the steamers have exceeded, but the most of them failed to accomplish. The distance between Foochow and London is about 15,000 miles.

This distance was run simultaneously by the ships referred to in ninety-eight days, or at an average hourly speed of 6¼ knots throughout, direct. The fastest steamer that has attempted this voyage has arrived twenty days before these ships, with what result (as compared with the clippers) to owner of vessel or cargo the future will best prove. From the fact that more than double the freight was paid for the tea by this conveyance, and that it was thus earlier delivered, it is fair to believe that, if the conveyance fulfilled expectations, there might be a mutual advantage. But there seems to be a serious impression both in London and the Clyde that although steam may succeed in lessening somewhat the time of transit of the goods the disparity of rates of freight between sailing ships and steamers requisite to pay the latter, being entirely disproportionate to to their relative performances, cannot ensure a corresponding advantage to the merchant, and therefore the question of canvas or steam in the tea trade between China and London will be answered, at least for a long time to come, in favour of the extreme sailing ships.

The magnitude and importance of this staple article of commerce, which has now become almost a necessary of daily life, render it a matter of great moment to have the transit from the place of production to the great depot of consumption effected as quickly, safely, and regularly as possible. Before steam threatened to rival the good old merchantmen in maintaining our commercial relations with distant lands in the exchange of this and other staples of trade for our own manufactures, the ships were constructed much more with a view to capacity for cargo than to attain great speed. But since the advent of steam, and now that vessels so propelled have proved themselves rapid, safe, and regular means of conveyance, the supporters of canvas have constructed their ships of extremely clipper model, many of which—in the long voyages at any rate—but particularly in the China trade, have proved by their swiftness very formidable rivals to steam. The merchant, whose property is conveyed, being deeply interested, very heartily must promote an improvement where the uncertainties of calms and storms are dispelled by application of a motive power independent of the wind; and the course, unless the sailing ship can be made in some way equal to the task of competing with a chance of success against the steamer, the preference will be awarded to the latter.

In communication with adjacent countries there is no need to dispute the supremacy of steam. But in the long voyages—in which, naturally enough, from success in the short ones, the idea of similar success has induced the attempt—it is a matter of considerable doubt whether it is at all practicable, not only on account of the many obstacles (unknown in short voyages) which meet the projectors, but chiefly from the unequal battle they must fight with the extreme clippers, which are yet the favourite means of conveyance, simply because—very different from the old merchantmen—they have proved themselves to be speedy, regular, and reliable carriers. This subject has been investigated by many owners, both in England and China, who are engaged in the trade, and although many have, with commendable enterprise, made bold endeavours to gain that reliable position which has been awarded to steam in the Transatlantic and other successful short trades, the results both to owners of cargo and steamer, in attempting the China trade, have been, to say the least, unsatisfactory. This can easily be conceived. The obvious difficulty that meets the projectors of steam in pursuing successfully so long a voyage, is the cost of maintaining by its power a rate of speed noticeably greater than that of the extreme sailing clippers, or, in other words, accomplishing the voyage in a space of time so much shorter than they can, that it will compensate for the extra rate of freight which steamers must obtain in order to pay. Next to the cost of producing this power, a similarly serious difficulty, requiring similar compensation, meets the projector, in the necessity of limiting the cargo capacity of the steamer in order to carry the engines and fuel. And besides these serious considerations, the route between England and China being naturally in favour of sailing ships, their course lying for the greatest part of the way through the regions of the trade-winds, where nothing is equal to canvas, steamers come to compete with them on terms of inequality very much in favour of the latter. Even on those parts of the voyage, the belts of calms and variable winds which bound the trades and which of old distressed the mariner in his lumbersome East Indiaman by tedious delay—where steam admittedly has the advantage of canvas—the advocates of the latter have so successfully modelled their ships, and spread on their lofty masts such press of sail, that the lightest airs, unfelt by common ships, in a very short time waft these clippers on their way. Thus the gain by the steamer in calms is of comparatively no account with the certain advantage this exceptional sort of ships has in winds.

Looking at the question of canvas *v.* steam from another point of view, and assuming that steam could effect the transit in twenty days less than a sailing ship, on the voyage from Foochow to London, and apart from the consideration of the rate of freight that would enable the owner to maintain such a vessel, what would the advantage to the merchant be? This economy in time, by such a mode of conveyance, would save the merchant interest, and probably insurance on his goods, to extent of perhaps a farthing per lb., besides giving him by early delivery the speculative chance of another farthing, or perhaps halfpenny per lb. These, together amounting to say ¾d., might enable him to pay a fair share of that to the steamship owner—beyond the rates paid by sailing vessels. One halfpenny per lb. is about 35s. per ton of 50 cubic feet of tea, which is an advance in rate of freight beyond which the merchant must feel unwilling to go as long as the clippers keep up the speed which they have, latterly especially, ensured. Beyond that, it is not at all probable that the steamship owner can calculate, unless in exceptional cases, where such earlier delivery prospectively promises a better result to the merchant, and the latter can afford thus to encourage this comparatively expensive means of transit. But it is clear to the most casual inquirer into this question that until steam can compete with canvas on equal terms, the preference will undoubtedly be awarded to the latter.

The reasons already mentioned—namely, the cost of fuel and the space it occupies in attempting this long voyage—are the (at present) insuperable difficulties to contend with, and which have been more or less the cause of so many failures in the endeavour of the promoters of steam to get a place firmly in this trade. And until these serious hindrances can be removed by some invention to economise fuel, every succeeding attempt must result as unsatisfactorily as those which have gone before. Against every new thing there naturally exists prejudice. And had steam not had a fair trial we should have been disposed to have viewed the prevailing feeling, which in China particularly is very obvious and common, against the steamers, as simply want of honest judgment. But from the comparison we have endeavoured to make in the preceding remarks it is clear that there are actual grounds of distrust in steamers, and plain reasons why sailing clippers in this trade should be preferred and substantially supported. While we come to this conclusion on the subject of canvas *v.* steam, it cannot be denied that the success of the sailing ship has been much owing to the incentive produced by competition with steam. No doubt while many unsuccessful attempts were being made the shipowner saw the necessity to meet the advancing spirit of the age, and struggle for the supremacy of sail. For from year to year the ships have been constructed of always finer model, dimensions being adopted where capacity was sacrificed for speed. In fact (of late more especially) the extreme clippers in this employment have been built with lines that more resemble those of our pleasure yachts than that of ships for carrying merchandise. So much has this been the case that these ships are renowned throughout the world for their remarkable sailing powers, and are peculiarly the pride and property of the China Tea Trade.

Digitized by Google

NOTICES TO CORRESPONDENTS.

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be authenticated by the name and address of the writer, not necessarily for publication, but as a guarantee of good fait .

A Register is kept of the addresses of all persons connected with the Far East and reference can be made to the same by personal application at the office or by letter.

Any information required by Subscribers, in reference to Commercial or General matters in China, Japan, Singapore, *and other parts of the* Far East, *will be supplied on application at the Office, where files may be seen of the Journals published in those countries.*

THE LONDON AND CHINA EXPRESS.

PUBLISHED on the departure of the Mails *via* Marseilles on the 10th, 17th, and 26th, contains a Summary of European, American, and General News; Commercial and Shipping Reports, and Special notices of Trade with the Far East.

Subscription 5 4s. per annum, including Postage. Export Supplement 12s. extra.

The London & China Telegraph.

LONDON, TUESDAY, OCT. 30, 1866.

ANNOUNCED FRENCH CONVENTION WITH CHINA.

The English newspapers published in China frequently make merry at the expense of their home contemporaries when the latter are betrayed into any *lapsus calami* with regard to affairs in China. Much allowance should be made for the mistakes of those who in Europe and America attempt to criticise the politics of Eastern Asia, but we observe little of that much-to-be-desired charity on the part of the Hong Kong and Shanghai journals. Frequently indeed the opinions of home writers are travestied and even grossly misrepresented in order to furnish forth material for a satirical article, or to fill up a gaping void by means of a spicy and sensational paragraph. We have occasionally suffered from this injustice, but we should be satisfied to bear with the slight annoyance it has caused us were the China prints themselves mirrors of accuracy, or were they in all cases rigorously closed against doubtful assertions or crazy speculations. We claim indulgence on the ground of our removal far from the field whereon the events we criticise actually occur; and we are disposed to extend a similar indulgence to our China contemporaries in consideration of the insufficient material provided for the wants of a daily paper in Hong Kong or Shanghai. But just as we disclaim any right to mercy should we be found giving expression to opinions totally at variance with common sense, and directly opposed to every well ascertained fact of Chinese history and every well recognised trait of Chinese character, so we are disposed to judge severely any statement made in the columns of the China papers on "reliable native authority" whenever that statement is irreconcilable with sense and experience. Not, indeed, that we desire to oppose facts by theories; on the contrary, our attempts are limited to testing assertions by the touchstone of ordinary judgment.

Apropos of these remarks, we find that the Shanghai papers have recently given currency to an extraordinary legend, purporting to be based on most reliable information, to the effect that a compact has been entered into between the French and Chinese Governments, under which all native Catholic converts are removed from the jurisdiction of their own authorities, and are placed directly under that of the missionaries, to whom belongs the right of adjudicating in civil and criminal cases or of deciding which shall and which shall not be submitted to the native tribunals. So startling an announcement surely demanded some previous preparation—something to make it swallowable by even the most voracious of *quidnuncs*. But no such preparation was vouchsafed to us; as we have stated it, so in other words has it been stated to the public of Shanghai and to the English and continental readers of Shanghai journals. It may appear almost childish to waste time in discussing so evident a *canard*. Our only excuse is that information relating to China is apt to be accepted for better or for worse without question, and we shall not be surprised to find Colonel Sykes or some other senator of inquiring mind demanding an explanation of the "extraordinary apathy evinced by our Minister" in permitting such a treaty to pass without protest. We utterly give up the task of accounting for the phenomenon of such an outrage on common sense and probability appearing in a Shanghai paper, and we content ourselves with pointing out the reasons upon which we ground our unqualified rejection of the (so-called) fact. In the first place, the constitutional suspicion and exclusiveness of the Chinese Government place the granting of such a power to foreigners quite out of the pale of possibility. But even if we take no account of the peculiarities of the Chinese rulers, we assume as self-evident that no Government would permit the existence of such an *imperium in imperio*, or would voluntarily resign its jurisdiction over hundreds of thousands of its subjects. Are these subjects to govern themselves in conformity with the laws under which they have hitherto lived? Nothing of the kind. They are assigned over to a body of irresponsible foreigners, themselves the objects of grave suspicion and frequently of relentless persecution. Moreover, as it is impossible to conceive that such a concession could have been made voluntarily, so it is equally impossible to conceive that the representative of such a Power as France could in this enlightened age make a demand so opposed to all justice and precedent, so alien to the faith of nations. We would ask in what light the English and American Ministers were likely to regard such a step. Would they look quietly on, and permit the measure to pass unquestioned? In fact, the discussion leads us from absurdity into absurdity whence we can escape but by one method; namely, by cutting the Gordian knot, and boldly repudiating the whole story. The inventor or reproducer seems to have forgotten, among other things, that a complete system of rules for the guidance of these ecclesiastical courts should be drawn up and promulgated; that provision should be made for appeal; that in fact the French jurisconsults should invent a code of laws and regulations to extend to the whole eighteen provinces of China, but only to apply to a certain section of the inhabitants separated from their neighbours by nothing more tangible than a difference of creed. Suppose, then, this colossal task (before which the twelve labours of Hercules sink into insignificance) is at length accomplished. The code thus constructed is to be administered by men destitute of legal attainments, and by special education unfitted to unravel the intricacies and complexities of law. How unjust must necessarily be many of the decisions; how often must the course of legal procedure be interrupted by sudden changes of faith on the part of plaintiff or defendant, according as the native or foreign courts appear to lean to the side of his adversary. We confess we stand amazed at the magnitude of the hoax practised upon the Shanghai journals, and we mentally congratulate ourselves upon the existence of so much simple faith which we are told on good authority is more "than Norman blood." Stipulations inserted in treaties wrung from the Chinese at the point of the bayonet have hitherto proved futile, yet we are now called upon to believe that upon an understanding entered into by the French and Chinese officials, the legislative system of the country is to be remodelled. Who is to be responsible for the inevitable blunders and complications? How are the decisions of the new magistrates to be enforced? These and numberless other queries of a similar nature suggest themselves to us, but it is almost needless to say that we have as yet received no enlightenment upon them.

After all, however, there must have been a foundation for this vast superstructure of fiction for which the public is indebted to the teeming imagination of some incorrigible Shanghai joker. Fortunately our correspondence supplies us with the solitary grain of wheat that has produced the bushel of chaff which we have just sifted. Far from enlarging the powers of the Catholic missionaries, an attempt has recently been made to curtail their treaty-secured privileges. To this end the authorities of the province of Szuchuan have drawn up a set of rules for the future guidance of the Catholic missionaries, said rules having the effect of limiting the existing rights of the Christian communities and of lowering the dignity of the Catholic priests and bishops. The present state of things was, indeed, to be modified, but modified in a manner diametrically opposed to that detailed by our Shanghai brethren.

FOREIGN TRADE WITH CHINA.

The Customs system in China under the foreign inspectorate has recently been modelled closely upon that adopted in Great Britain, and amongst other note-worthy improvements we would especially draw attention to the minute returns periodically issued by the Commissioners at the various ports. These returns are of a three-fold character. We have first the annual reports of trade, wherein are carefully summarised all the articles of import and export with their relative quantities and values. From these merchants are enabled to form an approximate idea of the capacity of each district whether for production or con-

Digitized by Google

sumption, and are furnished with authoritative statistics regarding the best markets for native and foreign goods. To the same end conduce the quarterly returns which have been established for the first time this year, but these latter are additionally valuable as furnishing comparative statements for different seasons of the year. Again, in order to remove every ground of error or misconception, the Commissioners are required to draw up annual *reports on the trade at the ports open by Treaty to foreign trade*, and these not only contain valuable information regarding the districts in the neighbourhood of each port which could not with propriety be inserted amongst the annual tables of statistics, but also present in a compact form the deduction that may fairly be drawn from the facts scattered throughout the tables. Such are the regularly issued reports. In addition to these the Inspector-General occasionally calls for special information upon certain points of vast importance to foreign merchants, such, for example, as the pamphlet on "Native Opium Cultivation," published some two years since. It will thus be seen that the Customs establishment at the open ports in China is not merely employed in the collection of revenue, but moreover fulfils the all-important office of recording the progress of trade, and of drawing attention to those facts regarding the country under its supervision, which are likely to prove most extensively useful to the mercantile communities. Were it only in this one respect, the Inspector-General has earned the thanks of European and American capitalists who are interested in the Eastern trade.

We have now before us the volume of *Reports on the Trade at the Ports in China open by Treaty to Foreign Trade, for the year* 1865, *published by order of the Inspector-General of Customs*, and printed at the Imperial Maritime Customs' Press, Shanghai. It forms a well-printed quarto volume of 142 pages, excellently arranged, and got up in a manner that would do credit to a London publishing house. As an appropriate preface, it opens with certain extracts from a despatch addressed on the 24th January last by the Inspector-General to the Tsung-li yamên, or Board of Foreign Affairs. From these extracts we derive all the information necessary to explain the principle upon which the reports are based, and we are further supplied with a few important facts regarding some of the more fruitful sources of the revenue. Thus the import dues are reported to have fallen off since June, 1862, principally in consequence of the American war and the resulting decrease in the manufacture of English cotton goods. Opium has increased yearly in importance, the revenue from this source having risen from Tls. 211,650 in 1860-61 to Tls. 1,692,351 in 1864-65. A falling off in export dues was noticeable during 1864-65, but this may reasonably be ascribed to those causes which operated all over the world, and we are therefore disposed to echo the Inspector-General's opinion that the annual collections for the future are more likely to exceed than to fall short of those for 1864 and 1865. Tonnage dues likewise, probably from the same cause, showed a decline during 1864-65; but on the other hand the coast trade duty has increased yearly, and there is every reason to believe that it will continue to increase. Shanghai has always been the largest collector of duties on imports, opium, tonnage, and coast trade; while Foochow and Hankow, in consequence of the large export of tea from these places, figure most prominently as collectors of export duties. And, finally, as a general summary, we are informed that during the five years ended the 30th June, 1865, the revenue accruing to the Chinese Government from foreign trade at the Treaty ports amounted in all to about Tls. 32,650,000, or, estimating this as five per cent. *ad valorem* on the total trade we may roughly assign two hundred millions sterling as the amount of foreign trade with China during the above mentioned period. Of this sum eighty millions are to be appropriated to imports, and one hundred and twenty millions to exports, thus showing the balance of trade to have been in favour of China to the amount of about forty millions sterling. We need not enlarge on the political significance of these figures. To quote the Inspector-General's words—"Foreign merchants come to "China to trade because it pays them to do so; the figures "just given will make it patent to any one that the Chinese— "merchants, people, and Government—are not without their "share in the advantages springing from commercial inter- "course."

Following this summary, we find three comprehensive statements. No 1, showing the revenue collected, under the headings of *Import*, *Opium*, *Export*, *Tonnage*, *Coast Trade*, and *Native*, at each port during each year, 1st October, 1860, to 30th June, 1865; No. 2, showing the revenue of each port from year to year; and No. 3, showing the total annual collection under each heading. Then come, varying in minuteness and importance, the reports from the Commissioners at the open thirteen ports; but before entering on these, which form the great body of the volume, we would mention an *Analysis of Chinese Commerce*, by M. Gaspard Henri Noetzli, which we would gladly summarise were it not already in a form which defies further condensation. M. Noetzli's *Analysis* has already been published in the Chinese papers, and may, we believe, be had in a separate form at Hong Kong and Shanghai. An appendix, which completes the reports, contains translations of M. Giquel's and M. Kleczkowski's contributions, the former into English, the latter into French, as also a report on the trade of Chinkiang for the year 1864, received, we presume, too late for insertion in the volume published in 1865.

We now proceed to analyse briefly the several reports, commencing with a very elaborate article on the trade and trading prospects of Newchwang, contributed by Mr. Macpherson, and placed first upon the list. Mr. Macpherson is already favourably known to Anglo-Chinese readers by his valuable report on the trade of Hankow, published about a year ago. He now furnishes a similar report on the trade of Newchwang, adding to it much important information respecting the province of Manchuria. The port of Yingtzu, which has been substituted for that of Newchwang, nominally opened to foreign trade by the Treaty of Tien-tsin, is situated on the Sua-muren, about eighteen miles from its mouth. Foreigners have lost nothing by Yingtzu having taken the place of Newchwang, inasmuch as the latter city is now inaccessible by water, save to the smallest river craft, in consequence of the rapid silting of the Sua-muren. All communication by water is cut off during about nineteen weeks out of the year, namely, from November to March inclusive, during which period the river and its approaches are blocked up by ice. The number of foreign vessels, or at least the amount of tonnage annually visiting Newchwang, has steadily increased since the opening of the port in 1861. Thus the numbers and tonnage for the past five years are represented by these figures: 1861, 33 ships, 11,346 tons; 1862, 86 ships, 27,747 tons; 1863, 201 ships, 61,155 tons; 1864, 302 ships, 88,281 tons; and 1865, 274 ships, 91,118 tons. During the five years the Customs revenues rose from Tls. 2,291 to Tls. 167,064. The large increase in foreign tonnage must not, however, be taken as indicating a corresponding increase in the total trade, as in place of about three thousand native junks which formerly arrived and departed annually, no more than thirteen hundred entered during the year 1865. The import and export trade is conducted by four foreign firms and about ten important native hongs. Of the foreign firms two are English, one American, and one German. The trade may, however, be said to be virtually in the hands of the natives, as out of the two hundred and seventy-four vessels which arrived in 1865 only thirty-seven were consigned to foreigners. This native monopoly is clearly shown by the fact that of Tls. 167,000 derived by the Customs as revenue from foreign trade during 1865, no more than Tls. 10,000 was paid by foreigners. The reasons assigned for this vast preponderance of native influence in the trade of the port are sufficiently satisfactory in a logical sense, however heavily they may weigh upon those foreigners who are most directly interested. The native merchants are chiefly of Cantonese and Swatow origin, and being thus natives of the consuming districts supplied by Newchwang, are in constant correspondence with agents or principals in these districts by whom they are supplied with invaluable information. Their long connection with the Newchwang trade enables them to purchase on credit when money is tight, and their well known integrity and large resources render their paper, drawn even at long periods, readily negotiable by the Tartar and Chinese bankers. At Newchwang money is *always* tight, and the only variations in the market are degrees of scarcity rather than degrees of plenty. In the case of foreigners, when the produce markets are low, imports must be offered at a correspondingly low figure, while, on the other hand, the native merchants hold over their stocks for the most favourable periods, and in the meanwhile discount bills, at a fairly reasonable rate, and obtain six weeks' or two months' credit before paying for the produce they purchase. But one of the most pregnant reasons assigned is the existence in its worst form of the compradore system, whereby the foreign merchant is compelled to entrust his fortune and even his reputation to an agent upon whom he has little check, if any, and whose own personal interests invariably outweigh those of his employer.

The export trade of Ying-tzu consists of pulse, bean cake, and

Digitized by Google

oil. The first is used as an article of food by the Cantonese and Fohkienese, the second makes an excellent food for cattle, but is more generally applied to purposes of agriculture, and the last is used in cookery. Oil is generally shipped by native junks for the very sufficient reason that the paper-lined baskets wherein it is transported to the South are handled more carefully on board such craft than on board foreign vessels; but pulse and bean cake are, as a rule, shipped in foreign bottoms. Cotton is also occasionally exported, and there appears, strange to say, to be a growing trade in rice, of which grain 37,728 piculs, or say 2,220 tons were shipped (chiefly to Shanghai) during 1865. It appears probable, or at least possible, that at some future day coal and silk may be numbered among the exports from Newchwang. Of the former a somewhat inferior quality is freely produced about forty miles to the south-east of Moukden, and it may be conjectured that with improved appliances the price, now estimated at Tls. 8 per ton, could be materially lowered, and a better quality of coal put on the market. Silk is also produced to the extent of about three hundred piculs per annum, at a cost of Tls. 170 per picul, and it is to be observed that the northern silkworm, which is larger than that found in Che-Kiang and Kiangsu, feeds not on the mulberry but on the leaf of a shrub oak. Following up the list of productions of Manchuria, Mr. Macpherson supplies some interesting details regarding the cultivation and collection of ginseng, the wondrous root in whose virtues every native of China and Tartary places such implicit faith. It would be difficult to enumerate the properties supposed to reside in this simple drug; far easier would it be to sum up the attributes which it has not. Human life is considered as but of secondary value when compared with the importance of obtaining supplies of ginseng, and as it is found in greatest perfection only amid the densest forests and most impenetrable morasses, many of those who are employed to search for it annually perish. Spurious qualities are freely exported—indeed the average value of eight hundred and sixty-seven catties exported in foreign vessels during 1865 was not two taels per catty, whereas on the other hand, a genuine root weighing no more than six mace is worth fifty taels, a mace being the 160th part of a catty. The value of the import trade for 1865 showed a considerable increase over 1864, due principally to the large arrivals of opium and English cotton manufactures, as also to an increase in the import of bar and nail-rod iron. Still, the general poverty of the province of Manchuria appears likely to limit the growth of Ying-tzu in importance. Moukden is a city of great wealth, and the inhabitants of south-eastern Mongolia are gradually increasing in number and riches. But the deserts on the north-west shut out the Khanates from the great Mongolian mart, and compel them to supply their wants and dispose of their produce at Kiachta. The western districts, again, are supplied directly from Hankow and Tientsin, while to the east and north-east foreign goods if they be ever required would most naturally be supplied from the Amoor territory. The Corea likewise promisses little, for although the country is believed to be rich in the precious metals the inhabitants are slothful, exclusive and unenterprising. Under any circumstances, even were the resources of the Corea developed, there are other outlets for the resulting trades which would debar Newchwang from any large share in transactions with the Coreans.

The producing districts in the neighbourhood of Newchwang lie along a line drawn through south-eastern Mongolia from the Great Wall to the Songari. Here is grown nearly four-fifths of the pulse which enters the port of Ying-tzu, but neither foreign nor native merchants attempt to make their purchases in the interior. Brokers who have been engaged in the business for years and have thus gained the full confidence of the producers enjoy a monopoly of the agency. These brokers or dealers do not sell direct to the Ying-tzu merchants but consign their purchases to keepers of "yards" at the port, between whom and the exporter local brokers act as go-betweens. Insuperable obstacles are thrown in the way of the exporter if he attempt to approach the producer except in this roundabout fashion and in fact the trade is so fully established on the existing basis that any attempt to alter it would be hopeless. We have thus summarised the contents of Mr. Macpherson's report on the trade of Newchwang; the information contained in it is of the very highest importance, and deserves careful consideration at the hands of those interested in the development of foreign trade with China. In a future issue we will return to the volume into which we have thus dipped.

THE ANGLICAN BISHOPRIC IN CHINA.

No appointment has as yet been made to the vacant bishopric of Victoria (Hong Kong). The selection of a successor to Bishop Smith has been delegated by the Earl of Carnarvon, Secretary by State for the Colonies, to the Archbishop of Canterbury. Two or three names of suitable clergymen have been submitted to his Grace's consideration; and we have reason for believing that the nomination of a new Bishop of Victoria will be made within a few weeks from the present time. It is understood that a council of bishops, usually consulted by the Primate on ecclesiastical matters in the colonies, will assemble during the ensuing month of November; after which it is presumed that there will be no further delay in filling up this vacant Colonial see.

THE MANILA CONSULATE.

The appointment of Mr. Rainals to this post has been cancelled, and Mr. G. T. Ricketts, late Consul at Sarawak, has been nominated to fill it. The former appointment, as we have already shown, was by no means a suitable one; for, although Mr. Rainals is undeniably eligible in other respects, his want of knowledge of the Spanish language would have proved a bar to his usefulness at Manila. The appointment now announced will, we trust, set the matter entirely at rest, and prove both permanent and satisfactory to all parties. Indeed it is high time that the vicissitudes which have so long kept this Consulate in an unsettled state should come to an end. On the return of Mr. Brackenbury, who only held the post a few months, Mr. Webb, the Vice-Consul—who had resided some eighteen years in Manila, and would have been a most efficient successor—assumed charge; but very shortly afterwards was removed by death. In the meanwhile, Mr. Randall Callander had been appointed to go out, but was subsequently superseded by Mr. Rainals, who in his turn now gives place to Mr. Ricketts. We may here mention, incidentally, that the post now vacated by Mr. Ricketts at Sarawak is not filled up, nor is a successor likely to be appointed at present. We find the previous services of Mr. Ricketts are as follows:—

Appointed a Cornet in the 3rd Light Dragoons January 16th, 1848; promoted to be Lieutenant Aug. 3, 1849, and served with that regiment in India from 1846 to 1853; was present during the Punjaub campaign and at the battle of Goojerat, for which he has received a medal and clasps. Was appointed Lieutenant in the 12th Lancers July 29th, 1853, and served with that regiment at Bengalore in 1854 and 1855. Exchanged into the 52nd Light Infantry November 24th, 1854. Was Paymaster in the 5th Dragoon Guards from April 6th, 1855, till January 30th, 1857, when he was appointed a Lieutenant in the Ceylon Rifle Regiment; retired Jan. 16th, 1858. Was present at the battle of the Tchernaya and the capture of Sebastopol, for which he received a medal. Was for some time Cancellier in the Consulate at Morasir, and was Acting-Consul there from December 12th, 1859, till May 15th, 1860. Was afterwards private secretary to Mr. Longworth, Consul-General at Belgrade. Was Acting-Consul at Belgrade from July 9th to November 10th, 1863; and was appointed Consul at Sarawak, Borneo, January 1st, 1864.

FRANCE AND THE COREA.

It is not the intention, we believe, of the French Government to give authority for any special expedition to the Corea, with a view of punishing the Government for the massacres inflicted on the Catholic missionaries. There has been an impression that the opportunity would be taken to enforce a treaty of commerce on the Coreans, and that Her Majesty's Government would be asked to join in the enterprise. We understand on good authority that no such respresentation has been made by the French Government.

It is stated in the French papers, that Rear Admiral Rose, commanding the French naval division in the Chinese and Japanese waters, sent a fresh note to the King of the Corea on the 2nd of September, and that if justice is not done to the demands of France, a division of gunboats, commanded by the Admiral in person, who will unfurl his flag on board of the *Bourdais* will proceed up the Nagtow-kan, which leads to the capital of the country. "We are assured, says a semi-official organ, that the Admiral is determined to obtain not only the most complete religious liberty, but also the permission for foreigners to establish themselves in the Corea, with the same rights as they now possess in China and Japan." This unwise announcement has naturally given rise to awkward comments, and a well known journalist asks:—"What should we say of England if she were to bombard Havre or Cherbourg, Marseilles or Toulon, in order to establish complete political liberty in France? What will happen when we have taught the Chinese to fight? If we teach them to defend themselves, do we not teach them to attack us? And the empire of China alone has a hundred and ten millions of inhabitants, more than all Europe together. Before going to impose complete religious 'liberty on China,' would it not be better to commence by establishing complete political liberty in France? Frenchmen, what do you think of it? Of these two policies which is the false one?"

Now we cannot help thinking that both these gentlemen exhibit a sad want of judgment, and write much in the style of speeches at a debating

Digitized by Google

society; but there is some excuse for the latter in the *bunkum* of the former, and is there not some excuse even for the former in the fact that unfortunately the French public is seldom informed of what is about to be done, but of what only has been done or attempted? We do not understand such excessive diplomacy, and we believe it to be one of the greatest mistakes possible.

TELEGRAPHIC COMMUNICATION WITH INDIA.

The report of the Select Committee on East India Communication that sat during the last session, has recently been issued, and contains some interesting particulars on this important subject.

It appears from evidence adduced that there exist at the present time two systems of telegraphy between England and our Indian possessions. One, commonly called the Turkish route, passes through Vienna, and Wallachia or Servia to Constantinople, or reaches the latter city by way of Turin, across the Adriatic to Selonica, and along the shores of the Sea of Marmora. Having reached Constantinople, it is forwarded through Asiatic Turkey to Bagdad, and thence to Fao, where it is received by British officers for despatch to Kurrachee, or by way of Teheran to Bushire, where it again falls in with the main line, and is then exclusively under the control of the Government of India. A message by this route may be dealt with by no less than ten Administrations before passing into British hands. A large mass of evidence goes to prove that the vexatious delays constantly occurring on this line are mainly due to the apathy and carelessness of Turkish officials, who not only neglect to keep any wire, or system of wires exclusively for Anglo-Indian use, under the term of the Indo-Ottoman Convention, but fail egregiously in the prompt performance of their ordinary clerical duties. The other available system, called the Russian route, passes through Berlin, via the Hague, thence into Russia, through Tiflis to Julpha, on the Arras, and so over the Persian system to Bushire. These two systems of telegraphic communication are distinct as far as the head of the Persian Gulf, but intercommunication may be altogether suspended by the occurrence of any accident to the submarine cable between this point and Kurrachee. The Russian system seems to work well as far as the eastern frontiers of that country, but fails in its entirety from the imperfect arrangements of the Persian service between Julpha and Teheran. A report submitted by Colonel Goldschmid in November, 1865, recommends that such part of the Anglo-Indian system as passes through the Ottoman Empire should be placed in the hands of Englishmen, making the principal stations at once Anglo-Ottoman, as at Fao. This plan, however, is inadmissible for political reasons. The Russian Government are willing to place their system in the hands of a London firm, and such a course would be eminently advantageous if the possession of the Persian line could be secured. The committee have therefore recommended that means should be adopted for facilitating the use of the Persian system with Europe, so as to bring the Russian route under efficient control; that to avoid future accidents, the Persian Gulf cable should be doubled, or, by arrangements with the Persian Government, that hand wires should be instituted between Ispahan and Kurrachee. That the scheme of establishing a direct communication between Aelxandria and Bombay by way of Aden is specially worthy of consideration, and should receive all possible aid from Her Majesty's Government, as thus establishing a route under one management and responsibility. The committee also urge upon the Indian authorities the absolute necessity of improving their internal arrangements, so as to remove all risk of delay in the transmission of messages from Kurrachee to the interior.

THE Order in Council for the government of the Straits Settlements of the Colonial-office has not yet been drawn up, but arrangements are we believe in progress for assuming the government early next year. Several changes are contemplated, in order to establish the future Government more in accordance with colonial regulations.

CONDITION OF THE SILK TRADE OF LYONS.

It has been pretty generally known for a long time, notwithstanding certain statements which have been put forth from time to time, that the condition of the Lyons manufacturers was most unsatisfactory. The failure of the home crop of silk, the American war and other circumstances, have done their work only too completely. Still the full extent of the mischief has been concealed with much care, till the condition of the spinners, weavers, and all who depend upon that industry has become so deplorable that concealment is no longer possible, and the task even of ameliorating the condition of that large population one which may well make thoughtful men aghast. A statement respecting the condition of the export trade of the silk district has just appeared, and the assertions contained therein are so startling that but for the high character of the reporter and his undoubted knowledge of the subject upon which he writes, would be likely to be set down as the production of a bewildered brain. M. Arlès Dufour, for it is from his pen that the statement proceeds, has just informed the world that the amount of the exports of Lyons silks, which a few years since, in 1858, if we remember aright, was eighty-four millions of francs per annum, only reached eleven millions last year, and will, he believes, not exceed *seven millions* this year. A great staple trade like this fallen down to one-twelfth of what it was eight years ago, is a fact so startling that we can scarcely understand it. This is no local misfortune; it is a national calamity, and one which will demand all the energy of the nation to meet and combat. Happily, as we are told, the difficulty is not complicated by any ill-will between the masters and the workmen; the latter have not shown, and, it is to be hoped, will not show any disposition to create difficulties; but thousands cannot be left to starve, and the sum required to feed or to employ such a population is not easy to raise. France escaped the cattle disease and came comparatively unscathed through the late commercial panic, but the silkworm disease was a severe blow, of which this sad state of things is probably in part the result. The dearness of the raw material, combined with the state of foreign markets, have probably rendered the manufacturers and merchants over cautious; but at last the sufferings of the working-classes have become too great to be borne, and a remedy must be found.

A month ago the writer of the commercial article in a Paris paper said:—"The insufficiency of the last crop of European silk and the unfavourable news from the Far East have raised the price of the small quantity of the raw material to too high a figure. Each week the silk *conditioners* of Lyons register transactions of more importance than those of the corresponding week last year; but these transactions have little to do with the manufacture of Lyons. Silk stuffs will not sell at prices sufficiently high in proportion to the cost of the material, so the manufacturers abstain, although they know that the English keep Asiatic silk at very high prices, and that the Swiss manufacturers as well as those on the banks of the Rhine continue to make large purchases of silk in the Italian markets, where prices range three or four francs higher than they do in Lyons." This statement is doubtless correct, but it increases the riddle instead of helping to explain it. If England, Switzerland, and the Rhenish manufacturers can pay such high prices for their silk, why is the trade of Lyons in such a desperate condition?

DUTCH RULE IN JAVA.

(THE TIMES.)

Parties in Holland are divided on the subject of Java. Java, as the reader is aware, is the brightest gem in the Netherlands' diadem, the pride of the Indian Archipelago, unmatched for beauty and fertility by any equal extent of the earth's surface. Java, an old Portuguese, and subsequently a Dutch colony, came into the hands of the English in 1811, and only fell back to the Netherlands by an act of spontaneous cession five years later. The Javanese, a Malay race, were already civilised at the time of the first Portuguese settlement in 1511, and by the advanced state of their agricultural industry, aided by the most perfect system of irrigation, they had made of their land the granary of the Archipelago. The Dutch, who previous to 1811 had only some settlements in the island, had introduced forced labour in their plantations; but their "peculiar institutions" were abolished during the English occupation, and not restored for several years after the reinstalment of Netherlands rule. One of the Governor-Generals of the Dutch East Indies, however, by name Van den Bosch, effected a revolution on a large scale in the island, appropriated all such soil as could best be turned to the production of sugar, coffee, indigo, &c., and, by the means of compulsory labour, changed the whole aspect and economy of the land. The results of these measures, it is stated, were a rise in the revenue to a sum of £4,000,000 yearly, and an increase of the population from 5,000,000 in 1816 to 13,649,680 in 1863. We must not, however, suffer those somewhat startling numbers to mislead us. The population of Java, with all its wondrous increase, is only about half the density of that of Lower Bengal, and as to trade, while the joint imports and exports, not only of Java, but of all the Dutch islands in those Eastern Seas, are valued at about £13,000,000, they are exceeded by £2,000,000 by those of the three little British districts in the Straits of Malacca, the two principal of which were still uninhabited eighty years ago. That, with all the wealth which they accumulate for their taskmasters, the Javanese labourers do not greatly improve their own position one might feel tempted to infer from the fact that the price of corn has during the last sixty years risen 200 per cent. The island, which was once, as we have said, the sole granary of the Malay Archipelago, has ceased to export corn, and the supply for those islands comes at the present day from the British possessions in Pegu, Aracan, and Siam.

But, however splendid may be for Holland the results of the forced labour system in an economical point of view, the time has come in which such question are put to the test humanitarian, no less than utilitarian inquiry, and an outcry has been raised among a party in the Dutch Opposition by whom the system of cultivation in their East Indies, however disguised it may be under the specious name of "apprenticeship," is stigmatised as unmitigated servitude. It is little to the purpose to assert that the Javanese are not demoralised by their present condition, or that they are aware of no oppression, that the system is indigenous, and has always been in the island. Our age is at little trouble to distinguish between *corvee* and *battue* and downright slavery. It will put up with no forced labour, even for the negro; so much less, then, for the gentle and patient Malay, who seeks no escape from his lot except in emigration, and goes forth as a sailor, sometimes even as a pirate, or looks abroad for employment in any other capacity but upon conditions of freedom.

Of such a nature is the question which seems to have roused the Dutch politicians from their wonted sluggishness. After the abolition of negro slavery in the Dutch West Indies in 1862-3 the Liberals wished to proceed to a similar measure in behalf of their Eastern possessions. A Bill for the abolition of forced labour in these colonies was brought in last year in the Dutch Parliament, but was rejected, as fraught with utter ruin to the colonies themselves, no less than to the mother country. More lately the Government filled the measure of popular discontent by the appointment to the office of Governor-General of the East Indian possessions, the highest office in the Crown's gift, of a man formerly well known for his leaning to the principles of free trade and free labour, but who had abandoned his principles, and ratted from his party. A vote of censure was passed in both Houses against the Ministers who had advised the nomination of the obnoxious Governor. The King retorted by the dissolution of the Chamber, and Holland is now in all the throes of a general election. A Royal proclamation, intended to soothe the angry spirits, seems to have been void of effect. The Liberals are likely to muster stronger than ever in the new Parliament, and, in the event of a new vote of want of confidence, the Ministers are said to contemplate a resort to exceptional measures, equivalent to a violation of the Charter of 1848. It is easier to wish than to hope that milder counsels may prevail. The question of slavery, even under the most mitigated form, is one with which the present age will bear no tampering. The mischief which a violent abolition wrought in our West Indies and in the Southern States of the American Union might be even more grievously felt in the Netherlands' colonies. For the sake of the serfs, no less than of the masters, it would be desirable that the reform, however total, might be gradual; but hitherto no consideration of prudence has ever had the power to stem the tide of passion in this delicate and dangerous matter; and we are not quite sure that even the proverbial Dutch phlegm will be able to keep its newly-awakened enthusiasm within rational elements.

Digitized by Google

Naval and Military.

The troops already detailed as proceeding to China and Japan it is now intended should proceed by the screw steamer *Golden Fleece*.

Captain Sherard Osborn has been nominated a member of the Ordnance Select Committee, vice Captain Key.

It is announced that the Secretary of State for War is prepared to receive proposals for breech-loading rifles, to replace the present service rifles. Prizes of £1,000, £600, £500, and £400 are to be given for the best cartridge. There is to be a competition for the breech-loaders, and the successful rifle is to bear the inventor's name. The sum of £300 is to be allowed to each competitor for expenses.

The following facts (says the *Army and Navy Gazette*) speak for themselves, and tend to prove the very great unpopularity of the medical service of the Royal Navy which must exist amongst our schools of medicine in the United Kingdom. On comparing the present Navy List with that of last quarter we find the number of assistant-surgeons shows a reduction of eight. There have only been six entries this year, and we moreover find that there are now no fewer than twenty-five surgeons borne in lieu of assistant-surgeons, and that sixteen ships have either no assistant-surgeon at all or only one assistant-surgeon where two would be the proper complement. The subjoined is a list, with the names of the ships and the vacancies in each. Assistant-Surgeons short:—Achilles, 1; Bellerophon, 1; Cadmus, 1; Duke of Wellington, 1; Hector, 1; Leander, 1; Liverpool, 1; Lord Clyde, 1; Resistance, 1; Rosario, 1; Royal Sovereign, 1; Scout, 1; Speedwell, 1; Vindictive, 1; Wellesley, 1; Wivern, 1—total, 16. Surgeons in lieu of Assistants:—Acorn, 1; Asia, 1; Boscawen, 1; Caledonia, 1; Cambridge, 1; Cumberland, 4; Dauntless, 1; Fisgard, 3; Ganges, 1; Impregnable, 1; Indus, 1; Jaseur, 1; Royal Adelaide, 1; Saturn, 1; Terror, 1; Trafalgar, 1; Victoria, 1; Victory, 3—total, 25.

Captain W. R. Mends, C.B., the Director of Transport Services, accompanied by Captain Willoughby, R.N., the Resident Transport Officer, and Colonel Ross, C.B., the Deputy Quartermaster General in Egypt, left London on Saturday last for Alexandria *via* Brindisi, at which latter port Her Majesty's despatch-vessel Psyche will be in readiness to convey them to their destination. The Psyche will remain at Alexandria during Captain Mends's stay in Egypt; and after he has made the necessary arrangements with his Highness the Viceroy and the Consul General for the conveyance of troops across the Isthmus, the erection of a hospital at Suez, and the establishment of offices at that place and at Alexandria, the Psyche will return with him, either to Brindisi or Malta as he may direct.

The screw steam frigate Bristol, 31, Capt. Leveson E. H. Somerset, from the west coast of Africa, has arrived in Plymouth.

The screw steam gunvessel Star, 4, at Devonport, is ordered to be put in commission with a complement of 90 officers and men for service in the East Indies. She burdens 695 tons, and has engines of 200-horse power. Her present master is Mr. John B. Snell, and chief engineer Mr. John Bruce. The pennant was hoisted on board.

The Sylvia, already noticed as fitting out for surveying operations in China and the Corea, is ordered to have a crew of 90 men and boys. A number of seamen gunners from the Excellent at Portsmouth arrived yesterday at Woolwich, having been told off to join the Sylvia.

The chartered troopship Akbar has embarked at Gravesend for Colombo 71 non-commissioned officers and men, seven soldiers' wives, and seven children of the 2nd battalion 25th (King's Own Borderers) Regiment, from Preston; eight non-commissioned officers and men of the 3rd division Depot Brigade, Royal Artillery, from Warley; and one armourer-sergeant, wife, and four children from the Royal Small Arms Factory at Pimlico. The following officers proceed in charge of the above troops:—Captain Horace William Scriven in command; Ensign John Leith Ross and Ensign Francis Welch, 2nd battalion 25th Regiment; and Staff Assistant Surgeon Robert Nelson Mally, in medical charge. The embarkation of the troops was effected under the superintendence of Brigade Major W. W. Lynch and the officials of the staff from Chatham Garrison.

The Gosforth, sailing Indiaman, a fine frigate-built ship, belonging to Messrs. T. and W. Smith, of London, embarked the following troops on the 8th October alongside Portsmouth dockyard for conveyance to the Cape of Good Hope:—Detachment of the 2nd battalion 11th Regiment, from Parkhurst, Isle of Wight—Capt. Dickens and lady; Capt. Crompton, lady, and three children; Capt. Jordan, Ensigns Bond, Vaughan, and Andrews; 125 men, 10 women, and 16 children. Detachment of the 1st battalion of the 9th Regiment from Pembroke—Lieut. Borton and lady, Ensign Burton, 48 men, nine women, and 10 children. Staff-Assist.-Surg. M'Altera in medical charge of the troops.

The following troops have embarked at Gravesend on board the chartered troopship Merchantman for conveyance to Ceylon—viz., Capt. R. Bullen, W. S. G. Burke, Lieut. W. F. Richardson, 102 non-commissioned officers and men, one officer's wife, three children, and one servant, nine soldiers' wives, and 20 children of the Royal Engineers, 23rd and 24th companies, Ensign J. W. Lang, 45 non-commissioned officers and men, three women and seven children of the 1st battalion of the 10th Regiment, from Chatham; Capt. H. F. G. Webster, Lieut. F. W. Barlow, Ensign A. Denny, Ensign R. A. Woolley, 56 non-commissioned officers and men, one officer's wife and child, seven soldiers' wives, and five children, of the 2nd battalion of the 20th Regiment, from Shornclife; Capt. G. R. Harvey, Ensign W. B. Broughton, 78 non-commissioned officers and men, seven soldiers' wives, and five children of the 99th Regiment, from Preston; and Lieut.-Col. E. Knight, wife, and servant, Cape Mounted Rifles, for passage to the Cape of Good Hope; the whole under the medical charge of Surgeon T. Tarrant, M.D., Cape Mounted Rifles.

The Prussian frigate Niobe, from Kiel for the East Indies, has arrived in Plymouth Sound.

The Vulcan, iron screw troop-ship, after having been nearly two years in Portsmouth harbour since her return from China, was removed to the steam basin, with a view of her being thoroughly surveyed and inspected as to her fitness for being repaired and brought forward for further troop service.

The Imperial Russian screw corvette Griden sailed from Portsmouth on the 24th for Cronstadt. The Griden put into Portsmouth some little time back on her way down Channel, from Cronstadt bound for the Amoor, to stop a leak. She was placed in the Corporation Dock for examination and repair, but her defects have been found so serious that she has been only temporarily repaired, and returns to Cronstadt instead of prosecuting her voyage to the Amoor.

The post of Senior Naval Officer at the island of Ascension is expected to be immediately vacant, and, among other candidates, is, we understand, Captain E. K. Barnard, who is also named for the Medway steam reserve, and to which he will probably give the preference. At Ascension, the screw steam sloop Greyhound, 5, Captain Charles Stirling, to which ship Commodore Hornby, Commander-in-Chief of the West Coast station, had on the 1st inst. transferred his broad pendant from the Flora. The Greyhound has been fitted with a poop for the reception of the Commodore, and was expected to leave for St. Helena about the 10th of October. The screw steam gunvessel Torch, 5, Commander George A. Douglas, was undergoing a refit at Ascension, preparatory to resuming her station in the Bights. The guardship Flora, 40, Captain Joseph G. Bickford; the iron screw steam storeship Dromedary, 2, Master-Commander John H. Allard; and the paddlewheel steamvessel Pioneer, Lieutenant Harry F. Yeatman, commanding, were also at the island. The Pioneer was refitting, to resume her station on the Congo. Her commander has suffered severely from coast fever.

H.M. Gunboat "Waterwitch."—An interesting trial has lately been made of this vessel, in which what is called the "turbine" method of propulsion has been adopted. The Waterwitch is an iron-cased gun-vessel of the same class as the Vixen and Viper, and will carry a similar armament, namely two 7-inch and four 20-pounder guns. She is the first vessel fitted with Ruthven's "turbine" or "hydraulic" engines, which invention is being introduced into the navy under the auspices of Admiral Elliott. The following are the main features of the system: the vessel has an inner and an outer bottom, and into the space between them the water is freely admitted by large rectangular openings in the fore part. In this space a large water-wheel, driven by a steam-engine of 150 horse-power (nominal) revolves rapidly, forcing the water at an immense pressure out of two pipes or "nozzles" one on either side of the vessel; and the force with which it is ejected propels the vessel through the water just on the same principle as a rocket is impelled through the air. By simple machinery communicating with the deck these nozzles can be directed either ahead or astern at pleasure, so that the course of the vessel can be immediately altered, checked, or reversed, without stopping the engines; while by turning one nozzle each way she can be made to revolve on her axis. The trial was a complete success, a speed of nine knots being attained, while the steering was perfect, and the motion peculiarly smooth and easy. The advantages of the new method of propulsion are numerous. Power is economised, because the propellors are not lifted out of the water by pitching as with the screw; they are not likely to be damaged by shot; the vessel is not dependent on her rudder for steerage; she could not be sunk by shot holes, as the engines would pump out far more water than could be admitted; and the management of the vessel is entirely under the control of the officer on duty, independent of the engines.

Books for Sailors.—The Rev. John Scarth (formerly of China and now chaplain of the St. Andrew's Church Mission, Gravesend) has published an appeal to the public for surplus books, magazines and papers, for the use of sailors and emigrants. Mr. Scarth has already collected some thousands of volumes, and has made up nearly fifty libraries for ships, which are supplied with them free of charge. Mr. Scarth now asks for further contributions to enable him to continue the good work.

Foreign Intelligence.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

Rotterdam, Oct. 25.

The political agitation here is daily increasing, and the crisis will be decided on Tuesday next. It needs no comment that the proclamation of the King, which is addressed to every elector in the kingdom, and by which all those to whom the law gives the right to vote are invited to proceed to the ballot, will turn in favour of the Liberals. Not only in the known Liberal districts will the contest result in the return of Liberal candidates, but it is very doubtful whether any Conservatives will be returned. The Liberal party will certainly be reinforced by the new elections, and of course the new Chamber will at once proceed to pass a vote of want of confidence, so as once more to overthrow the Ministry. But in the meantime it is difficult to suppose that the Cabinet will yield, and therefore it is more than probable that the Government will have recourse to a *coup d'etat*. Our position is indeed very critical, and next Tuesday will be a day of great importance, both for the Netherlands and the East Indies.

Some Prussian papers have told us that the last despatch of the Berlin Cabinet in the matter of Luxembourg to our King, as the Grand Duke of that State, bore the aspect of an ultimatum. It was added that the King refused to comply, and dared Prussia to do her worst. This I can assure you on good authority is entirely untrue. On the contrary, the negotiations are being conducted in a friendly way, and we have every reason to expect soon a favourable result.

The Emperor of Austria has solicited Mr. P. P. Van Bosge, M.P. and ex-Minister, to become Minister of the Financial Department in that State. This gentleman has, however, declined the offer, and the Emperor Franz Josef has requested him to pass some time in Vienna, to which demand Mr. Van Bosge has agreed, and has drawn up a memorandum on the entire reorganisation of the Austrian finances.

Digitized by Google

I much regret that I have to announce the death of Dr. Ph. von Siebold, the celebrated traveller in Japan, who died on the 18th inst. at Munchen, where he had begun to form a Japan ethnographical museum. Von Siebold was chief officer of the general staff, and was aged seventy-one, having been born on the 17th of February, 1795. He leaves many manuscripts of great value. Since 1854 he has lived at Bonn, but his collections were at the Museum at Leyden.

The national exhibition in the Crystal Palace at Amsterdam was closed on the 18th, after it had been visited by the King. The total number of persons who visited the exhibition amounted to 259,551. A general discontentedness prevails about the awards of the jury.

Her Majesty returned yesterday from her journey to Switzerland.

A work of great importance has been published by M. Rodolphe Lindau. It is a geographical and moral description of Japan, and Nisi Sioesoeke, Japanese officer and student in jurisprudence at Leyden, has written the preface.

The *Kai-yoo-Maroo* will sail from Brouwershaven for Japan. It will be remembered that this vessel was built at Dordrecht, as a man-of-war, for the Japanese Government. She is fitted with thirty-two guns, twenty-six of which are 30-pounders, and will be under the command of the Lieutenant (1st class) Dinnaux. The Japanese Marine officers Oetida, Enomoto, Sawa, and Tagoezzie, will start with this ship for their mother country, and likewise the Japan second officers who were busy for some time in our iron manufacturies. Only the two medical students, Ido Genpak and Hajazi, and the naval engineer, Acamar, will remain here. The first-named take their studies at the Hospital at Nieuwediep, the latter at Amsterdam.

COMMERCIAL.

COFFEE.—The Dutch Trading Company's monthly public sale of 140,800 bags Java, Menado, Padang, and Macassar coffee, held here on the 17th inst., has gone off at some reduction, except for the fine pale sorts of Java and Padang, which sold at full prices; green qualities of Java sold at 1 cent below the valuations, ordinary to good ordinary, ½ to 1c. lower; good ordinary, 42½ to 43c., against 44½c. at the September sale. Since the auction there was a lively demand; the private transactions include—1,355 b. Padang, ex Alblasserdam, at 45½ to 48½c.; 623 b. do., at 47c.; 1,205 b. do., at 47c.; 6,000 b. do., at several prices.

SUGAR.—The market was very calm, and without any transactions of importance. The stock of raw sugar amounted to 42,087,212 ks. in bond.

RICE.—Since our last report the following parcels were sold:—8,700 b. Rangoon, ex Tonia, and 1,500 b. ex Jan van Galen, at 7¼f.; 9,844 b. Moulmain, ex Josuah L. Hale, at 4⅛ to 7f.; 1,027 b. Java, ex Hendrika, at 9½ to 10¼f.; and 2,000 b. do., at 10 to 10⅛f.

TOBACCO.—The result of the important sales of Java Leaf, which were held on the 16th and 18th insts., was as follows:—

Packages.			In average.	Packages.			In average.
1622	... Nauta/Blitar	...	59 c.	296	... Kepandjen Blitar		47¼ c.
114	... C/Blitar	...	12½ „	96	... AT	...	28 „
229	... ...	...	12 „	558	... Blitar	...	50⅞ „
104	... Klakah	...	43½ „	178	... BB	...	27⅜ „
131	... DP	...	20 „	102	... Wates	...	37 „
710	... Gading	...	45½ „	1	... AHB	...	80 „
22	... BL	...	16⅝ „	80	... BJDL	...	34 „
21	... BK	...	13 „	677	... Kotta	...	47½ „
883	... AS/Malang	...	48 „	716	... H & A Kedirie...		38⅞ „
258	... KP	...	16½ „	281	... KS	...	28 „
162	... VS	...	11 „	552	... H & A Blitar	...	70 8/10 „
889	... WGJ	...	20 „				

MALANG CIGARS.—100,000 ps. offered in auction were sold at 8½f.

PEARL SAGO.—1,675 chests, imported from Singapore, per Altona, will be sold by auction on the 2nd of next month.

INDIGO.—There is a good demand for middling qualities, but there is want of stock. Only 78 chests are on sale, first hand.

BIMAS SAPANHOLZ.—Some parcels fetch 7½f.: it is impossible to buy at an inferior price.

GAMBIER.—1,171 boxes, per Altona, from Singapore, are to be offered in public sale on the 2nd of November.

BANCA TIN.—Since our last report 1,000 slabs were sold, at 45¼f.; 500 slabs, at 45f.; 500 do., at 46f.; and 200 do., at 46¼f.

ARRACK.—There is a little more demand. 17 casks Sourabaya, ex County of Lanark, were sold, besides 100 casks Batavia O.G.L., ex Kanagawa, and 150 casks, and 60 half-casks, Sourabaya, ex Star Queen. The prices did not transpire.

MONEY is so abundant that the Bank has decreased the rate of discount by ½ per cent. It is fixed now at 5 per cent. for bills, and 5½ per cent. for acceptances. In the meantime, there are no transactions at all in the stock market, so that the quotations of the different stocks are rather nominal, say:—Dutch Two-and-a-Half, 54⅛; Three per Cents., 65⅜; Four per Cents., 87¼; Trading Company, 136.

EXCHANGE.—London, 3 mo., f.11.65; 2 mo., f.11.68½; short, f.11,77. Paris, 3 mo., f.46.30; 2 mo., f.46.42½; short, f.46.65. Antwerp, 3 mo., f.46.25; short, f.46.55 Hambro', 3 mo., f.34.80; 2 mo., f.84.92½; short, f.35.15. Bremen, 3 mo., f.188.

SHIPPING.—ARRIVALS.—Oct. 14, at Texel, from Batavia, Vertrouwen; 19, from Sourabaya, Kaap Hoorn; 21, from Batavia, Quartet; 22, from Tjilatjap, Frans en Elise; 23, from Batavia, Aldeharan; from Sourabaya, Marianne, and Oscar I.

DEPARTURES.—Oct. 17, from Texel for Batavia, Maria Catherina; 19, from Hellevoet for Singapore, Marie Elizabeth; 22, from Brouwershaven for Batavia, Medea.

PASSENGERS OUTWARD.

For JAVA.—Per Medea: Messrs. J. W. van Ryck and family, J. F. Kramer and family, F. Becker and family, G. H. Lowe and family, F. H. Bauer and family, W. M. Smit and family, J. van Dulken and family, H. A. E. Tromp, A. van der Velden, A. Dessavaugies, F. K. L. Ramaer, R. Tulleken, D. E. van Gorkum, N. Beljerink, J. H. A. van Wijhe Coenen, A. Boudewjisne, Reuze, Mej. van Staveren, Blanken, van Vliet and daughter.

PASSENGERS INWARD.

From JAVA.—Per Kaap Hoorn: Mr. H. van Raalte per Quartet: Mr. van Schauenburg.

RUSSIA, GERMANY, &c.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, OCT. 23.

Herr Egmont Hagedorn, a merchant of this city, announces in the local papers the receipt of a remittance of $1,120—which produced 3,360 Marks Banco—collected by his son, Mr. J. S. S. Hagedorn, of Singapore, among the German merchants and others established there (here he gives the names of the 41 donors) which at their request he has distributed as follows:—1,500 Mks. Bco. for the widows and orphans of Prussian soldiers killed in the late war, 1,000 Mks. Bco. for those of the Austrians, 300 Mks. Bco. for those of the Hanoverians, 300 Mks. Bco. for those of the Saxons, and 260 Mks. Bco. for those of the South German troops.

A letter has been received from an officer of the Prussian corvette *Vineta*, dated Valparaiso, August 16, stating that they had received orders and were preparing to sail for Shanghai, only touching at Honolulu. They will speedily be reinforced by some smaller vessels and gunboats, it being the determination of the Prussian Government to assist the other naval Powers of Europe in putting down piracy in the China seas effectually.

At the sitting of the Commercial Tribunal of this city, the following case was pleaded:—Gustav Balck *v.* Joseph Meyer, as partner in the firm of E. and J. Meyer, of Hong Kong. It appears that the planitiff had a parcel of tar in a warehouse at Manilla, the sale of which was difficult on account of the earthquakes and consequent leakage and heavy expenses. He therefore agreed to consign it to the defendant's house at Hong Kong, expressly stating that it was not his wish to speculate on the fluctuations of the Hong Kong market, but rather a prompt sale at the best price to be obtained, and thus no limit was given. On the 11th of September he received information from the defendant that the price had fallen below $8, which was the figure he had said in his first letter that could be obtainsed. On the 3rd October he quoted the market price at $6 50c., but notwithstanding the dangerous nature of the article he preferred to speculate for a rise against the positive order to sell promptly, as delay only increased the charges. He therefore wrote out to make the defendant responsible, and eventually received account of sale, by which he found the tar had been sold at $3 50c., giving $574; but after deducting the cherges, the nett proceeds amounted to only $42 57c. Plaintiff therefore claimed $6½ as the selling price, though defendants confessed to having sold inferior quality at $7. He further maintained he had only to bear the leakage and charges till November 1st, 1865, and claimed the sum of $955 45c. as per acount rendered. The Court ordered the defendant to justify within six months the course pursued by his house at Hong Kong, deferring judgment till then.

At Irkutzk a hospital for the indigent, built by a M. Soldatow, and endowed by him with a capital of 30,000 roubles, in grateful commemoration of the wonderful escape of the Emperor last year from the pistol of the assassin, has just been opened.

The Russian Consul-General von Bacherach reports so favourably of the Chinese—who amass great wealth in Victoria by rewashing the auriferous sand used and thrown away by the English gold-seekers in that colony—that he strongly recommends employing Chinese as gold-washers in the Russian auriferous districts. The suggestion has been favourably received at St. Petersburg, and a comprehensive plan for obtaining a large number of Chinese is now under consideration.

An interesting exhibition has for some days past been opened for public inspection in the saloon of the Imperial Geographical Society, at St. Petersburg. It consists of a magnificent collection of specimens of graphit from Siberia, and is destined to figure in the Russian Court at the great Paris Exhibition next year. Not the least interesting part of the collection are two albums, one of which contains more than a hundred views of different parts of Siberia, the other containing four hundred paintings on rice-paper by Chinese artists, collected by M. Alibert, during his 20 years' residence in China and Siberia.

The St. Petersburg *Government Gazette* announces the death of Her Henning, Secretary of the Russian Consulate at Tientsin, who had devoted many years of his life to the study of the Chinese language and literature. He died at Peking, and was under thirty years of age. The death of this promising young functionary is considered a great loss for Russia.

An extraordinary general meeting of the Austrian Export Company was held at Vienna on the 15th inst., when it was announced that the gross receipts of the company during the five months since their operations commenced—from February 6 to June 30—after deducting postage and charges, amounted to 28,262 florins. After a deduction of 11,162 florins for salaries and remuneration to the directors, as well as 1,504 florins for depreciation of property, there remained a clear profit of 15.595 florins, or 4fl. 41 Kreuzers per 60 florin share, being at the rate of 21 per cent. per annum.

Mr. G. T. Siemssen, of this city, one of the honorary non-forensic

Digitized by Google

Judges of the Lower Tribunal, has resigned that houourable but laborious and time-absorbing post, and is succeeded by Herr E. Jacob. In the sitting of the Burgerschaft they had to elect the successor from a list of eligible gentlemen presented to them by the Senate. Objections were raised that Mr. Jacob had not been a citizen for three years, as required by law, but this was overruled by the President, and he was elected by 43 votes out of 101 members present in the Assembly.

Herr G. Niederberger, merchant at Saigon, in Cochin-China, has been appointed Consul at that port for his Majesty the King of Prussia by Royal patent, dated Berlin, October 13, 1866.

COMMERCIAL.

Coffee.—The lively demand continues, and the deliveries are so extensive that stocks are sensibly declining, without much chance of any large supplies arriving before the winter sets in. Sales of the week, 14,000 bags.

Sugar.—Raw in a state of lethargy and prices nominal. In Refined the scarcity of goods in the market is much felt and prevents business to any extent. The sales were therefore limited to 10,000 loaves of Hamburg and foreign make.

Rice.—The market is steady, with a satisfactory amount of business transacted. In rough no sales are reported.

Spices.—Cassia Lignea is in demand and higher, 11½ Sch. Bco. having been paid for some parcels of good merchantable quality. Cloves are firmer, and 300 Gonjes lately arrived have been sold at satisfactory rates. Pepper commands an easy sale at full values.

Spelter.—The market is calm, but this metal attracts more attention than last week. The only sales recorded were 1,000 centners for Oct. and Nov. delivery at 13 Mks. 10 Sch. Bco., and 500 centners ex-warehouse at the same price. It would however be difficult to obtain any more at that figure, as holders are decidedly firmer.

Discount.—Without alteration and money plentiful, though large sums have lately been invested in the new loans of Italy and Bavaria to cover their war expenses and the indemnities paid by them to Prussia.

Monetary and Commercial.

The rumours of difficulties amongst the East India and China houses current of late have now to a great extent passed off. A large amount of bills matured during the past week but was all arranged for. The engagements of one large firm in Leadenhall-street were settled by an allowance of time by the creditors.

The Bank rate has not been altered. The discount market is well supplied with money, and the demand being only moderate, good bills have been taken at 4 per cent., with exceptional transactions at 3⅞. The applications at the Bank discount office are upon a very quiet scale, and it would appear that many persons have deferred supplying their wants in order not to lose the chance of a reduction in the Bank rate. We

In convening an extraordinary meeting of the shareholders of the Bank of Hindustan, China, and Japan (Limited), for the 19th November, at the London Tavern, the directors have issued the annexed circular:—

"In handing you the accompanying notice, I am instructed by the directors to inform you that the special resolution passed on the 24th May last was not sufficiently formal to permit of an ordinary meeting being held in November, and that, therefore, they have resolved upon calling the extraordinary meeting. On that occasion the directors will present a specially audited statement of the position of the company, which they believe will be satisfactory to the shareholders. The directors also propose to submit for consideration a plan for reconstructing the bank on a basis which shall reduce the liability upon, and the nominal amount of, the shares."

The biddings for £325,000 in bills on India took place at the Bank of England on the 18th. The proportions allotted were:—To Calcutta, £174,000; to Madras, £1,000; and to Bombay, £150,000. The *minimum* price was fixed, as before, at 1s. 10¾d. on all presidencies. Tenders on Calcutta and Madras at 1s. 11⅝d. will receive about 64 cent., and on Bombay at 1s. 11⅝d. about 38 per cent.; above these rates in full. These results show another considerable increase in the demand for means of remittance to the East. The advance in the rates now given over those on the last occasion is 1½ per cent., making a total rise of nearly 6 per cent. in little more than a month.

The various Chambers of Commerce have received at intimation that the Government of Manila has made an order to the effect that all goods shipped by the China Steamship and Labuan Coal Companies vessels at Singapore, and bearing a certificate of European origin, will be admitted into that port at a reduced duty of 10½ per cent. By this new route shippers will obtain considerable advantage, as they can have their goods transhipped at Singapore from the Peninsular and Oriental and Messageries steamers into those of the China Company for direct transmission to Manila, instead of the delay by the Hong Kong route.

Since the general meeting of the shareholders of the Agra Bank, the committee appointed have met almost daily, and arrangements are being made for calling a meeting of the creditors of the bank, many of the largest of whom have already signified their approval of the project; steps are also taken to obtain the assent of the creditors in India and China.

A numerously attended meeting of the shareholders of the Agra and Masterman's Bank (Limited) was held on the 18th, at the London Tavern, and resolutions were unanimously passed to proceed with the necessary steps for the reconstruction of the bank, the details of which were given in our last. The chairman (Mr. J. Thompson) pointed out at great length the advantages which the shareholders would derive from the proposed arrangement, and he recommended them to avail themselves of the opportunity which the proposed scheme afforded to save the valuable goodwill and connection of the bank, which would, in his opinion, at an early date regain its old position as a profitable and prosperous concern. The proprietary of the bank consists of 1,256 shareholders. At the close of the meeting it was announced that 555 shareholders in the old company had given their written assent to the proposed resuscitation, and also that 351 shareholders had agreed to take 15,379 shares, representing £153,790 of the £400,000 new capital required. Of the 701 shareholders who have not yet formally assented, 233 reside in India, or at a very remote distance from England; 226 shareholders were present at the meeting to-day, and their feeling was both cordial and unanimous. The resolutions passed were as follows:—

Proposed by the Chairman, seconded by J. Spicer, Esq., and carried unanimously:—"That the shareholders present heartily approve of the proposal which has been submitted for the resuscitation of the Indian portion of the business of the bank." Proposed by Captain Lynch, seconded by Colonel Smyth, and carried unanimously:—"That a committee, consisting of thirteen shareholders, with power to add to their number, five of whom to form a quorum, be appointed to carry out the necessary arrangements to give effect to the proposal, with power to make such modifications therein as the committee may find necessary." Proposed by Colonel Froeth, seconded by Colonel Ewart, and carried unanimously:—"That such committee consist at present of the following shareholders:—Sir George Pollock, K.C.B., W. Bracken, Esq., J. Kemp, Esq., General Campbell, Sir P. Cautley, C. H. Lushington, Esq., E. Wilmott Esq., J. Spicer, Esq., Colonel the Hon. H. B. Dalzell, E. H. Morland, Esq., Dr. Richardson, James Thomson, Esq., and H. W. Peek, Esq." Proposed by the Chairman, seconded by E. H. Morland, Esq., and carried unanimously:—"That this meeting desires to acknowledge the facilities hitherto afforded by Mr. Cannan, and request and authorise his co-operation with the committee, in taking such steps as may be necessary to give legal effect to the proposed arrangement."

The *Economist* on the subject says:—

"In general nothing is nearer to impossibility than to re-create a bank. While it existed, it lived upon its credit, and it failed only when it ceased to possess that credit. And credit cannot be revived. It is the opinion of a multitude, resting upon habit and impression, and if these supports are rudely broken, no argument will replace them or will do their work. For the most part a bank that has once failed has failed for ever. But there are cases in which the usual rule does not hold because the usual cause does not operate. Sometimes, though very rarely, a bank fails not from a failure of confidence in the minds of those who used to trust it, but from some extrinsic fatality. Thus it has been found possible to revive the Consolidated Bank, because its failure was due to the sudden fatuity of the directors in shutting their doors and in combining with the Bank of London, and not to any diffused distrust among their depositors. A like reason applies to the Agra and Masterman's Bank, which it is now proposed to revive. The best of the credit of that bank was in India, but there never was any failure of credit in India. The former directors in Europe mismanaged the funds and so broke the bank. But the Indian Civil Service who made the bank are still attached to it, and it would be still trusted in India, far rather than any unknown or new competitor. Here is, therefore, a sound reason why an attempt should be made to revive the bank, if possible. A nucleus of credit still exists which may be made a source of profit, and which a new bank would take years to earn. We shall, therefore, be glad if the attempt now being made to revive this bank should succeed, and the more so if its reconstitution should mitigate the present inconvenience both of the depositors and the shareholders of the old bank."

At the meeting of the Oriental Bank a dividend at the rate of 12 per cent. per annum was declared, and at the Chartered Bank of India and China a dividend of 5 per cent. per annum. Reports of the meeting will be found in another column.

Mr. D. T. Robertson, the chief manager of the Chartered Mercantile Bank of India, proceeded by the last mail on a tour of inspection to India and China.

The burning of the steamer *Huquong* on the Yangtze has given rise to several remarks, in consequence of the insurance recently effected on her in London against fire for £40,000.

In the Bankruptcy Court Alexander Walkinshaw has passed the first hearing. The bankrupt was an East India merchant, of 9, Gracechurch-street. The debts, as shown by the preliminary statement, amount to £18,233, of which £11,360 is stated to be due to Mr. W. Walkinshaw, in England. The other creditors are principally resident in Bombay, London, Liverpool, and Hong Kong. The bankrupt attributes his failure to losses on consignments, and pressure by some of his creditors.

A paragraph extracted in *The Times* from the *Bullionist*, with regard to banking failures at Bombay, gave a list of establishments

Digitized by Google

that had gone into liquidation, and erroneously included the Brokers' Banking Company, the Bombay Presidency Bank, the Royal Bank of India, and the Indian Peninsular Bank. None of these banks have either failed or gone into liquidation.

The amount of bullion by the P. and O. Company's steamer *China*, from Southampton on the 20th inst., was, in gold, to Alexandria, £71,500; to Madras, £45. In silver, to Calcutta, £15,000; to Yokohama, £330. Total in gold, £71,545; in silver, £15,330.

BANK AND MISCELLANEOUS SHARES.

Shares.	Joint-Stock Banks.	Paid.	Prices. Oct. 29.	Prices Oct. 25.
£50	Agra and Masterman's	£25	—	—
20	Asiatic Bank Corporation, new shares	10	—	1 to 3
25	Bank of Egypt	All	28 to 30	28 to 30
20	Chartered Bank Ind., Aust., & China	All	17 to 18	18 to 19
25	Chartered Merc. of India and China	All	34 to 36	34 to 36
20	City Bank	10	15 to 16	15 to 16
20	Eastern Exchange	5	¼ to 2 dis.	¼ to 2 dis.
100	Hindustan, China, and Japan	25	½ to 1½	½ to 1½
20	Land Mortgage Bank of India	4	1⅝ to 1¾ dis	1¾ to 1¾ dis.
50	London and County	20	61 to 62	61 to 63
50	London Joint Stock	15	41 to 43	41 to 43
100	London and Westminster	20	93 to 94	93 to 94
25	Oriental Bank Corporation	All	44 to 45	44 to 45
50	Union of London	15	44 to 46	44 to 46
	MISCELLANEOUS.			
5	Bombay Gas	All	3⅞ to 4¼	3⅞ to 4¼
—	Ceylon Deb., Nov. 1868, 6 per cent.	100	102 to 104	102 to 104
—	Do. Do. 1878	100	105 to 107	105 to 107
20	Ceylon Company	10	1 dis. to par	1 dis. to par.
20	Do. A shares	2	1 dis. to par	1 dis. to par.
10	Ceylon Coffee Estates Co.	10	—	—
20	China Steamship & Labuan Coal Co.	11	10¼ to 9½ dis.	10¼ to 9½ dis
10	Credit Foncier & Mobilier of England	8	4¼ to 4⅛ dis.	4¼ to 4⅛ dis.
20	Egyptian Com. & Trading Company	9	5¼ to 4¾ dis.	5¼ to 4¾ dis.
20	General Credit & Finance Company	6	1¾ to 1½ dis.	2¼ to 2¾ dis.
10	Hong Kong Gas	All	8 to 10	8 to 10
20	International Finance Society	5	1¼ to 1½ dis.	1¼ to 1⅛ dis.
5	Oriental Gas	All	5 to 5¼	5 to 5¼
10	O. Inland Steam	All	1 to 2	1 to 2
50	P. and O. Steam Company	All	62 to 64	62 to 64
50	Do. New	40	10 to 12 pm.	10 to 12 pm.
5	Singapore Gas	5	par	—
20	Société Financière d'Egypte	10	7 to 6 dis.	7 to 6 dis.
10	Upper Assam Tea	7½	7 to 5 dis.	7 to 5 dis.
10	Do.	All	3 to 5	3 to 5
100	West India Steam Company	60	105 to 108	106 to 109

ARTICLES OF IMPORT.

TEA.—During the past week our market has been very dull, and it has been difficult to effect sales by private contract, whilst at the public auctions prices have in nearly all instances ruled in favour of buyers. The Moning and Wopaks of this season have been placed on the market, and a fair amount has found buyers at from 1s. 11½d. to 2s. 5d. per lb., the latter price being for export for a small quantity. The quality has proved very unsatisfactory. Fair to good Kaisows have sold at a decided fall at the public sales, prices ranging from 1s. 3d. to 1s. 8d. per lb.; fine have also been less readily saleable, and prices about ½d. to 1d. per lb. lower; finest have been exceptionally well maintained. In Pak Lings there is no change to notice. Common to fair black-leaf kinds remain as before, with a fair demand for export; old season's good to fine show no alteration. Of the new teas, good to fine have sold from 1s. 11½d. to 2s. 2d., and finest from 2s. 3d. to 2s. 5d. per lb. In new-make Cantons there is no new feature. Common to fair Oolongs remain as before; those of new import are not so readily saleable, and prices must be quoted about 1d. per lb. lower for good to fine qualities. Souchongs show no quotable alteration. In Flowery Pekoes there is no improvement. Scented teas have been very difficult to sell, and importers, finding this, offered them freely at public sale without reserve, and the prices obtained were about 3d. per lb. below those nominally quoted by private contract for good to fine Orange Pekoes, and about 1d. to 2d. per lb. for Capers, good to fine Orange Pekoes selling from 1s. 5d. to 1s. 10d., and Capers from 1s. 5d. to 1s. 6d. per lb. Foochow kinds of medium quality have also sold lower. In Uncoloured Japans there have been no transactions in the absence of fresh supplies. Green Teas continue to be firmly supported, but the amount of business done has been limited. Moyune kinds of Gunpowder and Young Hyson are most in demand, common to fair kinds being relatively difficult of sale. In Canton Greens there is no change. The circular of Messrs. James Steains and Co. on the quality, says:—"Each Kisow cargo comprises a few chops of fine tea, but as a whole, the crop is far below the average quality, excepting the Paklings, many of which are choice in flavour. The Monings, judged by the cargoes Min and Eliza Shaw, are as inferior as the Kisows, and are destitute of the usual ripe, brisk, full Pekoe flavour, and, like most of the Kisows, will be found to deteriorate rapidly from being so imperfectly cured."

SILK.—The market continues rather flat, at say 32s. 6d. for No. 3 Tsatlees, 37s. for best Japan, and 30s to 31s. for best Bengal Filatures; deliveries, however, are still small, showing that high prices such as are now ruling tell most unmistakably on consumption. The last advices from Shanghai are by telegram via Kiachta, to 3rd Oct., reportingsales of only 700 bales in fortnight. Stock on market 7,000 bales, and No. 3 Tsatlees cost 33s. 6d. laid down in London. The periodical public sales commenced on the 24th and are concluded. The quantity offered was 1,000 bales Bengal, 3,000 bales China, 800 bales Japan, and 800 bales Canton. The amount sold was not large, but some few parcels found buyers. The only new feature was the putting up about 200 bales of the Bengal silk at "tax prices, about 5 to 7½ per cent. below the nominal market value, with the declaration that they were to be sold without reserve, subject only to the "tax." This seemed to draw attention, and the whole were taken at more or less satisfactory prices. In the general market the currency of business had been disturbed by telegraphic news from China, quoting prices nearly 10 per cent. lower without assigning any especial cause. This was received on the 15th inst., and was sufficient to stop proceedings, and a large unloading taking place at the same moment induced sales here at a reduction of 6d. to 1s. per lb. in Tsatlee, until the telegram of 3rd Oct. arrived on 24th. Delivered from 1st to 24th are 2,269 bales China and 436 Japan.

CHINA.	Usual Imports.			
	s.	d.	s.	d.
CHINA:—Tsatlee, No. 1 & 2	32	6 to	34	0
" No. 3 & 4	30	6 to	32	6
" Hangchow	28	0 to	29	0
Yuenfa and Hamin, No. 1 & 2	29	6 to	31	6
" " No. 3 & 4	25	0 to	29	0
Taysaam, No. 1 & 2	28	0 to	30	0
" No. 3 & 4	18	0 to	27	0
Long Reel	20	0 to	24	6
Skeins	22	0		
Canton	18	0 to	24	0
JAPAN:—Mibash & Sinchew, No. 1 & 2	34	0 to	37	0
No. 3 & 4	32	0 to	34	0
Ida, Bricks, No. 1 & 2	29	0 to	33	0
No. 3 & 4	26	0 to	28	0
Sodai, No. 1 & 2	29	0 to	32	0
No. 3 & Inf.	27	0 to	28	6

COTTON.—Up to the 19th inst. an active demand was experienced in this market, and an advance of ¼d. to ½d. per lb. was generally established, 10¾d. being paid for China. On the 20th inst., chiefly owing to a want of response in the Manchester market, the demand became limited, and fully ¼d. per lb. of the advance was lost. The market closed on the 20th inst. heavily, with a tendency in prices to decline, which was afterwards confirmed. The closing quotation for China was 10¾d., for Dhollerah 11¼d. In the existing market there is up to the present time (25th inst.) but little change to report. The following are the latest quotations as given by the London Cotton Brokers' Association: Dhollerah, midding fair, 11d.; fair 11½d.; good fair 12d.; Tinnivelly, middling fair 10¼d.; fair 11d.; good fair 11½d. China, fully fair 10¾d. It will be seen that prices are about ¼d. per lb. in advance of our last report, with the exception of China, in which there is no alteration. The tone of the Liverpool market is quiet, and Fair Dhollerah is quoted at 11½d., Middling Orleans 15¾d. There are advices from New York per Atlantic Telegraph up to the 23rd inst.; Middling Upland is quoted at 41 cents.

COIR YARN.—At the sales 337 bales sound Cochin realised £35, and a parcel sea-damaged, first-class, £32 to £38; second, £30 to £33. Of Ceylon 180 bales sold, fine £50 to £57; good, £42 5s. to £43 5s. Of the same description 81 tons also sold as follows:—Good, £40 to £41 15s.; medium to good medium, £35 to £38 10s.; common to good common, £30 to £33 15s.

COFFEE.—The demand continues large, and there is a fair business doing. Plantation has receded in price from 6d. to 1s. per cwt., the better sorts showing the least reduction. There is also a slight reduction in Native, but not to any extent. The public sales of Plantation Ceylon have reached 750 casks, 1,140 barrels and bags, which are quoted as follows:—Fine ordinary to low middling, 74s. to 80s.; middling to good middling, 81s. to 84s. Of Native Ceylon, 124 casks, 1,698 barrels and bags sold, common to real good ordinary, 63s. to 66s. 6d.; bold, 72s. 6d. to 73s. Later, 320 casks, 330 barrels and bags Plantation, and 95 casks, 380 bags Native were taken off at the same rates. The only private transaction reported is a sale of 17 bags Penang at 63s. 6d. per cwt.

SUGAR.—This market is totally devoid of animation, the demand being of a most limited character. A small quantity of Manila, Clayed and Unclayed, has been offered at auction and all withdrawn. There has been a desire on the part of holders to realise, but few sales have taken place. The only sale of Foreign reported is of 566 bags low Singapore, at first retired, but afterwards taken at 22s. Of Mauritius a small quantity low brown sold at 25s. 6d. Of 6,061 bags Madras Jaggery a small portion sold; low quality, 21s. 9d. to 22s.; fair to good, 22s. 6d. to 23s. 6d. Afterwards there was a further small sale of Mauritius,—low and middling, brown, 25s. 6d. to 27s.; middling yellow grainy, 35s. No private sales reported.

RICE.—There is at length a slight improvement in the state of this market. At present, little business is reported, but there is more inclination to purchase, and the bids for floating cargoes show much improvement. Madras and Java descriptions are still entirely absent, and the only sales are of small quantities of Nekranzie at 11s. to 11s. 3d., and Rangoon at 11s. 9d. to 12s. per cwt. Privately, 2,600 bags fair Nekranzie have realised 11s. 4½d. per cwt.

PEPPER.—All kinds still remain flat, and prices are the same as at last report. The sales are as follows:—Of 3982 bags Black Singapore at auction three-fourths sold at 3¼d. to 3⅜d. per lb.; and of 4817 bags Black Penang two-thirds sold at 3⅛d. to 3¼d., and 3⅛d. for Trang. For White the prices are rather lower. Of 809 bags Singapore, and 83 bags Penang, about one-half sold at 6¼d. to 6⅜d. middling to fair. Private trade limited, and nothing reported.

SAGO, &C.—The market continues steady, and there is a very slight advance affecting only the lower qualities. Of 2562 packages at auction three-fourths sold, realising 18s. to 19s. per cwt. for good to fine small, and 16s. 6d. to 17s. 6d. middling to fair large. Tapioca: 60 bags Penang sold at 4½d., and 38 cases Singapore at 2¼d. Arrowroot: Little business doing, and no quotations given.

TERRA JAPONICA.—There is a good supply of Cutch Pegue, and of 2214 bags at auction about half sold at 32s. to 33s. 6d. per cwt., fair to fine. Privately there has been a sale of 200 boxes of same quality at 33s. per cwt. Gambier is very flat, and only one-fourth of 2808 bales at auction was sold at 23s. 6d. for good, and 32s. 3d. to 32s. 6d. cubes. Arrivals are expected.

HEMP (MANILA).—The supply still continues very short, and the demand has increased. Consequently there is an advance of £1 to £2 per ton, good qualities realising £49 to £53.

HORNS.—All kinds are firm. At auction 19 tons Madras, 4 tons Rangoon, and 3 tons Singapore, sold at 48s. to 50s. per cwt. for 3 to 3½ lbs. average, and 29s. to 36s. for 1⅛ to 1½ lbs. average. Also 4 tons Calcutta, and 3 tons Singapore Deer Horns at 45s. to 49s. per cwt. for 2¼ to 2 lbs. average.

Digitized by Google

Spices.—Cloves: Very quiet, everything at auction retired. Cinnamon: A small quantity has sold as follows:—1st quality 1s. 9d. to 2s. 8d.; 2nd, 1s. 8d. to 2s. 5d.; 3rd, 1s. 3d. to 2s. 1d.; the quarterly sales commence on the 29th inst. Nutmegs: Prices rather lower; 49 cases Penang and 15 cases Singapore at auction sold at 1s. 1d. to 2s. 4d. per lb. for ordinary small to fine medium. Ginger: Prices more in favour of buyers; 117 cases Cochin sold, rather bold, 81s. to 95s., low middling 66s. to 67s., small 58s. to 62s. Mace: Good qualities alone maintain their value, all inferior descriptions being lower; a small portion of Penang and Batavia sold at 3s. 6d. per lb. good palish, and 1s. 6d. to 2s. 1d. ordinary to good reddish; 13 cases dull broken Singapore were withdrawn at 1s. 5d.

Cocoa-nut Oil.—This market is firm, with a good demand. Prices remain within a fraction of those of our last report, viz., for Cochin, £59 to £60 per ton, and for Ceylon, £48 10s. to £49. At auction, 167 casks Cochin, and 125 casks Ceylon were taken.

Oils.—Anniseed: very quiet, with limited business at 9s. 3d. per lb. Cinnamon: steady, 3 cases at auction sold at 2s. 10d. to 3s. 3d. per oz. fair to good. Citronelle: 9 cases at auction realised 3¼d. to 3½d. per oz. Lemon Grass: no sales.

Japan Wax.—Good qualities are still unobtainable. Out of 148 boxes offered at auction 28 sold, good yellow lump 87s. 6d. per cwt.

India Rubber.—Supply very short, and holders continue to ask high prices. The only offer at auction was 64 baskets Siam, which was all retired. Arrivals expected.

Gutta Percha.—Very flat, and the only sale reported is of 10 tons ordinary reboiled, which realised 6d. to 6¼d. per lb.

Gums.—Benjamin, the auctions include the following:—58 cases Siam at £26 to £37s. per cwt. for 4th to 1st size tear; £14 to £24 dust and seed in block; £17 to £19 5s. dark rough; also 55 cases Sumatra, of which a few only sold at £10 10s. for false-packed second, and £6 7s. 6d. for third quality. Copal: 68 cases Manila sold, middling mixed, 34s.; ordinary soft, 27s.; 37 cases Singapore from the wreck of the Golconda sold at 31s. to 32s. Damer: Very scarce, nothing doing. Gamboge has more than doubled its recent value, and attained a rate unprecedented, 8 cases of recent arrival having sold at £50 to £52 10s. per cwt.

Tin.—This market has been without animation, and a very limited business has been transacted at £79 10s. to £80 per ton for Banca, and £78 to £79 for Straits, cash prices.

Miscellaneous.—Blacklead: Steady, and of 617 barrels at auction, one third sold at 12s. 6d. to 18s. 3d. per cwt., for middling to good lump, and 9s. 6d. to 10s. dust. Ebony Wood: 832 logs (64 tons) Ceylon offered and withdrawn. Galls: quiet, and a few boxes China sold at 64s. per cwt., for good quality; also 135 boxes Japan at 64s. to 64s. 6d. Musk: nothing doing. Soy: very flat, with scarcely anything doing; no quotations. Tortoise-shell: arrivals expected; nothing doing at present. Tumeric: none offering, either China or Java. Vermilion: materially reduced in price; about 150 boxes China having sold at 2s. 6d. to 2s. 8d. per lb. chiefly at former rate. Mother-o'Pearl Shells: all sorts scarce and eagerly inquired for. Rattans: steady, and 18,448 bundles Penang, and 9,495 bundles Singapore have been sold at 2s. 9d. to 6s. 4d. per hundred canes. Japan Cassia: 15 cases sold at 46s. Preserved Ginger: 100 casks China realised 10d½. per lb.

ARTICLES OF EXPORT.

Iron.—The quotations in London are for Welsh bars £6s. 5s. to £6 10.; nail rod, £8 10s. to £8 15s.; hoops, £9 10s. to £10; sheets, single, £10 10s. to £10 15s.; Staffordshire bars, £8 10s. to £8 15s.; rails, £6 5s. to £6 10s.

Steel.—Swedish keg, £15 15s. to £16.

Copper.—Sheet and Sheathing, £88 to £93 per ton; yellow metal, 7½d. to 7¼d per lb.

Tin.—£83 to £84 for block; £84 to £86 for common bars. Tin plates, best charcoal I.C., 33s. to 34s.

Lead, &c.—English pig, W.B., £22 15s.; shot, patent, £23 10s. to £24; sheet, £21 5s.; spelter, £20 5s. to £20 10s.; zinc, English sheet, £28; quicksilver, £6 18s. to £7.

The following is from the Circular of Messrs. French and Smith:—The market continues inactive. Iron is in moderate demand. Copper is very dull. Tin, notwithstanding good deliveries, continues to flag. Banca has declined to 45¼ guilders in Holland. Tin Plates much in demand, and makers have great difficulty in making delivery. Lead steady.

EXPORT OF BULLION TO CHINA &c.

The following return shows the shipments of bullion from Southampton from the 1st January by the P. and O. Company's mail steamers.

	Gold.	Silver.
Shanghai	—	£92,803
Foo-chow-Foo	—	4,446
Amoy	—	—
Hong Kong	—	140,166
Singapore	£5,650	46,910
Penang	—	—
Yokohama	—	1,230

FROM MARSEILLES.

(By the P. and O. Company's Steamers.)

	Gold.	Silve
Singapore	£144	—
Penang	—	—
Hong Kong	—	—
Foo-chow-Foo	—	—
Shanghai	—	£59,630
Yokohama	—	10,528

PER FRENCH MAIL STEAMERS.

	Gold.	Silver.
To Singapore	£11,098	£93,800
To Saigon	—	113,996
To Batavia	7,237	8,701
To Hong Kong	—	277,835
To Shanghai	—	77,116
To Yokohama	—	

GOLD AND SILVER.

Bar Gold (per ounce)	£3 17 9
Spanish Doubloon	3 16 0 to 3
United States Gold Coin	3 16 4
Silver in Bars	0 5 0 15-16ths
Mexican Dollars	0 4 11½

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Oct. 6	Otto	Fresling	Batavia	Off Dungeness.
— 8	Falcon	Mowlan	Colombo	Portsmouth.
— 3	Prata	Fabricius	Penang	Off Plymouth.
— 7	Johannes	Wiborg	Moulmain	Scilly.
— 7	Corneille David	Hanns	Akyab	Off Scilly.
— 7	Asiatic	Andrew	Moulmain	Do.
— 7	Edgar	Rhodin	Do.	Queenstown.
— 8	Prince of Wales	—	Akyab	Off Queenstown.
Sept 29	Crouch Brothers	Squarey	Colombo	Gibraltar.
Oct. 9	Mercur	Brandhoff	Bassein	Falmouth.
— 9	Thos. Mitchell	McKechnie	Akyab	Do.
— 9	Josephine Michiels	Von Coppenolle	Do.	Do.
— 9	Pilen Ellena	—	Moulmain	Queenstown.
— 6	Aurelie	Ertaud	Singapore	Bordeaux.
— 8	Oscar I.	Larsen	Tjilatjap	Off Portland
— 9	Cornelia	Croese	Bassein	Falmouth.
— 9	Pieter Adolf	Jaski	Singapore	Do.
— 9	Nancy	Petersen	Do.	Off Penzance.
— 9	Europa	—	Batavia	Off Dover.
— 9	Aboyne	Grant	Ceylon	Off Seachy Hea
— 10	Dansis	Nott	Rangoon	Falmouth.
— 10	Mary Ann	Dieckmann	Sourabaya	Do.
— 8	D'Elmina	Demmers	Batavia	Off Penzance.
— 10	Hindostan	White	Rangoon	Crookhaven.
— 11	Tudor	Thompson	Do.	Liverpool.
— 10	J. Anthonius de Voogd	v.d. Straaten	Batavia	Brouwershaven.
— 16	Eliza Shaw	Steele	Hankow	London.
— 10	Franz and Elize	Niedfeld	Java	Scilly.
— 10	Leila	Rapson	Akyab	Do.
— 10	Yang Tsze	—	Foochow	Off Scilly.
— 10	Warwick	James	Akyab	Do.
— 10	Clifton Belle	—	Do.	Do.
— 12	Patriot Queen	Williams	Singapore	Liverpool.
— 16	Hippolyta	Follett	Rangoon	Do.
— 15	Miu	Smith	Hankow	London.
— 11	Julie	Cherpion	Padang	Brouwershaven.
—	Moneka	—	Singapore	Off Scilly.
— 11	Western Chief	—	Hong Kong	Off Portland.
— 12	Medora	—	Colombo	Off Scilly.
— 16	Jane Anna	—	Penang	Downs.
— 15	Ethiopian	Edward	Shanghai	Off the Start.
— 15	Belle of Southesk	McKenzie	Foochow	Off the Lizard
Sept 26	Meg Merrilies	—	Colombo	New York.
Oct. 12	Jas. C. Bell	—	Akyab	Off the Eddystone
— 12	Europa	Lupcke	Batavia	Brouwershaven.
— 13	St. Paul	Martin	Akyab	Flushing.
— 15	Senator Weber	Calhoun	Rangoon	Liverpool.
— 16	Falcon	—	Colombo	Deal.
— 19	John Milton	Pirouet	Shanghai	London.
— 15	Arima	Kerr	Maulmain	Queenstown.
—	North East	—	Akyab	Off Kinsale.
— 17	Pillen Elena	Tomanovich	Maulmain	Dartmouth.
— 17	Deerfoot	Carlin	Canton	Plymouth.
— 20	Whinfell	Jones	Colombo	London.
— 15	Aldebaran	Meyboom	Batavia	Off Plymouth.
— 16	W. E. Gladstone	Jones	Colombo	Do.
Sep. 21	Ganlois	Lavignac	Macao	Havana.
—	Sydney	McPetrie	Rangoon	Clyde.
Oct. 20	Pieter Adolf	Taske	Singapore	London.
— 20	Schiller	Paterson	Rangoon	Do.
— 21	New Hampshire	Lord	Akyab	Falmouth.
— 21	Fred. Warren	Phinney	Bassein	Do.
— 21	Caledonia	Carter	Do.	Do.
— 22	Von Berg	Muller	Do.	Off Falmouth.
— 21	Ocean Home	Hutchinson	Rangoon	Liverpool.
— 21	Atalanta	Stewart	Do.	Queenstown.
— 19	Kaap Hoorn	Dik	Sourabaya	Texel.
— 15	Venus	Roza	Rangoon	Lisbon.
— 23	Maitland	Coulson	Foo-chow-Foo	London
— 23	Sovereign of India	—	Do.	Do.
— 23	Oithona	Helmes	Manila	Deal.
— 22	Maggie Lauder	Thomas	Akyab	Falmouth.
— 23	Almonde	Pyl	Bassein	Do.
—	Far Away	—	Manila	Queenstown.
—	Diadem	—	Rangoon	Do.
— 20	Bosphorus	—	Do.	Off Kinsale.
— 21	Quartet	Mulder	Batavia	Texel.
— 23	Raleigh	Dobson	Colombo, &c.	London.
— 24	Hoang Ho	Carrington	Hankow	Do.
— 24	Abdul Medjid	Piton	Colombo	Do.
— 23	Bastian Pot	Vanderkoog	Singapore	Deal.
— 23	Barbarossa	Hashagen	Bassein	Falmouth.
— 23	Chas. Michiels	Mulenaer	Akyab	Do.
— 23	Hindostan	—	Do.	Off Falmouth.
— 20	Damio	Nott	Rangoon	Brouwershaven.
— 24	Chanticleer	—	Nagasaki	Off the Lizard.
— 24	Winona	Lunt	Singapore	Downs.
— 25	O. Thyrin	—	Bassein	Falmouth.
— 24	Agamemnon (s.)	Middleton	China	Downs.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Oct. 9	Angela	De Orate	Manila	London.
— 6	Anna	—	Batavia	Shields.
— 9	J. H. Schwensen	Voigt	Swansea & Shanghai	London.
— 8	Phillip	Gasket	Colombo	Cardiff.
— 8	Augusta May	—	Do.	Shields.
— 10	Star of Ceylon	Matthew	Galle & Malabar Cst.	London.
— 11	Frances	Hill	Colombo	Do.
— 11	Thames	Arnold	Do.	Do.
— 11	Taeping	M'Kinnon	Shanghai	Do.
— 13	Ariel	Keay	Hg. Kong & Canton	Do.
— 11	Egeria	—	Canton	Shields.
— 15	Taitsing	Nutsford	Shanghai	London.
— 16	Constantia	Willcock	Yokohama	Liverpool.
— 15	Maria y Vicente	D.deHormachea	Manila	Do.
— 12	Souburg	Swart	Batavia	Shields.
— 17	Fiery Cross	Kirkup	Shanghai	London.
— 17	Jane Kilgour	Williamson	Batavia	Liverpool.
— 19	Serica	Innes	Hg. Kong & Canton	London.
— 3	Benefactress	—	Hong Kong	New York.
— 22	Kagosima	Glover	Nagski. & Yokohama	London.
— 21	General Michiels	Lucas	Batavia	Ramsgate*.
— 19	H. Upman	Schartch	Galle	Cardiff.
— 20	Medea	—	Batavia	Rotterdam.
— 18	Fidelitas	—	Java	Shields.
— 25	Edward P. Bouverie	Brown	Galle	Liverpool.
— 21	Star of the South	Smith	Do.	Do.

* After repairing.

(See Commercial Postscript.)

Digitized by Google

LOADING.

At London.—For Yokohama: Medina, Eliza Shaw. For Nagasaki and Yokohama: Rifle. For Shanghai: Falcon, Whiteadder, Chinaman. For Hong Kong: John Milton, Black Prince. For Hong Kong and Canton: Dora, Belted Will, Min. For Singapore: Newcastle, Belle of Southesk. For Singapore and Penang: Spirit of the Deep. For Colombo: Palestine, Aboyne. For Colombo and Cocanada: Brockham. For Amoy and Foo-chow-Foo: Cymbeline.

At Liverpool.—For Shanghai: Maiden Queen. For Singapore: Advance, George and Henry, Wealth of Nations. For Manila: Sales. For Batavia and Sourabaya: Amazon, Caroline. For Batavia and Singapore: Ziba.

At Glasgow.—For Batavia and Sourabaya: Finella. For Singapore: Foam. For Samarang and Sourabaya: Corsock.

SPOKEN.

Ophir, Ophir, Liverpool to Galle, Sept. 30, 48 N., 10 W.
Earl of Southesk, Foo-chow-Foo to London, Aug. 15, 32 S., 30 E.
Van Hoboken, Amsterdam to Batavia, on the line.
Winowa, Singapore to London, 41 days out, Aug. 7, 32 S., 37 E.
Abendroth (?), Ceylon to London, Sept. 17, 39 N., 45 W.
Ellergill (?), Batavia to Rotterdam, Sept. 20, 41 N., 32 W.
Taffarette, Havre to Hong Kong, July 27, 12 S., 27 W.
Horatio (Amer. ship), New York to Shanghai, Aug. 20, 19 S., 36 W.
Bernard and Agnes (Dutch b.), from Samarang, Aug. 19,29 S., 40 E.
Panic, Liverpool to Singapore, Aug. 13, 26 S., 29 W.
Penguin (brig), of Hamburg for Singapore, Aug. 5, 11 N., 25 W.
Queen of the Seas, for Japan, Oct. 3,75 miles S.S.W. of St. John'sPoint.
Sophia, Singapore to Boston, 80 days out, July 23, 30 S., 10 E.
Indus, Batavia to Rotterdam, July 27, 17 S. 83 E.
Research (bq.), Foo-chow-Foo to Lon., 98 ds. out, Sept. 16, 9 N., 25 W.
Louisa (Ham. barq.), Manila to Fal. 40 days. out, July 22, 9 S., 124 E.
Minnie (British barq.), London to Japan, Aug. 3, 9 N., 109 E.
Anne Hodgeman (ship), Cardiff to Hong Kong, Aug 3, 9 N., 109 E.
Landwuhvden (Dutch ship), Batavia to Rotter., Aug. 15, 34 S., 4 E.
Abenibaeba (Dut. bq.), Bat. to Amst., 103 ds. out, Sept. 27, 48 N., 29 W.
Algrecht O'Swald, Swansea to Hong Kong, Sept. 15, 8 N., 26 W.
Jubilee (ship), London to Shanghai, Oct. 6, 39 N., 14 W.
Marianne, Yloilo to Falmouth, Aug. 28, 34 S., 16 E.
Alfred Ray, Singapore to Bristol, Oct. 4, 38 N., 33 W.
Honigby (ship), Shields to Batavia, Oct. 8, 43 N., 13 W.
Borealis, London to Shanghai, Sept. 22, 4 N., 22 W.
Satellite (barq.), Manila to Falmouth, Sept. 4, 34 S., 25 E.
Cape City, Colombo to London, Aug. 11, 36 S., 22 E.
Castlehow, Japan to New York, Aug. 20, 30 S., 16 E.
Ringfield (Am. ship), Padang to New York, Aug. 29, 51 days out.
Huydecoper, (Dch. bq.), Batavia to Rotterdam, Oct. 1, 33 N., 34 W.
No. 0531, 2nd d.p. (Dch. ship), Bat. to Prussia, Aug. 30, 26 S., 3 E.
Kanagawa (Dch. ship), Newcastle to Batavia, Sept. 23, 5 S., 25 W.
Taitsing, London to Shanghai, Oct., 19. 48 N., 9 W.
No. 6145, 3rd d.p. (bq.), Japan to New York, Aug. 6, 34 S., 26 E.
Boyne, Colombo to London, Oct. 22, 49 N., 6 W.

FREIGHTS AND CHARTERS.

We cannot note the slightest animation in outward berth freights to the East, nor have we heard of any transactions in homeward charters. Coal freights remain unaltered.

Current Rates of Freight for Vessels on the Berth:—To Yokohama: 40s. weight, 50s. meast. To Nagasaki: 50s. weight or mea. To Shanghai: 45s. weight, 45s. to 47s. 6d. meast. To Hong Kong: 40s. weight or meast. To Singapore: 30s. weight or measurement. To Penang: 40s. weight or measurement. To Ceylon: 25s. to 30s. weight, 35s. meas.

The current quotations for coal, &c., are as follow:—From Wear or Tyne per keel. For Hong Kong: £41. For Singapore: £32. For Shanghai: £50. For Saigon: £50. For Yokohama: £51. From Newport, Cardiff or Swansea, per ton. For Hong Kong: £2. For Singapore, £1 9s. For Shanghai: £2 10s. For Saigon: £2 8s. For Yokohama: £2 7s. 6d. Batavia: £1 6s.

The Admiralty have invited tenders for the conveyance from the River Thames to Hong Kong of 13 tons naval stores, and for the supplying and delivering into store, or on board Her Majesty's steamships and vessels at Hong Kong, of 5,000 tons of coals, also for the conveyance of 8 tons medical stores, &c., from Woolwich to Colombo.

CASUALTIES.

Accounts from Mauritius, dated September 6, state that the cargo of the Cezard, condemned there on her voyage from Java to Boston, was being shipped on board the Ellen Morrison.

The Belle of Southesk, Mackenzie, from Foo-chow-Foo, which arrived at London Oct. 19, reports having experienced on June 9 and the two following days, a strong typhoon which blew the storm sails to pieces, and otherwise disabled the ship very much.

The Deerfoot, Carlin, from Canton to London, which arrived at Plymouth Oct. 17, had put back from off Portland Bill, in consequence of its blowing heavy, and her foretopmast being sprung and part of the crew disabled. She reports that on July 5, in lat. 2° 58′ N., lon. 109° 71 E., she struck on a coral reef and remained upwards of two hours, when she came off with the loss of a good deal of her copper.

The Frances, Hill, from London to Colombo, while in charge of a pilot, touched the ground and has put back to the River Thames.

The Constantia, Wilcock, which sailed for Liverpool Oct. 16 for Yokohama, struck on Arklow bank, Oct. 19, was abandoned with 10 feet of water in her hold, and has since sunk in deep water; crew saved.

The Susanna Johanna, Pieters, from Batavia to Rotterdam, which put into St. Helena Sept. 6, with loss of fore and main topmasts and other spars, sails, bulwarks, stanchions, &c., had been repaired, and would proceed on her voyage Sept. 27.

A small quantity of the cargo and rigging of the Star of Ceylon, from London to Ceylon, sunk off the South Foreland, has been landed at Dover.

The Hoang Ho, Carrington, from Shanghai, which arrived at London Oct. 24, reports having been fired at by two Chinese piratical junks when off the north end of the Island of Formosa.

The Falcon, for Shanghai, has had to discharge owing to the discovery of dry rot.

MISCELLANEOUS.

At Ascension.—Sept. 12, Cape City, Bowden, from Colombo, and sailed 14th for London; 21 0826 (2nd d.p.), from Foo-chow-Foo, and sailed for London.

Off Ascension.—Sept. 6, H.F.M.L from Foo-chow-Foo; 24, Lochiel from Colombo.

At St. Helena.—Sept. 13, Marianne, Ugler, from Yloilo, and sailed 14th for Falmouth; Eidsvold, Olsen, from Penang, &c., and sailed 15th for Falmouth; Presto, Bonjer, from Batavia, and Bernard and Agnes, Ordeman, from Batavia, and both sailed 14th for Amsterdam; 15, Grenada, Herd, from Singapore, and sailed for Liverpool; Machtilda and Simonetta, from Batavia, and sailed 17th for Rotterdam; 21, N. B. Palmer, Steele, from Hong Kong, and sailed 22nd for New York; 22, Lennox Castle, Dobbie, from Foo-chow-Foo, and sailed for London; Henrietta Visser, from Padang, and sailed for Amsterdam; Laurel, Moodie, from Foo-chow-Foo, and sailed 23rd for London; 25th, Kosmpoliet II., Boukn, from Batavia, and sailed for Dordt.

At Teneriffe.—Oct. 12, Agamemnon (s.s.), Middleton, from China, and left on the evening of the 13, for Madeira, not having been allowed to coal, owing to the quarantine regulations.

At Mauritius.—September 10, Falcon, Laws, from Singapore; 12, Jeanne Meyer, Loesewitz, sailed for Singapore; 13, Sumatra, Beyser, sailed for Singapore.

At Bahia.—Sept. 21, Duguay Trouin, Jeanne, sailed for China.

At Mauritius.—Aug. 20, Omer and Julie, Fourmier, from Singapore; Sep. 2, Quintol, Jarvis, from Singapore; 4, Malta, London, from Singapore; 2, St. Philbert, Bernier, from Batavia; Aug. 17, Garibaldi, Dahlstedt, and sailed for Batavia.

At Callao.—Aug. 28, Amalia, Bollo, from Macao; Sept. 5, Dolores Ugarte, da Silva, from Macao; 11, Colombo, Chiaparra, from Macao: Aug. 28, Providencia, Natini, sailed for Macao.

On the 24th inst. Messrs. Charles Connell and Co. launched from their east shipbuilding-yard, on the Clyde, a composite sailing ship, of 700 tons register, classed 14 years A 1 at Lloyd's. She was named the Wemyss Castle by Miss Skinner. This is another addition to the fleet of packets forming the Castle Line, trading from Glasgow to Singapore, &c., and forms the tenth of the fleet. Immediately after launch the vessel was towed up to berth to take in cargo for Singapore.

The P. and O. Company's new steamer Surat will make another voyage to Alexandria previous to proceeding to the Indian station. She has proved a very satisfactory vessel during her last trip.

DYSENTERY, CHOLERA, FEVER, AGUE, ETC.

CHLORODYNE.

DR. J. COLLIS BROWNE'S CHLORODYNE. Vice-Chancellor Sir W. Page Wood stated publicly in Court that Dr. J. Collis Browne was undoubtedly the Inventor of Chlorodyne; that the whole story of the defendant Freeman was deliberately untrue, and he regretted to say it had been sworn to.—See *The Times*, July 13, 1864.

DR. J. COLLIS BROWNE'S CHLORODYNE. The Right Hon. Earl Russell communicated to the College of Physicians and J. T. Davenport that he had received information to the effect that the only remedy of any service in Cholera was Chlorodyne.—See *Lancet*, Dec. 31, 1864.

DR. J. COLLIS BROWNE'S CHLORODYNE. Extract from *Medical Times*, Jan. 12, 1866.—"Is prescribed by scores of orthodox medical practitioners. Of course it would not be thus singularly popular did it not supply a want and fill a place.'"

DR. J. COLLIS BROWNE'S CHLORODYNE is the best and most certain remedy in Coughs, Colds, Asthma, Consumption, Neuralgia, Rheumatism, etc.

DR. J. COLLIS BROWNE'S CHLORODYNE is a certain cure in Cholera, Dysentery, Diarrhœa, Colics, etc.

DR. J. COLLIS BROWNE'S CHLORODYNE. Extract *from the* General Board of Health, *London, as to its efficacy in Cholera*—"so strongly are we convinced of the immense value of this remedy, that we cannot too forcibly urge the necessity of adopting it in all cases."

From A. Montgomery, Esq., *late Inspector of Hospitals, Bombay*.—"Chlorodyne is a most valuable remedy in Neuralgia, Asthma, and Dysentery. To it I fairly owe my restoration to health after eighteen months' severe suffering, and when all other remedies had failed."

DR. J. COLLIS BROWNE'S CHLORODYNE. Caution.—None genuine without the words "Dr. J. Collis Browne's Chlorodyne" on the Government Stamp. Overwhelming medical testimony accompanies each bottle. Sole Manufacturer, J. T. DAVENPORT, 33, Great Russell-street, Bloomsbury, London. The immense demand enables the proprietors to reduce the price; it is now sold in bottles, 1s. 1½d., 2s. 9d., 4s. 6d., and 11s.

AGENT: Hong Kong, Mr. A. S. WATSON.

J. T. DAVENPORT, 33, GREAT RUSSELL-STREET, LONDON, W.C.

Be not misled by the statements of unscrupulous persons, as the Defendant was termed by the Vice-Chancellor.

Digitized by Google

THE BANK OF HINDUSTAN, CHINA AND JAPAN (Limited).

1, Bank-buildings, Lothbury, London.

CAPITAL £4,000,000
Subscribed 3,696,100
Paid-up 893,682

DIRECTORS.

William Ferneley Allen, Esq., Alderman. | James Levick, Esq.
William Frederick Baring, Esq. | Sassoon David Sassoon, Esq.
James Nugent Daniell, Esq. | J. Mackrill Smith, Esq.
William Harrison, Esq. | Richard Spooner, Esq.
| Philip Vanderbyl, Esq., M.P.
| Henry Young, Esq.

BANKERS.

The Bank of England. | The National Bank.
The Alliance Bank.

EDINBURGH BRANCH.

DIRECTORS.

William Forbes, Esq., of Medwyn.
Patrick Arkley, Esq., of Duninald.
James Mackintosh, Esq., jun., of La Mancha, and late of Calcutta.
John A. Macrae, Esq., W.S., 39, Frederick-street, Agent

BRANCHES.

Bombay | Colombo | Shanghai
Calcutta | Hong Kong | Yokohama

Deposits received, subject to ten days' notice, on the usual terms, and for fixed periods at rates subject to special agreement.

Drafts issued, and Bills negotiated, payable in India, China, &c. Circular Notes and Letters of Credit, payable throughout Europe, are also issued for the convenience of Travellers per Overland Route.

The purchase and sale of Indian and other Securities, and the safe custody of the same, undertaken. Dividends, Pay, Pensions, Interest, or other moneys realised, and the registry of Indian Government Loan Notes effected, so that the interest may be paid in England.

Every other description of Banking and Agency business in connection with India, China, &c., conducted on the most favourable terms.

JOHN OUSELEY, General Manager.

THE BANK of HINDUSTAN, CHINA, and JAPAN (Limited).

NOTICE IS HEREBY GIVEN, that an EXTRAORDINARY MEETING of the Company will be held at the London Tavern, in the City of London, on MONDAY, the 19th day of November next, at 12 o'clock; and that the business to be transacted thereat will be the receiving of an audited Statement of the affairs of the Company.

By order of the Board,
R. SWIRE TOMLIN, Secretary.

1, Bank-buildings, Lothbury, London,
October 15, 1866.

CHARTERED BANK of INDIA, AUSTRALIA, and CHINA.

MINUTES of an EXTRAORDINARY GENERAL MEETING of the Shareholders, held the London Tavern, WEDNESDAY, the 17th day of October, 1866:

THOMAS A. MITCHELL, Esq., M.P., in the Chair.

The advertisement convening the meeting having been read, the following Resolution, after some introductory observations, was moved by the Chairman, and being seconded by William Macnaughtan, Esq., was carried unanimously:—

"That an interim dividend at the rate of 5 per cent. per annum (free of income-tax) be now declared for the half-year ended 30th June last, payable on and after the 24th inst."

With a vote of thanks to the Chairman and Directors, moved by William Henry Mann, Esq., and seconded by Hugh Oxenham, Esq., and carried unanimously, the proceedings terminated.

T. A. MITCHELL, Chairman.

Warrants for the Dividend above declared, payable at "The City Bank, Threadneedle-street, London," on and after the 24th inst., will be issued forthwith to all the Shareholders.

London, October 17, 1866.

CHARTERED BANK of INDIA, AUSTRALIA, and CHINA.

Head Office—20, Threadneedle-street, London.
Incorporated by Royal Charter.
Paid-up Capital £800,000.

COURT OF DIRECTORS, 1866-7.

CHAIRMAN.

THOMAS ALEXANDER MITCHELL, Esq., M.P.

John Allan, Esq. | Thomas Lancaster, Esq.
James Fraser, Esq. | Wm. Macnaughtan, Esq.
John Jones, Esq. | Joseph R. Morrison, Esq.

LONDON BANKERS.

The Bank of England. The City Bank.

BRANCHES AND AGENCIES.

Bombay | Rangoon | Hong Kong
Kurrachee | Singapore | Shanghai
Calcutta | Batavia | Hankow

The Corporation buy and sell, and receive for collection, Bills of Exchange, payable at the above-named places; issue letters of credit; undertake the purchase and sale of Indian Government and other Securities; hold them for safe custody, and receive interest or dividends as they become due.

Deposits of money are received for not less than twelve months, bearing interest at five per cent. per annum, and for longer periods at a higher rate.

ORIENTAL BANK CORPORATION

Incorporated by Royal Charter, 30th August, 1851.
Paid-up Capital, £1,500,000.
Reserve Fund, £444,000.

COURT OF DIRECTORS.

CHAIRMAN—HARRY GEORGE GORDON, Esq.
DEPUTY-CHAIRMAN—WILLIAM SCOTT BINNY, Esq.

James Blyth, Esq. | Lestock Robert Reid, Esq.
Duncan James Kay, Esq. | Patrick F. Robertson, Esq. M.P.
Alexander Mackenzie, Esq. | James Walker, Esq.

CHIEF MANAGER—Charles J. F. Stuart, Esq.

BANKERS.

The Bank of England.
The Union Bank of London.

The Corporation grant Drafts and negotiate or collect Bills payable at Bombay, Calcutta, Madras, Pondicherry, Ceylon, Hong Kong, Shanghai, Yokohama, Singapore, Mauritius, Melbourne, and Sydney, on terms which may be ascertained at their office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India, the purchase and sale of Indian Securities, the safe custody of Indian Government Paper, the Receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named dependencies.

They also receive deposits of £100 and upwards, repayable at 10 days' notice and also for longer periods, the terms for which may be ascertained on application at their office. Office hours, Ten to Three; Saturdays Ten to Two.

Threadneedle-street, London, 1866.

CHARTERED MERCANTILE BANK of INDIA, LONDON, and CHINA.

Incorporated by Royal Charter.

Paid-up capital, £750,000. Reserve Fund, £250,000.

BRANCHES AND AGENCIES.

Bombay. | Colombo. | Penang. | Shanghai.
Calcutta. | Kandy. | Singapore. | Hankow.
Madras. | Galle. | Hong Kong. | Yokohama.

The Bank negotiates and collects bills and grants drafts payable at the places above mentioned, issues letters of credit and circular notes for the use of travellers by the Overland Route, terms for which can be ascertained at the Head Office in London.

The Bank will effect the purchase or sale of Indian securities, undertakes the safe custody of same, and the receipt of interest, dividends, pay, pensions, and other moneys for remittance through the Bank or otherwise.

The Bank receives money on deposit, on which interest will be allowed according to the length of time deposited. Particulars as to rates can be ascertained at the Head Office, 65, Old Broad-street, London, E.C.

Office hours from 10 a.m. to 3 p.m.; Saturdays, from 10 a.m. to 2 p.m.

No. 65, Old Broad-street, London, E.C.

REVUE ORIENTALE,

Conducted by M. LEON DE ROSNY,

Professor of Japanese in the Imperial School of Living Oriental Languages of Paris.

DEVOTED specially to Ethnography, History, Literature, and Commerce of Asia, Africa, and Oceana.

The last issue (No. 57) contains, amongst other matters,—

THE INEXORABLE COURTESAN, a Hindoo Story translated by M. Garcin de Tassy, Member of the Institute of France.

COMMERCIAL RELATIONS of the EAST and WEST in Ancient Times, by M. A. Castaing.

OCEANIC STUCIES, by G. Delonore.

VOYAGE in the HOLY LAND, by M. F. de Saulcy, of the Institute.

ORIGINAL CORRESPONDENCE.

MISCELLANEOUS NEWS relating to the East.

Agents in London: TRUBNER AND CO.

Now ready, 8vo, price 12s.

RUTTER'S METRIC SYSTEM OF WEIGHTS and MEASURES compared with the British Standard Weights and Measures in a complete Set of Comparative Tables; also, Tables of Equivalent Prices under the Two Systems, and of Chinese and Indian Weights compared with Metric Weights, &c.

By HENRY RUTTER,
Author of Exchange Tables and Arbitrations of Exchanges between England, India, and China.

Now ready, Ninth Edition, revised and enlarged, price 25s., cloth lettered,

RUTTER'S EXCHANGE and BULLION TABLES; being a complete Guide to Exchange Operations between England and the East, in sterling, rupees, and dollars, extended so as to meet the requirements of Shanghae rates under any possible variation. To which is now added an Appendix, containing a guide to the negotiation of short-sighted Bills; with other information relative to Exchanges between England, India and China.

By HENRY RUTTER, late Agent of the Commercial Bank of India, Hong Kong.

London: Effingham Wilson, Roya Exchange.

COWASJEE DINSHAW.

lose to the Landing Place. Depot of

EUROPEAN, CHINA, AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality. Bombay-made Soda Water and Lemonade. Perfumery, Confectionery, Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.

STEAMER POINT, ADEN.

Drawing and Reading-room free to Passengers.

H E "LONDON AND CHINA EXPRESS" ON SA LE

PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's Establishments at the above Port afford every facility for REPAIRING and SPARRING VESSELS, and for CLEANING and PAINTING Iron and Steam Ships.

Their large Granite Dock, 286 feet long on the blocks, is in complete working order, and at average spring tides can take vessels drawing 16 to 17 feet water. The Dock is fitted with a Caisson Gate and with a Centrifugal Steam Pump of great power, ensuring despatch in all states of the tide. An ample stock is kept on hand of Timber, Oregon Spars, Sheathing Copper and Yellow Metal, and of every description of material for Dockyard use.

The premises comprise an Engineer's Workshop, Brass Foundry, a large Smithy and Carpenter's Workshops, and the works are superintended by Resident Europeans, viz., a Shipwright, an Engineer and a Blacksmith. Dry, Godowns for the reception of vessels, stores, &c., when requiring to discharge them.

Amoy, March, 1865.

PIGNATEL & CO.,

STOREKEEPERS,

GENERAL MERCHANTS

AND

COMMISSION AGENTS

NAGASAKI

JAPAN.

THE MONEY MARKET REVIEW

A WEEKLY JOURNAL OF THE HIGHEST CLASS,

EXCLUSIVELY DEVOTED TO THE DISCUSSION OF COMMERCIAL AND FINANCIAL TOPICS.

PUBLISHED EVERY SATURDAY

TERMS OF SUBSCRIPTION.

PAYABLE IN ADVANCE.

Single Paper ... ... 6d. Yearly ... ... £1 6s.

BY POST.

Single Paper ... ... 7d. Yearly ... ... £1 10s.

*** Post-office orders to be made payable to FRANCIS FISHER, 23, Birchin-lane, Cornhill, London, E.C.

THE CHINESE COMMERCIAL GUIDE.

CONTAINING Treaties, Tariffs Regulations, Tables, &c., useful in the trade of China and Eastern Asia, with an Appendix of Sailing Directions for those Seas and Coasts, by S. WELLS WILLIAMS, LL.D. Fifth Edition.

Hong Kong, Shortrede and Co.; London Agent, F. Algar, 11, Clement's-lane, E.C. Price Two Guineas.

"CHINA MAIL" OFFICE.

No. 2 WYNDHAM-STREET (back of the Club):—

1.—THE EVENING MAIL,

A DAILY PAPER.

Price.—2 dols. per month.

Terms of Advertising.—First insertion, Ten lines and under, 1 dol.; each additional line, 10 cents. Subsequent insertions, per week, 50 cents and 5 cents—"Auction" Notices are excepted, for which only One Charge per week is made).

2.—THE CHINA MAIL,

AN ORIGINAL WEEKLY PAPER.

(Every Thursday Night.)

Price.—15 dols. per annum; Single Copies, 44 cents.

Advertising.—First insertion, five lines, 1 dol.; each additional line, 20 cents. Subsequent insertions, 50 cents. and 10 cents.

The "China Mail" has been permanently enlarged in size, namely, from 4 to 6 full pages. It is the only weekly paper published in China which contains a complete summary of Hong Kong news as well as that from the treaty ports of China and Japan, and from Manila, Australia, India, and the Straits. Its circulation, which has of late considerably increased, extends throughout the coasts of those countries as well as to various parts of Europe. Great facilities are thus afforded to advertisers in this newspaper.

3.—OVERLAND CHINA MAIL.

Containing 8 Full Pages, and consisting of a reprint of the articles in the Evening and China Mails, with Summary of News and Commercial Summary.

ONCE A FORTNIGHT.

(The Morning of the Mail's despatch.)

Price.—To Subscribers to the Weekly issue, 8 dols to Non-subscribers, 12 dols. Single copies, 50 cents.

Advertising.—The same as in the Weekly. All "Notices of Firms" appearing in the Weekly will be inserted in the *Overland*, and charged for, unless otherwise ordered.

A. SHORTREDE & CO.

Hong Kong, May 17, 1866.

HOLLOWAY'S OINTMENT and PILLS.—Effectual Aid.—In the sad time of sickness it is cheering to know that a remedy does exist, and that it can be procured at a little cost. Holloway's Ointment and Pills are always useful in relieving pain, in reducing inflammations, and regulating disordered actions. They never can be misapplied, nor can they, under any circumstances, cause mischief. They are a blessing to the rich when tormented by indigestion, gout, skin diseases, &c., and a precious boon to the poor when struck down by illness. Holloway's medicines should be in the possession of all soldiers, sailors, and emigrants, who will then be in a position to ease pain and cure disease when medical assistance cannot be obtained.

Digitized by Google

SOLID MAHOGANY FURNITURE FOR INDIA, CHINA AND THE COLONIES.

HEAL and SON are Manufacturing, ESPECIALLY FOR use in EXTREME CLIMATES BEDROOM FURNITURE, which is entirely Free from Veneer. A general Assortment always in Stock.

IRON AND BRASS BEDSTEADS

Suitable for all Parts of the World. Their Stock consists of 2,500 Bedsteads.

HEAL AND SON'S PATENT HORSEHAIR MATTRESS.

HEAL and SON have Patented an Improvement in the Manufacture of Mattresses, which prevents the material from felting into a mass, as is the case with all Mattresses made in the ordinary way. The Patent Mattresses are made of the very best Horsehair, are rather thicker than usual, and the prices are but a trifle higher than those of other good Mattresses.

HEAL AND SON'S ILLUSTRATED CATALOGUE

For INDIA, CHINA, and the COLONIES, of Bedsteads, Bedding, and Bedroom Furniture, SENT FREE TO EVERY PART OF THE WORLD to which there is Book Post.

HEAL and SON, Bedstead, Bedding, and Bedroom Furniture Manufacturers 196, 197, 198, Tottenham-court-road, London, W.

GELLÉ FRÈRES' PERFUMERY.

CHIEF ESTABLISHMENT, 35, RUE DES VIEUX AUGUSTINS, à PARIS.

THE house of GELLE FRERES, celebrated for the superiority of its Perfumery, addresses itself to the fashionable world as much for its essentially hygeianic, refreshing, and tonic preparations as for its delicate and distingué perfumes.

STEAM WORKS AT NEUILLY SUR SEINE

1st Class Exhibition Paris Medal.

DEPOT: BLUMBERG & CO., 55, CANNON-STREET WEST, LONDRES.

DEPOT: H. BRULE, 23, RUE DE L'HOPITAL, BRUXELLES.

1st Class London Exhibition Medal.

Commission. **Articles specially Recommended.** **Exportation**

REGENERATEUR GELLE FRERES, a superior pomade for preserving, beautifying, and reproducing hair.
EAU D'ALBION for the toilet, an exquisite production from the juice of flowers and aromatic plants.
CARBOQUINA ROSE superior toothpowder, composed of carbon quinine and Province roses.
CUCUMBER SOAP for softening the skin, the best of all toilet soaps.
LAIT PROPHYLATIC to remove freckles and improve the appearance of the skin.
COMPOSITION ZOUAVE, for the instantaneous dyeing of the whiskers and moustache.
COLD CREAM, AU LOTUS LE LYBIE, to soften and refresh the skin.
NIGRITINE VEGETALE, an incomparable dye for the hair and beard, not staining the skin.
VIOLET ESSENCE and VIOLET WATER for the handkerchief.
CONCENTRATED EAU DE COLOGNE for the toilet.

SPECIAL PERFUMERY WITH A BASIS OF GLYCERINE,
SOAP, TOOTH-PASTE, POMMADE, CREAM FOR THE COMPLEXION, EAU DE TOILETTE.
To be obtained of all the principal Perfumers and Hairdressers in Europe and other parts of the world

TUPPER AND COMPANY.

MANUFACTURERS OF PATENT GALVANISED IRON in Sheets, Tiles, Iron Roofs Sheds, Cisterns, Pails, Gutters, Wire for Fencing, &c.
WORKS AT BIRMINGHAM AND LONDON.
OFFICES: 61A, MOORGATE STREET, LONDON.
Merchants' orders executed with despatch.

Bottled Ales and Wines, &c.

"NO BUYERS for the BEST BRANDS, unless RE-PACKED," in consequence of repeated BREAKAGE.—Melbourne Journal of Commerce, Nov. 16. Heating and Breakage entirely prevented, and 15 per cent. saved in Freight of Cases by using SEYMER'S BOTTLE PACKINGS AND COOLERS. Price 7½d. per doz. Bottlers contracting for large quantities effect so great a saving in labour, &c., that they can supply them at one-fourth less in price to Shippers, who will find it most profitable to order their goods to be so packed in future. In use by all the leading London houses.—T. WHITEHEAD, 37, EASTCHEAP, E.C. Sole Manufacturer.

TO IMPORTERS.

The undersigned beg to remind Importers of Wearing Apparel, and Boots and Shoes, of the many advantages which their long experience as Manufacturers and Shippers, their vast resources, and their intimate knowledge of the requirements of Foreign and Colonial Markets enable them to offer.

ASSORTED SAMPLE CASES FORWARDED ON RECEIPT OF REMITTANCE OR ORDER ON LONDON AGENT.

E. MOSES AND SON,
CORNER OF MINORIES AND ALDGATE LONDON.

WIGGINS, TEAPE, AND CO.,

MANUFACTURERS AND EXPORT STATIONERS
10, ALDGATE LONDON.

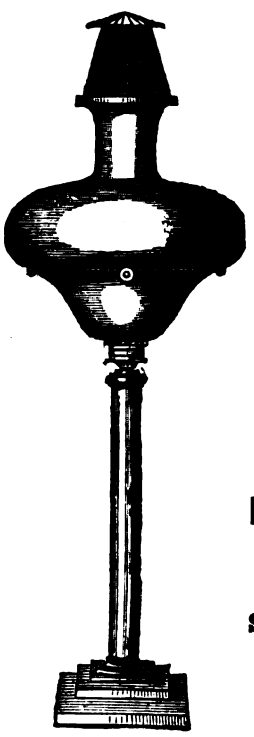
ALL kinds of Paper and Stationery supplied in quantities on the lowest terms. NEWSPAPER PROPRIETORS SUPPLIED WITH PAPER FOR THEIR JOURNALS. Samples forwarded on application. References to the Proprietors or Agents of this Journal.

T. & H. SMITH'S

ESSENCE OF COFFEE.

GIVES instantaneously a delicious Cup of Coffee with boiling water or milk merely. To be had in bottles at 1s. and 2s. each, of all respectable Grocers, Chemists, and Italian Warehousemen.

69, COLEMAN-STREET, CITY, AND 21, DUKE STREET, EDINBURGH.



PALMER & Co's LAMPS FOR INDIA

SUSPENSION, BRACKET, & TABLE LAMPS

OF THE BEST CONSTRUCTION.

ORIGINAL PATENTEES OF THE CANDLE LAMPS
MANUFACTURERS OF
LUSTRES, CHANDELIERS, AND GAS FITTINGS
ADAPTED FOR INDIAN AND COLONIAL USE.
COOKING, COACH, and CARRIAGE LAMPS and LANTERNS.
SHIPS' CABIN LAMPS, PARAFFIN AND MODERATOR LAMPS, &c.
SHOW ROOMS,
SUTTON STREET CLERKENWELL LONDON.

THE CAPE, INDIA, AND CHINA AGENCY.

ORDERS for GOODS of all descriptions executed, and Shipped by the Overland Route or by Clipper sailing vessels. Consignments of Produce realised. The Goods are selected by parties who have had personal experience of the requirements of the markets at the

CAPE COLONIES, INDIA, CHINA, AND JAPAN.

TERMS:—One-half the estimated cost to be remitted with the order, and the balance on receipt of Bill of Lading and Invoice.

Commission, 2½ per cent. on Orders over £50 and 5 per cent. on amounts under £50

Orders and remittances should be addressed to the MANAGER.

Office, 12, George-yard, Lombard-street, London E.C.

Digitized by Google

THE SHORTEST ROUTE TO AND FROM MANILA AND THE PHILIPPINES.

NOTICE to SHIPPERS and PASSENGERS by the OVERLAND ROUTE:—

The CHINA STEAM and LABUAN COAL COMPANY (Limited), in pursuance of an agreement entered into with the Government of Manila, have arranged to despatch the steamships "MONA" and "JAPAN," or other of their first-class steamers, with the mails and passengers monthly between Singapore and Manila, and Manila and Singapore, in correspondence with the Messageries Imperiales Overland Route.

By a special permit all goods by these steamers from the 1st August, 1866, will be admitted into Manila at the reduced duty of 10½ per cent.

The Company's agents at Singapore will take charge of goods for transhipment. For further particulars apply at the Offices of the Company, Ethelburga-house, 70 and 71, Bishopsgate-street, London, E.C.

OVERLAND ROUTE.

COMMUNICATION by STEAM to INDIA, AUSTRALIA, &c., *via* EGYPT.—From SOUTHAMPTON and MARSEILLES.—The PENINSULAR and ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels for Gibraltar, Malta, Egypt, Aden, Ceylon, Madras, Calcutta, the Straits, China, and Japan (Yokohama), by their steamers leaving Southampton on the 4th and 20th of every month. For Gibraltar, Malta, Egypt, Aden, and Bombay by those of the 12th and 27th of each month; and for King George's Sound, Melbourne, and Sydney, by the steamers leaving Southampton on the 20th of every month. The steamers leave Marseilles on the 5th, 12th, 20th and 28th of the Month.

For further particulars apply at the Company's Offices, 122, Leadenhall-street, London, E.C., or Oriental-place, Southampton.

OVERLAND ROUTE VIA MARSEILLES.

SERVICES MARITIMES DES MESSAGERIES IMPERIALES.

FRENCH MAIL STEAM PACKETS.

The 19th of every Month, at 2 P.M for—

MESSINA, ALEXANDRIA, ADEN, POINT DE GALLE (Ceylon), PONDICHERRY MADRAS, CALCUTTA, SINGAPORE, BATAVIA, SAIGON, HONG KONG, SHANGHAI, and JAPAN.

The 9th of every Month for—

MESSINA, ALEXANDRIA, ADEN, SEYCHELLES REUNION, MAURITIUS

For passage, freight, and information apply to B. W. and H. HORNE, 4, Moorgate-street, London; G. H. FLETCHER and Co., Liverpool; at the offices of the Services Maritimes des Messageries Imperiales in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

*** Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.

STEAM to INDIA, via the CAPE.—The UNION STEAMSHIP COMPANY (Limited) have entered into an arrangement with the Government for the extension of the Packet Service from Mauritius to Ceylon. Passengers can proceed from Southampton on the 8th of every Month to Point de Galle, where a junction is formed with steamers proceeding to India, China, Australia, &c. Rates of freight and passage very moderate.

Apply to FALCONER and MERCER, 23, Leadenhall-street, London; or THOMAS HILL, Southampton.

ORIENTAL, AUSTRALIAN, AND GENERAL STEAM AGENCY, AND GLOBE PARCEL EXPRESS.

PARCELS, PACKAGES, and MERCHANDISE forwarded, and PASSAGES engaged to all parts of the world. Baggage collected and shipped, insurances effected, &c.

CALCUTTA, MADRAS, CEYLON, and ADEN—Overland, 4th and 20th of every month.

BOMBAY and ADEN—Overland, 12th and 27th.

CHINA, JAPAN, SINGAPORE, and EASTERN SEAS—Overland, 4th and 20th.

AUSTRALIA, TASMANIA, and MAURITIUS—Overland, 20th.

NEW ZEALAND and AUSTRALIA via PANAMA, 2nd

INDIA, CHINA, and AUSTRALIA—Via Cape of Good Hope Clipper Ships, weekly.

Prospectuses, with through rate to a thousand places free on application.

G. W. WHEATLEY and Co. (late Waghorn), 150, Leadenhall-street, E.C.; CHAPLIN'S, Regent-circus, W., and 32, Regent-street, S.W.

INDIA, CHINA, AND JAPAN.

ROBERTSON and CO. will despatch the following first-class VESSELS to their respective destinations:—

Destination.	Ships.	Class.	Docks.	To Sail.
Amoy and Foochow-Foo ...	Cymbeline.	A1 13 yr.	W.I.D.	With des.
Hong Kong ...	Blk. Prince	A1 13 yr.	S.K.D.	With des.
Hong Kong & Whampoa ...	Argonaut .	New ship	E.I.D.	With des.
Kanagawa & Yokohama ...	Medina ...	A1 13 yr.	W.I.D.	With des.
Singapore and Penang ...	Spirit of the Deep	A1 13 yr.	W.I.D.	With des.

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.

CHINA, JAPAN, and SINGAPORE.—The following splendid first-class CLIPPER SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	Last Shipping Day.
Shanghai ...	Chinaman ...	A1 14 yr.	E.I.D.	Nov. 10.
Hong Kong & Whampoa ...	Min... ...	A1 13 yr.	E.I.D.	With des.
Kanagawa (Yokohama) ...	Eliza Shaw...	A1 15 yr.	E.I.D.	Nov. 20.
Nagasaki and Kanagawa ...	Rifle ...	A1 13 yr.	W.I.D.	With des.
Singapore ..	Newcastle ...	A1 10 yr.	W.I.D.	With des.

For Freight or Passage apply to KILLICK, MARTIN and Co., 28, Nicholas-lane, Lombard-street, E.C.

INDIA AND CHINA.

SHAW, LOWTHER, & MAXTON will despatch the following first-class SHIPS as under:—

Destination	Ships.	To sail.
Hong Kong & Whampoa .	Belted Will ...	Nov. 5.
Ditto	John Milton ...	To follow.
Shanghai	Maitland ...	Nov. 8.
Ditto	Sir Lancelot ...	Nov. 25.
Colombo and Coconada ...	Brockham ...	Nov. 5.

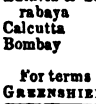
For Freight or Passage apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings.

FROM LIVERPOOL.

Destination.	Ships.	Tons	Class.	To Sail.
Shanghai ...	Maiden Queen	814	A 1 —	Imm.
Batavia & Singapore ...	Ziba	497	A 1 —	"
Batavia & Sourabaya ...	Caroline ...	462	—	"
Calcutta ...	Waverley ...	1000	—	"
Bombay ...	Bayard ...	1319	A A 1 —	"

For terms of Freight or Passage apply to McDIARMID, GREENSHIELDS, and Co., Liverpool.

CEYLON, INDIA, AND CHINA.



THE undermentioned will despatch the following magnificent first-class VESSELS:—

Port.	Ships.	Tns.	Class.	Dock.	Date of Sailing.
Colombo ...	Aboyne ...	445	A 1 10 yrs.	L.D.	Nov. 5.
Ditto ...	Abd. Medjid	400	AA 1 —	W.I.D.	W. des.
Bombay. ...	John Bright	541	A 1 13 yrs.	L.D.	W. des.
H. Kong ...	Dora	379	A 1 10 yrs.	W.I.D.	W. des.
Sadashigur Cannanore, Beypore, & Cochin	Milbrook ...	328	A 1 —	W.I.D.	W. des.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's.

Regular Line of Packet Ship.

To sail punctually on the 5th November.

FOR HONG KONG and WHAMPOA, the well-known clipper BELTED WILL, A 1 fourteen years, 812 tons register, A. LOCKE, Commander; lying in the London Dock. Has excellent accommodation for passengers.

For Freight or Passage apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings, London, E.C.

Has a large portion of her Cargo already engaged, and will meet with quick despatch.

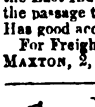
FOR HONG KONG and WHAMPOA. the beautiful British clipper ship DORA, A 1 ten years, 379 tons register, ELIJAH BROWN, Commander; loading in the West India Docks. This fine vessel, well known for her fast-sailing qualities (having made her last passage home from Colombo in 94 days), offers a favourable opportunity to shippers.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's. Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING and BRIGGS, 31, Great St. Helen's Bishopsgate-street, E.C.

Regular Line of Packet Ship.—To follow the Belted Will.

FOR HONG KONG AND WHAMPOA, the very fast, new clipper JOHN MILTON, A 1, 14 years, 618 tons register, A. PIROUET, Commander; lying in the East India Docks. This ship, built last year, made the passage to China against the Monsoon in 104 days. Has good accommodation for passengers.

For Freight or Passage apply to SHAW, LOWTHER, AND MAXTON, 2, Royal Exchange-buildings, London E.C.



FOR SHANGHAI, (to sail positively on the 8th November, in lieu of the Falcon), the splendid new clipper ship MAITLAND, A 1 twelve years, 799 tons register, WILLIAM COULSON, Commander; lying in the East India Docks. This ship has proved herself to be one of the fastest afloat, having just made the passage from Foo Choo in ninety-eight days, and from Anjer in the extraordinary short time of sixty-seven days.

For Freight or Passage apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings, London, E.C.

FOR SHANGHAI, to sail on the 25th November, the celebrated clipp ship SIR LANCELOT, A 1 14 years, 886 tons register, RICHARD ROBINSON, Commander; to load in the East India Docks. This beautiful ship was built last year, on the lines of the Ariel, by Messrs. Robert Steele and Co., of Greenock. Has superior accommodation for passengers.

For Freight or Passage apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings, E.C.

COLOMBO Direct (first ship), the clipper PALESTINE, AA 1, 608 tons register, Captain T. PARK; loading in the West India Docks. This vessel has superb accommodation for passengers.

For passage apply to W. H. TINDALL, 5, Tokenhouse yard; and for freight of passage apply to F. TALLACK 23, Birchin-lane, E.C.

COLOMBO (CEYLON) Direct (to follow the Palestine), having all her dead weight engaged, and only room for light measurement goods, the new clipper ship BOYNE, AA 1, 618 tons register, R. P. JONES, Commander; loading in the West India Docks. This splendid vessel has a full poop, with magnificent accommodation for the comfort and convenience of passengers.

For passage apply to the owner, W. H. TINDALL, 5 Tokenhouse-yard, E.C.; or for freight or passage to F. TALLACK, 23, Birchin-lane, Cornhill, E.C.

FOR COLOMBO and COCONADA (under engagement to H.M. Council for India, to sail on the 5th November), the splendid clipper ship BROCKHAM A 1 twelve years, 1,048 tons register, R. J. BARROW, Commander; lying in the East India Docks. Has excellent accommodation for passengers.

For Freight or Passage apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings.

To follow the FRANCES.

And will meet with the usual quick despatch.

DIRECT for COLOMBO, the beautiful fast-sailing ship AROYNE, A 1 ten years, 444 tons register, JAMES GRANT. Commander; lying in the London Docks. This splendid clipper ship, built in 1864, offers a first-rate opportunity to shippers of fine goods.

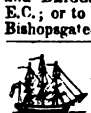
For Freight or Passage, apply to JOHN C. CAMPBELL 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

To follow the FRANCES.

Will meet with the usual quick despatch.

DIRECT for COLOMBO, the well-known fast-sailing ship, ABDUL MEDJID, AA 1, (owned by Messrs. Vanner Prest, and Lyth), 400 tons register. J. PITON Commander, West India Docks. This magnificent vessel offers a first-rate opportunity to shippers of fine goods Has elegant accommodation for passengers.

For freight or passage apply to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's. Bishopsgate-street. E.C.; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street. E.C.



DIRECT for BOMBAY, the fine fast-sailing ship JOHN BRIGHT, A 1 twelve years, 541 tons register, N. T. MARQUAND, Commander, loading in the London Docks. (Owned by Messrs. Marquand and Co., Guernsey.) This splendid ship has a large portion of her cargo engaged, and offers a first-rate opportunity to shippers.

For Freight or Passage apply to LIVINGSTON, HOLDING and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

Will meet with very quick despatch.

FOR SADASHIGUR, CANNANORE, BEYPORE, and COCHIN.—The beautiful clipper ship, MILBROOK, A 1 9 years; 328 tons register, JOHN BARRON, Commander; West India Docks This fine little vessel has been especially selected to take the place of the Star of Ceylon—lately lost.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate street, E.C.; or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

DINNEFORD'S FLUID MAGNESIA

THE Medical Profession for Thirty Years have approved of this pure solution of Magnesia as the best remedy for Acidity of the Stomach, Headache, Heartburn, Gout and Indigestion; and as a mild aperient it is especially adapted for ladies and children. Prepared by

DINNEFORD & CO.,
CHEMISTS, &c.,
172, NEW BOND-STREET, LONDON

And sold throughout the world by all respectable Chemists

CAUTION.—See that "Dinneford & Co." is on each bottle and red label over the cork.

BASS AND ALLSOPP'S INDIA PALE ALES.

GEORGE JONES, No. 8, Billiter-street, London.

Present prices, 7s. 3d. per dozen quarts, and 4s. 9d. per dozen pints. Free on board, protected by his own and the Brewer's Labels and Patent Capsule.

Printed for the Proprietors by WOODFALL and KINDER Milford-lane, Strand, W.C., and published by JOHN ELLISON, at the Office of the "LONDON AND CHINA TELEGRAPH," 12, George-yard, Lombard-street, E.C. in the parish of St. Edmund the King.—Tuesday Oct. 30, 1866.

Digitized by Google

PER FRENCH MAIL.]

The London and China 新聞紙 Telegraph.

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON ARRIVAL OF THE MAILS, about the 4th, 14th, and 28th, in connection with the "LONDON AND CHINA EXPRESS,"
A SUMMARY OF NEWS FOR THE OUTWARD MAILS OF 10th, 17th, and 26th.

VOL. VIII.—No. 226.] LONDON, MONDAY, NOV. 5, 1866. [Price 9d., with Sup., 1s. 3d.—Sub. 30s. per ann. postage included, Sup. 12s. extra.

Latest Advices.

	From London.	Arrived out.	Homeward. Arrived in London this day.
JAPAN—			
Yokohama	July 17	Sept. 7	Sept. 18
Nagasaki			
Hakodadi			
CHINA—Peking			
Tien-tsin			
Chefoo			
New-chwang			
Hankow			
Kiu-kiang			
Chin-kiang			
Shanghai	July 26	Sept. 8	Sept. 19
Ningpo			
Foo-Chow			
Formosa—Tamsuy			
Amoy			
Swatow			
Hong Kong	Aug. 10	Sept. 21	Sept. 24
Canton			
Macao			
PHILIPPINES—			
Manila			
COCHIN-CHINA—			
Saigon			Sept. 28
SIAM—Bangkok			
BORNEO—			
Labuan			
Sarawak			
JAVA—			
Batavia			Sept. 30
MALACCA STRAITS—			
Singapore	Aug. 27	Sept. 28	Oct. 3
Penang			

The next P. and O. mail with dates from Hong Kong to 27th Sept. arrived at Suez on the 2nd inst and will probably be delivered in London on the morning of the 13th. Telegrams in advance of the mail of 15th October (via Galle) are now due, but they have lately taken from ten to twelve days from Galle.

List of Passengers.

PASSENGERS INWARD.

By French mail steamer Peluse, arrived Nov. 2—From Singapore: Messrs. Lopez, de Castro, Solano, Meetta, Waecknicht, Doumerc, Elio, Virco, Mr. and Mrs. and Miss Dervila, Mr. and Mrs. Carlotti, Mr. and Mrs. Bompez. From Batavia: Messrs. Lombardini, Coquetin, Romerling, Moordyk Wa ter, Sleyb, Lomax, Vander Kleff, Mr and Mrs. Kilior. From Saigon: Messrs. MacGregor, Anderson, Similler Hammond, Mornanchi. From Hong Hong: Messrs. Lomas, Fernandez, Wood, Kruger, Mr. and Mrs. and Miss Solardo. From Shanghai: Messrs. Vautier, Merrochie, Equilberg, and Revoil.

PASSENGERS OUTWARD.

Per P. and O. steamer Massilia, from Southampton, Nov. 4.—To Yokohama: Mr. E Trotter, Mr. T. Eskrigge, Mr. W. Hetherington. To Shanghai: Mrs. Wadman. To Hong Kong: Mr. E. Bigg, Mrs. F. B. Johnson and two children, Mr. and Mrs. W. T. Richardson, Mrs. Piersdoy. To Ceylon: Mr. Justice Thompson, Mr. and Mrs. J. H. March, Mr. J. Lovell, R.N., Ensign Adams. To Singapore: Mrs. Campbell and friend, Mr. Methven, Mrs. Hargreaves. Mr R. Riley.

From Marseilles, Nov. 12.—To Hong Kong: Mr. P J. Forbes, Mr. E. Cunningham, Mr G. Hughes, Mr. D. King, junr., Mr. R. Brand. To Shanghai: Colonel Raikes. To Singapore: Mr. Braddell, Mr. Baxter.

Per P. and O. steamer, from Southampton, Nov. 20.—To Singapore: Mr. Meldrum, Miss Jewry, Mr. H. K. Bilby. To Ceylon: Mr. G. Hamner, Mr. Pilkington. To Hong Kong: Rev. D. B. Morris, Rev. H. M. Jackson, R.N. To Shanghai: Mr. R. H. Boyce.

From Marseilles, Nov. 28.—To Ceylon: Mr. P. W. Brsybrooke, Mr. W. H. De Saram, Mr. M. H. Moss. Dr. J. and Mrs. and Miss Loos, Mr. and Mrs. Boustead. To Hong Kong: Mr. G. Newton,

Per P. and O. steamer, from Southampton, Nov. 27.—To Hong Kong, via Bombay, Capt. Edmonds.

Summary of News from the Far East.

WAR WITH THE KOREANS.

We have received the following telegram from Tientsin *via* Kiachta:—

"War declared by France in Korea. The American schooner "*General Sherman* ran ashore on 5th Oct.; forty persons murdered by Koreans." This vessel was announced as having left Chefoo for Korea, with a large crew and heavily armed, in the *London and China Telegraph* of the 6th Oct. The above intelligence confirms the announcement made in a previous issue that the French Admiral would act entirely on his own responsibility, and without the special instructions of his Government. He has probably precipitated a second Cochin China conflict, for which the Emperor will not thank him.

The advices by this mail from Shanghai 19th September report the French Admiral at Chefoo on the point of starting for the Korea. The English Admiral was at Tientsin, and consequently has not joined the French in this expedition.

JAPAN.

YOKOHAMA.

From Yokohama we have news to the 13th September. The French mail of 17th July was delivered on the 7th September.

Our advices tend to a certain extent to confirm the report of the Tycoon's death. The *Japan Herald* first announced on good authority his serious illness, and then his rumoured decease. The *Japan Times* says:—"It is now almost beyond a doubt that something has happened to the Tycoon. It is a well known custom among most Easterns to conceal the death or abdication of a prince as long as possible, to avoid the disturbances which factious men or pretenders to the vacant throne might create, and to give time to the new monarch to fix himself firmly in his seat. Thus it was at the death of the last Tycoon, which happened when Lord Elgin and Baron Gros were here in 1858 arranging the treaties—the ambassadors were informed that he was 'sick,' which was given as a reason for his not receiving them. Now, the same report is industriously spread regarding his successor, but we believe the truth to be that he is either dead or has abdicated. We have reliable information that, finding the affair of Chosiu too much for him, he had expressed a wish to retire into private life, but that the Mikado would not permit this, on account of his having recently become his son-in-law. Since this he has been officially reported sick, while the rumour of his death gains ground daily among the common people. Whatever has happened to him, the recent and sudden impulse given to the prosecution of the war would seem to indicate that a more powerful mind was directing affairs. The chartering of the *Fusiyama* and the purchase of the *Dumbarton* are evidence of this. 'Stotsbashi, for some time his Prime Minister, is thought by some to have succeeded to the Tycoonate, but this we think highly improbable. Though a talented man, he has not the requisite landed property, and consequent influence, which would enable him to hold such a position."

We have further particulars of the operations at the seat of war in the South which we published in our last. The *Kestrel* formerly a gunboat in H.M.'s navy, but lately purchased and refitted by a mercantile firm, happened to be at Simonoseki when the attack on Kokura took place, and the burning of that town and destruction of the Tycoon's arsenal was witnessed from her deck. The *Kestrel* entered Simonoseki to procure coals on the evening of the 10th of August. The *Olentosama* was lying in the harbour, and some little distance from the town the *Fusiyama* and three other steamers of the Tycoon

Digitized by Google

apparently blockading the entrance of the Straits at the Nagasaki end. Just before midnight the *Otentosama* was observed to get up steam and cross the straits towing a Japanese built ship full of soldiers. She returned and towed over a second body of troops and an attack was then made upon the town of Kokura; successfully, for by 4 A.M. the whole place was on fire and the batteries there silenced and Chosiu's people returned to their own side with seven new Blakely field pieces as the trophies of their victory. When the firing had ceased, the *Kestrel* once more started for Nagasaki, and it was when she had got a little below the burning town of Kokura and nearly approached the Tycoon's ships that a shell was fired at her frem the Kokura side. This fell short and then six solid shot were fired at her in rapid succession from the battery, but happily without effect, though two of them passed through the rigging and close to the mainmast. Coming out of Simonoseki harbour, it is very likely that, in spite of her flag, the Kokura gunners believed her to be one of Chosiu's ships. We have not heard whether it is intended to take any notice of this insult to the British flag by the Tycoon, but the explanation we have given of the shots having been fired at her under *the* impression that she belonged to Chosiu, being probably the true one, would doubtless be readily received. For the protection of British commerce, however, we should be glad to hear that a gunboat had been stationed in the Straits. The *Chusan* was, also fired at once from the Simonoseki side, but this shot appears to have been, in the opinion of most of those on board of her, intended for a signal.

Sir Harry Parkes has very properly issued notifications forbidding ships to carry Japanese troops, arms or munitions, through or into the Straits, or, indeed, to stop there at all in making the passage, and a British ship of war will probably be stationed in the Inland Sea to see these regulations carried out.

Apropos of the *Pelorus* ichibou transation (a notice of which will be found in our leading columns), the *Japan Herald* publishes the following slight amendment to the account given last mail:—"The amount actually exchanged by the *Pelorus* is less than is generally asserted. The claim put in was for 85 days, viz., from 29th May to 21st August—but there were not enough bous at the Custom-house. All they obtained, therefore, was for 20 days, from 29th May to 17th June, $9,000 exchanged for 27,990 bous, the lack of bous alone preventing their exchanging the balance of amount claimed, $28,965. It will thus be seen that although the amount they succeeded in obtaining was not so large as generally supposed, the claim was for even a larger sum. These facts being made public may have the effect of preventing any further attempts at back exchange." This correction, it will be seen, in no way extenuates the case against the officers of the *Pelorus*, but rather aggravates it.

A singular occurrence is reported regarding the *Fusiyama*, chartered, as we informed our readers last mail, at the rate of $20,000 per month by the Japanese Government. She made one trip to Hiogo, successfully carrying men and munitions of war as reinforcements for the army of the Tycoon. She returned, and on the 6th September, started again taking a number of soldiers and towing a Japanese ship full of ammunition, &c. But when she had got out of the harbour and well on her way to Hiogo, a dispute appears to have arisen among the passengers and the majority insisted on returning; whether because they did not like the look of the sea before them or were disinclined for their work in the south, has not transpired. This much is certain that, under compulsion, the captain put the vessel into Simoda and then returned to Yokohama. The excuse now made to the Japanese Government by his passengers is that some of their number were "very sick"—the usual feint of a native of this country when some duty is demanded of him which he does not care to fulfil.

Universal satisfaction is expressed at the removal of the notorious Colonel Fisher, U.S. Consul, whose conduct in the Glackmeyer case in the American Court last year excited universal censure, and who has been recalled by his Government in accordance with general expectation. His successor, General Stahl, has been gazetted, and is on his way out.

The official trading question has become a controversy, in which the *Japan Times* strongly condemns the French Minister and others who act like him, while the *Herald* attempts their defence. *The Times* says:—

"The fact is that the system of official trading is indefensible, and as every new order of any magnitude of which we hear is put for execution into the hands of one official or another, take for instance the sale of the *Dumbarton*, through Mr. Kroes, Dutch Consul at Shanghai, we can only consider each instance as a new proof of the truth of our argument that the Japanese think no private merchant capable of undertaking an important operation. We cannot too often or too strongly urge upon those in power, the necessity of teaching the Governments of this country what is the real *status* of European merchants. And this can only be done by Ministers referring them to the merchants here, when they bring their orders for ships, docks, machinery, arms, &c.—instead of undertaking them on their own account as did General Pruyn, or introducing them to their home bankers, as does M. Roches. We are aware that, when the country is fully opened to trade and the Japanese learn to know us better, these things will no longer be; but meanwhile we suffer—the development of our commerce is checked; merchants on the spot are discouraged, and others deterred from coming by seeing half the business in official hands. While, as for the foreign Ministers themselves, it cannot but happen that in thus going out of their legitimate province, they lower their character (and lessen their influence in consequence) in the eyes of the haughty official classes of Japan."

Considerable reduction in the number of men-of-war in harbour has taken place. H.B.M.S. *Salamis*, *Cormorant*, and *Adventure* had left for Hong Kong, Amoy, and Tientsin respectively—the Admiral going in the *Adventure* on his way to Peking to consult with Sir Rutherford Alcock upon the best means of repressing the piracy which is again so disastrously rife in China waters. H.R.H. le Duc d'Alencon and staff went as guests of the Admiral to visit with him the capital of China. H.M.S. *Hesper* had left for Shanghai, and H.M.S. *Barossa* started on her voyage home. The Italian frigate the *Magenta* left on the 1st Sept. for Shanghai. Her commander, Captain Armignon, being also Pleniotentiary, had succeeded, as stated in our last, in obtaining the signature of a treaty with the Tycoon, and now proceeds to Peking, to make a similar compact with the Emperor of China. The Russian ship *Askold*, after a visit to Yedo, was believed to have left for the Inland Sea, whither part of the American squadron would follow her. The French naval force, and two hundred of the men on shore, had been ordered up the Corea.

No other diplomatic movements worthy of record had occurred. The new race-course had been commenced. The health of the settlement had not improved, diarrhœa and English cholera being still prevalent, though no fatal cases had occurred.

The newly granted permission for Japanese to travel abroad does not seem to work freely yet. The *Herald* says:—"The *Clara Sutil*, which left for San Francisco on the 12th August, took away a rather distinguished passenger; one of the Prince of Satsuma's confidential karoos or chief retainers, who has lately been his agent in Yedo. He was got away with great secrecy, for we are sorry to say that the recent proclamation of the Gorogio, allowing Japanese to travel abroad, is at present made a dead letter, and was apparently always intended to be such. Mrs. Fisher, wife of the American Consul, who left Yokohama some little time ago, took with her a servant, but this is a solitary instance, and Col. Fisher had great trouble in arranging the matter. But, on the other hand, an English merchant who left by the previous French mail, was refused the privilege of taking a Japanese servant to Europe, on the pretext that "the seal was not ready." The fact is, this great innovation, which we all hailed as such a great step in advance was nothing, in reality, but a mere sop thrown to foreign Ministers, a promise the Gorogio never meant to keep to us—a privilege which to their own people they never intended to grant. The officer of Satsuma, who left by the *Clara Sutil*, intends to spend two years in America and Europe. He is well supplied with money, and will meet in New York with four other of Satsuma's retainers who leave from the South.

Arrivals of silk, says the *Japan Times*, have been very much freer; indeed during the last two or three days produce has come down in such quantities as to induce us to think that any restrictions which may have operated hitherto to cramp arrivals have been removed. Of the probable out-turn of the crop we will not, at present, hazard any opinion; one point is worth noticing, however, that the native manufactories of silk being chiefly situated near the seat of the present war in the South, their looms run a chance of being ill supplied, and what silk is produced this season we shall probably see the bulk. The character of

Digitized by Google

the arrivals continues much as at last writing; of the 600 or 700 piculs at which we estimate arrivals, a fair portion has been good and medium hanks, with a few lots of really best and a sprinkling of Oshiu, Koshiu, Hatchogee and Atchezan. Prices have risen, the usual competition for best hanks having been displayed and from $920, paid just before the last steamer left, rates have successively risen to $930, 940 and 960 (equal to 40s. in London). Medium and good qualities have not shared in the rise. Stocks we estimate at about 200 piculs and purchases at 360. In tea hardly any business has been done, owing to the high prices asked. Imports generally were in better demand. Ichibous 295 to 296 per $100. Exchanges on London Bank, 4s. 7¼d. to 4s. 7½d. Private, 4s. 8¼d. to 4s. 8½d. The *Dumbarton* has been sold to the Japanese Government for $180,000, 300,000 lous being deposited as security. The *Ta-pang-nyo* is also reported to be sold.

NAGASAKI.

Our correspondent mentions several further sales of steamers to the Japanese. The Prince of Higo has purchased the *Fairy* through Messrs. Glover and Co., for $23,000; Messrs. Alt and Co. have sold the *Japan* to the Prince of Aki for $110,000, and the Government have bought the *Mercury* from Messrs. Glover and Co. for $30,000. The late gunboat *Kestrel*, belonging to the same firm, has also been sold to the Government, which has chartered the steamer *Hiogo* for Osaka and Yedo. Dr. Bauduin is reported to have gone in her to see the Tycoon. The nibbles made at the *Chusan* have again resulted in disappointment to the owners, and she left for Yokohama on the 29th, *via* the Inland Sea. The Japanese steamer *Yangtse* is now lying at Nagasaki repairing injuries caused by a shell from one of Chosiu's batteries. The *Eagle* has left for the war, but the Japanese are said to be disappointed in their purchase. Ichibou exchange has gone up to 317 per $100, and no dollars on the market.

The following is from Alt and Co.'s Circular:—Imports.—The past month has been one of unprecedented dulness; the further depreciation of ichibous, combined with the dulness which usually prevails at this season, and the political causes above referred to, have produced an almost complete stagnation of trade in manufactures. Business has been confined to small sales of Grey Shirtings and Turkey Red Cambrics, and the former is at the moment almost the only article for which an inquiry exists. Stocks of most goods are light, however, and we therefore look for an early improvement. Metals continue very dull, very fine Nail Rods and Pig Iron only being wanted. Coal is in less demand, and with heavier stocks and lower prices in Shanghai late rates could not now be realised. Produce has been in fair demand during the month. Vegetable Wax and Tobacco continue to be wanted, and large settlements of the latter have been effected at rather advanced rates. Gall Nuts are also inquired for, but supplies are very small. In Camphor and Cotton nothing has been done. Tea: a good demand has set in for this staple, and settlements for the month are estimated at 2,800 piculs, chiefly for the American market. Supplies of good medium leaf arrive pretty freely, but fine to finest kinds are very scarce, and dealers say very little will come down until the Straits of Simonoseki are again opened. Freights to London £3. Exchange 4s. 5d.

CHINA.

HANKOW.

Mr. Medhurst, H.B.M.'s Consul, has issued a notification stating that as he has been unable to induce the Chinese Superintendent of Trade to place the rate of duty upon tea dust from 2.5 to 1.2.5 taels, to which figure it was formerly unconditionally reduced, he intends to refer the matter to Sir Rutherford Alcock, recommending him to procure a permanent reduction of the duty from the supreme authorities at Peking. An attempt at burglary on the premises of Messrs. Townsend and Co. was made on the night of the 26th inst., but was frustrated by the Chinese watchman giving an alarm, the burglars making off after having endeavoured by sundry stabs to dispatch the watchman.

Three men, William Langham, Thomas Jones, and Edward Bolson, have been tried at the Consular Court on a charge of wilful and indecent exposure of their persons and using obscene language. William Langham, who had been bathing while in an intoxicated state and used foul language was fined $5; and Thomas Jones, who walked deliberately up the bund naked, when some ladies were passing, was sentenced to a week's hard labour. The other prisoner, against whom the charge was not substantiated, was acquitted. A letter has been addressed to the *Hankow Times* strenuously urging the duty of taking some steps towards building a church, and pointing out that the residents are not justified in abstaining from building a church because they have not the means to do so on an extensive scale, but that they should do their best according to their means.

The river had fallen 4ft. 3in., leaving the bund and the greater part of the streets dry.

SHANGHAI.

Dates are to the 19th September. The P. and O. mail of 26th July arrived out on 8th Sept. Our files of papers contain no items of any importance; they are chiefly filled with Hong Kong and English news.

HONG KONG.

We (*China Mail*) are indebted to the kindness of a friend for permission to inspect a manuscript and drawings setting forth the estimates, particulars, and plans of a railway between Shanghai and Soochow, proposed to be constructed under the auspices of the China Railway Company (Limited). As this subject of railway communication between various points in China is of great importance to both natives and foreigners, our readers will doubtless be glad to learn a few particulars of the projected line and the report of its practicability upon which the proposition to construct it is based. We have ourselves advocated and still advocate the construction of the experimental line in the Pei-chi li province between Tientsin and Peking. It is unnecessary here to recapitulate the reasons which have led us to this conclusion, they having been given at length in former articles, and we therefore proceed to give a sketch of the prospectus now under remark. The prospectus commences by stating the opinion of the projectors that Shanghai, from its position near the mouth of Yangtze, and as the emporium of foreign trade for the greater portion of the rich province of Kiangsu, is the most suitable terminus of the system of railways to open up the central and seaboard districts of China. No other district offers such great facilities for the introduction of railways into China. The country is level and presents no difficulties to the practical engineer, while the events of the last four years have induced the natives of the province to look with more favour than formerly on the introduction of foreign inventions and improvements. In no other part of China are found so many great and flourishing cities, nor is there elsewhere so dense a population. The whole province is traversed and cut by innumerable canals, forming a perfect water communication, and having their main outlets into the Yangtsze, while that river is itself the main channel of communication with the cities of the interior, and on its broad bosom most of the staple commodities in which trade is carried on are transported. It leads to the silk and tea districts, which are the most important to foreigners in China and the seat of a most extensive trade, to which a railway would afford immense facilities. The proposed line is to start from the foreign settlements of Shanghai leading past the west gate of the city and following nearly the present line of the Sik-ku-wei road by Tsi-pu and Sy-king to Sung-kiang; thence one line might lead direct to Soochow and the north-western districts, and a branch by the important city of Kia-hing-fu, through the head of the silk districts to Hangchow the capital of Chekiang, and from this city a new system of lines might diverge to the great cities of the South.

A public meeting, convened by the Anti-Stamp-Act memorial committee, was held in the Supreme Court room, for the purpose of receiving his Excellency's reply to the memorial, and for taking such steps in relation thereto as might be deemed expedient. About twenty persons were present at the time of meeting; at the close of the proceedings that number had increased to about 120. Mr. Maclean presided, and having read his Excellency's reply, called on the meeting to submit a motion. After a pause, Mr. Sharp, rose and well ridiculed the "unworthy apprehensions" that had been expressed by the memorialists, and generally spoke in favour of the Stamp Act, arguing that as it stood there was no substantial injustice in it at all.

Mr. C. R. Bosman then moved—That a committee be elected to frame a memorial to the Secretary of State in answer to the reply. Mr. Bernard, after another pause, expressed his approval of the Act, and informed the meeting that Messrs. Whittall and Dent had both told him that they did not object to the principle of the Act, but they did not want it as they would be obliged to employ one or two more clerks, which

Digitized by Google

they said were very expensive articles in this community—a statement which elicited much laughter. The chairman then asked if any one would second the resolution, and Mr. Ryrie did so in just so many words as were necessary to state why he rose. Mr. Story followed, commending the Governor for the course he had taken, approving of the Stamp Act, as being the fairest mode of taxation, and warning the meeting against wasting their time by an appeal to the Secretary of State. The motion was then put. Half the persons present held up their hands for it; of the other moiety eight declared themselves against it. The chairman, amidst some laughter, declared the motion carried, and the meeting broke up.

The meeting of the Hotel Company, alluded to in our last, has been held. Mr. Overbeck commenced by saying that in order to give a clear idea of the present position of the company he would state the measures which had been taken by the directors since its formation.

The company was formed in September last. In February last one of the directors gave notice of resignation, and repudiated the shares for which he had signed, his partners refusing to have anything to do with them. At this others took the alarm and refused their shares. The directors had tried every means in their power to get this gentleman to take the shares for which he is responsible, but without success. The consequence is that the matter has been taken into court, but the legal adviser of the company having been absent at Shanghai until very recently, and the Supreme Court being now in vacation, it would be impossible to have the case come on until the re-assembling of the Court in October next. Thus the valuable property of the company had been lying idle, very much to the embarrassment of the directors, and interest had been accumulating. Schedules of the assets and liabilities of the company had been prepared, and he wished the gentlemen would look over them and ask him any questions they might desire.

The number of shares originally subscribed for was 2,075; of these the representatives of 231 shares have either left the colony or failed, leaving 1,949 shares; 755 shares are not paid up, and 75 are held by the legal advisers of the company who have a claim against it; 280 have been transferred to the owners of the Oriental Hotel which it was originally intended to lease and refit.

A shareholder asked what the directors intended to do? So much delay had occurred that the shareholders were anxious to know what was to be done.

The Chairman replied that as soon as the Supreme Court was opened Mr. Pollard, the legal adviser of the company, had been instructed to bring the case on immediately.

He also stated that the directors had written to Mr. Pollard urging him to use every possible expedition in getting the case disposed of. A gentleman suggested that perhaps Mr. Pollard might go to the next Shanghai races, and then what would become of their case? Should not another legal adviser be employed?

The Chairman stated that the directors had every reason to believe that the case would be settled as soon as the Court re-opened, and expressed his opinion that a favourable decision for the company would be given. When this was done the company could begin work in earnest. The meeting then adjourned. The accounts show that on 839 shares all the calls due were paid up in full. On 755 shares the three calls have not been paid, 400 of them having been repudiated.

The following items we find in the file of the *Evening Mail*:—

The coolie trade at Macao is flourishing. The baracoons, by special permission of the Government of that port, have been opened sooner this season than on previous occasions. There are probably not less than fourteen to fifteen hundred coolies on board different vessels by this time, but none of these crafts, according to a law existing thereanent, can leave before the north-east monsoon is supposed to have set in, say about the 1st proximo.

"Rumours are afloat that a Hong Kong cricket eleven will this year visit Shanghai in return for the visit paid to the colony some time since by a Shanghai eleven. A meeting is to take place on the 17th of September, which all members of the club are particularly invited to attend. Of course, with such an object in view as the maintenance of the credit of our colonial cricketers, a pretty full attendance may be anticipated.

"From late private advices from Shanghai we learn that the *Emperor* (Messrs. Jardine, Matheson and Co.'s steamer) had returned from Corea, but the news brought by her is kept rather secret. She herself, however, does not seem to have made a particularly satisfactory trip, at least as far as the venture by her was concerned. It is stated that the King of Corea is friendly in his demeanour to strangers, but withal not quite desirous of too great an intimacy with them. When the French and British men-of-war, now *en route* to the dominions of his Highness have duly reached, a thorough understanding in all likelihood will be come to.

"Close upon the heels of the projected Shanghai and Soochow Railway another scheme is being put forth by an American company. This, hitherto known as the "East India Telegraph Company" and hereafter to be called the "Eastern Asia Telegraph company," is, we learn by files of the *Alta California* received yesterday, proposing to introduce telegraphs into China. In a letter to the editor of the above named journal from D. J. Macgowan, Esq., a gentleman formerly of the colony, we find the following remarks:—'Although this company owes its existence to an Act of the Legislature of the State of New York, yet it is designed to be cosmopolitan and international, provision being made for an apportionment of stock among Europeans generally, and for a directorship at Shanghai, which shall be representative of various nationalities. At the next session of the Legislature "Eastern Asia" will be substituted for the misnomer "East India" as the designation of the company. Whether the telegraph company purposes to work in union with the railway direction, so far as the proposed line should extend, we are not informed, but our readers will learn from our extract columns the comprehensive nature of the proposed scheme. We do not as yet see any probability of its being carried out in its integrity for many years at least; but knowing what Yankee "go aheadiveness" has already achieved we take by no means a despondent view of the eventual success of the scheme.'

"We hear it rumoured that F. W. Mitchell, Esq., the present Postmaster-General, is likely to be appointed 'Commissioner of Stamps' or 'Stamp duty,' whichever may be the correct title. Mr. Mitchell appears to be used by the Government as a sort of hack pony. If the Auditor-General goes away—Mr. Mitchell is appointed to do his work. If a commission on anything from drains to postage stamps be appointed—Mr Mitchell is sure to be on it, and now he is to be Commissioner of (duty) stamps. Does he do all the work for nothing, or does the Government pay him? We suppose he will get something for stamping upon people's feelings, and must do him the justice to say that the Government is likely to obtain a most zealous and uncompromising commissioner should he be appointed."

The Lenton troop gave their entertainment to a very full house, in which the Indian element was strongly represented. The programme was gone through in a most successful manner, Professor Lenton and the two boys, little Frank and John, coming in as usual for a large share of the applause. The Governor and Lady MacDonnell were present.

On the morning of the 19th September, as the steamer *Glengyle* was leaving Shanghai she ran into the American ship *Golden State*, cutting through the outer stern, through two of the beams of her quarter deck, and starting the stern planks down to her main deck.

AMOY.

The following memorial respecting the Stamp Act has been presented to his Excellency the Governor from the undermentioned firms and residents at Amoy:—

To his Excellency Sir Richard Graves MacDonnell, Knight, C.B., Governor and Commander-in-Chief of the colony of Hong Kong. The memorial of the undersigned merchants and inhabitants of the Port of Amoy.

Humbly sheweth:—

That your memorialists have seen with extreme regret your Excellency's proposed Stamp Act for the colony of Hong Kong, which they are of opinion is calculated to inflict great injury not only on the trade but also on the vested interests of that port. That your memorialists are many of them directly interested in the prosperity of trade at Hong Kong inasmuch as they are holders of bank, dock, and assurance company shares, all which must suffer should the Stamp Act come in force. That independently of the above consideration, your memorialists would draw your Excellency's attention to the fact that the trade of Amoy is most intimately connected with that of Hong Kong, and anything which interferes with the trade of the latter must have an injurious effect upon that of the former; for example, all the exchange business of this port is done through Hong Kong, and nearly all the manufactured goods, foreign cotton, opium &c., which are consumed here are received via Hong Kong, and they would respectfully state that the proposed Stamp Act will certainly prove a serious burthen and obstacle to the continuance of such trade.

That your memorialists would for the reasons set forth as above, as well as for those more fully and emphatically expressed in the memorial

Digitized by Google

of the Hong Kong community, in which they cordially coincide, respectfully beg of your Excellency to abandon the Stamp Act in favour of some other mode of taxation less likely to press so grievously and vexatiously upon the trade of Hong Kong, as well as on that of Amoy and the other coast ports in the South of China.

Dated at Amoy, Sept. 6, 1866.

H. D. Brown and Co., Dauver and Co., Amoy Dock Company, per J. J. Cass, secretary; Robert Craig, W. Cunningham Johnston, D. Munro, F. Meyer, Tait and Co., Elles and Co., p.p. J. Foster and Co.; E. M. Smith, Boyd and Co., Pasedag and Co.; Jones, Carnegie and Scott, John L. Anderson, John C. Massen, J. N. Pedder, Frank Leyburn, Robert Wilson, J. H. Menzies, Walter G. H. Capp, James Jones, W. S. Sibbald, H. B. Witt, R. Kaiser, Zachariah, Geo. Rapp, A. Leigh, W. Donaldson, Aug Muller, H. A. Peterson and Co., C. Gerard and Co., p.p. Bellamy and Co.; C. A. S. Ayres, Wilson, Nicholls and Co., Giles and Co.

MALACCA STR ITS.

SINGAPORE.

Dates hence are to the 3rd October. The English mail of 27th August arrived out on the 28th September.

The British barque *Ellen Lewis* had arrived from Delhi, the capital of Timor, and reported the entire destruction of that town by a terrible fire, which consumed every building except the Custom-house.

The Governor-General of the Philippines had arrived at Singapore with a suite of twenty-five persons by the M. I. steamer *Tyre*, and was staying at the Hotel de l'Europe.

A new weekly journal, to be called *The Transcript*, is announced, and is expected to be well supported.

Births, Marriages, and Deaths.

(Announcements for subscribers are made free of charge.)

BIRTHS.

McMURDO—On the 17th Sept., at Hong Kong, the wife of Captain R. McMurdo, of a daughter.

MARKHAM—On the 6th Sept., at the British Consulate, Shanghai, the wife of J. Markham, H.B.M. Vice-Consul, of a son, stillborn.

STOREY—On the 10th Sept., at No. 2, Bay View, Hong Kong, the wife of Charles Storey, of a daughter.

MARRIAGES.

HAY—METCALFE.—On the 21st June, at Grace Cathedral, San Francisco, by the Rev. H. Goodwine, Dr. William G. Hay, late U.S. Navy, and recently of Shanghai, to Miss Emma Y., youngest daughter of the late A. Baldwin Metcalfe, M.D., of Adams county Mississippi.

MARSHALL—BETTS.—On the 8th Sept., at Trinity Church, by the Rev. Charles H. Butcher, M.A., John Marshall, Esq., to Annie, second daughter of Thomas K. Betts, Esq., of Newcastle-on-Tyne.

MACKENZIE—GIBSON.—On the 1st Nov., at the manse of Avoch, by the Rev. John Gibson, A.M., Minister of Avoch, and brother of the bride, assisted by the Rev. Roderick Nicolson, Minister of Applecross, Donald W. Mackenzie, Esq., late of Hong Kong, to Jemima Margaret, youngest daughter of the late Rev. James Gibson, D.D., Minister of the parish of Avoch. No cards.

DEATHS.

EVANS—On the 22nd Aug., at Hankow, China, Ethel Constance, the infant daughter of Matthew Pennefather Evans, Esq., aged eleven months.

GREY—At Shanghai, Sept. 12, Mr Charles Grey, aged 50 years.

HARPER—At Hong Kong, Sept. 17, J. C. Harper, late physician, Whampoa, aged 45 years.

KIRKALDY—At the Seaman's Hospital, Hong Kong, Sept. 13, James Kirkaldy, seaman, late ship *Harkaway*.

KING—At Hong Kong, Sept. 16, William King, late H.M. Military Store Department, aged 44 years and 6 months.

KING—On the 13th Sept., in the Shanghai Hospital, John King, of New Jersey, U.S.A.

LANGAN—At Shanghai, Sept. 14, Mark, commonly called John Langan, aged 35.

NORRIS—At the Government Civil Hospital, Kong Kong, Sept. 17, John Norris, Seaman.

O'NEIL—At the Military Hospital, Hong Kong, Sept. 11, Sergeant Thomas O'Neil 20th Regt., aged 36 years.

SMITH—On the 6th Sept., at Hong Kong, Reginald Vincent Clements Smith, fifth son of the Rev. John Smith, rector of St. John's, Buckhurst-hill, N.E.

SHIPPING INTELLIGENCE.

ARRIVALS.

At SHANGHAI.—From Liverpool, Sept. 10, Queen of England; from Sunderland, 11, Sooloo; from New York, 8, Queen of the East; 6, America.

At HONG KONG.—From Liverpool, Sept. 15, Patna; from Cardiff, 18, Richard III.; from Rotterdam, Krimpen Van de Lek; from New York, Gamecock.

DEPARTURES.

From NAGASAKI.—For London, Aug. 25, George.

From SHANGHAI.—For London, Aug. 7, Wild Deer, Queen of the East; 5, Antipodes; 14, Helen Nicholson.

From HONG KONG.—None.

CASUALTIES.

The British barque May Queen has been dismasted.

VESSELS EXPECTED.

From YOKOHAMA.—Thomas Dryden, Conference.

From HANKOW.—Gossamer, Napoleon III., Highflyer, Fire Queen, Lauderdale.

From SHANGHAI.—City of Aberdeen, Burdwan, Pakwan, Coulnakyle, Cinderella, Fusiyama, Vigil, Star of China, Peterborough, Coral Nymph, Blencathra, Nelly, Illimani, Lansdowne, William Melhuish, Charlgrove, Challenger, John Paul, Knight of Snowdon, Marquis of Argyle, Trebolgan.

From FOOCHOW.—Tamana, Feronia, Laurel, Lennox Castle, Amber Witch, Zingra, Devana, Everest, Ornate, Philomela, Dewa Gungadhur, Marion, Monarchy, Naomi, Veronica.

From CANTON.—Alma, Island Queen, Taymouth Castle, Victoria, Melbreck, Valdivia, The Cedars.

COMMERCIAL POSTSCRIPT.

TEA.—The market during the past week has been further depressed, and a sale from first hands to dealers is almost impossible, and there is no resource but so realise at public sales. The sale commencing to-morrow will be very heavy, chiefly without reserve. The late sales of new Kaisows and Monings show a loss of 4d. to 9d. The export from China has slackened.

SILK.—The market is not quite so good, but the export from China and Japan it is now believed will not reach 40 000 bales.

The present mail (French) brings 1,978 bales of silk for Marseilles and 387 for London. This includes a small quantity of Bengal as well as China and Japan.

NEW YORK SHIPPING.—ARRIVED.—October 22, Industry, from Padang; Castlehow, from Yokohama.

FRENCH TRADE WITH CHINA.—In France the commercial world is occupying itself more and more every day with China, as a great market in which the French can buy articles they want, and to which they can send large quantities of their own productions. Recent letters from that country dwell on the commercial importance which the port of Chefoo is capable of taking. The French have established a naval station there, and also a coal depot—the coal coming from the north of China. Chefoo is the nearest port to Peking, and is never shut up by ice. It is by it that, during the winter, commercial correspondence is despatched to Peking and Tientsin. In the vicinity of the town silk is produced in considerable quantities. This silk is chiefly employed by the natives in fabrics for local consumption; but if Europeans were to go there they might easily monopolise the market. Strange to say, they have not yet turned serious attention to it. The idea has been started, that the English, French, and other European Governments in communication with China would do well to press the Chinese Government to make Chefoo a free port. If it were, European commerce would undoubtedly attain great extension.

THE "HONG KONG" COOLIE TRAGEDY.—The case of the French barque *Hong Kong* has been the theme of comment in the French papers. It will be remembered that after the mutiny of the coolies the vessel was picked up at sea by the steamer *Feiseen*, and claimed as a derelict. The Admiralty Court of Hong Kong however did not take this view of the case, and simply awarded a proportionate sum as salvage. The French papers praise the high sense of justice evidenced by this decision, as it would be a hard case if a vessel found under such exceptional circumstances as these were to be considered as abandoned.

CONSULAR REPORTS ON COTTON.—Consular reports on the cultivation of cotton have been received at the Foreign-office from Swatow and Bangkok. The acting British Consul at Swatow states that cotton is not grown in his consular district. Her Majesty's Consul at Bangkok, in Siam, reports that at least 2,500 acres were planted in 1863 and 1864, and 3,000 acres in 1865 for the crop of 1866. Some damage was occasioned by a heavy fall of rain whilst the cotton was in pod, and the out-turn was expected to be between 17,000 and 18,000 piculs. More than 500 acres of waste land were last year cleared for cotton planting, and there is a large extent which might be made available.

SIR HARRY PARKES' VISIT TO KAGOSIMA.

The following interesting account of the late visit of the British Minister to Kagosima is given by a correspondent of the *Japan Times*:—

The *Princess Royal* and the *Serpent* left Nagasaki on the 25th July, the *Salamis* with Sir Harry and Lady Parkes following next day. On the afternoon of the 26th we anchored within eight or nine miles of Kagosima. At 2 P.M. we steamed up in line, and anchored close to the batteries. No sooner had the anchors been let go, than up went the English flag on a staff in the principal battery, and a splendid salute was fired of fifteen guns. This was at once returned by the *Princess Royal*. After a short time we in like manner saluted the Japanese national flag, giving it nineteen guns, which Prince Satsuma at once returned gun for gun. This thunder of artillery, with visits from the Prince's karoos (chief servants) finished the first day on board. A large party landed late in the afternoon, including Sir Harry and the Admiral, and with a strong guard of the Prince's officials, we went for a walk through the town, which is in no way very remarkable or different from other Japanese cities. The only difference which we observed was that, instead of the scowling looks and rude cries of Yedo, in Kagosima we met with nothing but smiles, kindly greetings, and pleasant speech. Some champagne and other refreshments were provided for us midway in our long walk, and all returned to the ships at the close of the day rather tired, but well pleased with our first day's reception in the capital of the great Southern Prince. We then found that his Highness had sent on board during our absence to say that he wished to entertain fifteen or twenty of the English gentlemen during their stay, and that he would pay a visit the next morning to the Minister and Admiral and would conduct them on shore. When one considers the rank of Satsuma, one cannot but consider this a high mark of consideration on his part, which contrasts forcibly with the insolvent demeanour of the Tycoon, who is indeed a complete contrast, both in mind and body, to the nobler potentate in the South.

At about eleven A.M. on the next morning, the Prince's state barge came alongside of us and Satsuma came on board the *Princess Royal*. He was received with yards manned, guard of honour and the band; shook hands with the swells and then came up on the poop, where he watched the salute which was being fired in his honour. In appearance the Prince is one of the most "princely" men I ever saw—tall and well-built and carrying himself with a dignity which I have only seen among the Rohillas of India and the Arabs. He has the cast of features, purely Japanese, which we see in their paintings, with the long slanting eyeline; this trait is so distinct, indeed, as almost to give the effect of a cast in the eyes. Shimadzu Saburo (who is the father of the Prince, by the way, not his uncle, as generally supposed) is a shorter man and more thick-set, not so urbane in his bearing, with more signs of excessive pride—but still with the same regal port. He is reckoned one of the most talented statesmen in Japan. Immediately the firing ceased, the young Prince crossed over a

Digitized by Google

turned with a smile to the side of the vessel to look at his own battery, where a smart and splendidly timed return was being made. After this expenditure of powder, of which I dare say you think we had quite enough, Satsuma descended to the Admiral's cabin, where he spent a few minutes and then returned to his palace on shore, whither a party of seventeen of us followed him.

We landed and found his (summer) palace facing the bay, the bund in front of it being lined with ten or twelve pounder brass field-guns, and as Sir Harry came up from his boats, another thundering welcome of fifteen guns was fired in his honour. There was a slight mistake made here, the white ensign being hoisted instead of the Consular flag, the blue. We then proceeded to the palace and Sir Harry and the Admiral, with Mr. Siebold as interpreter, were ushered into an inner chamber, where Shim-adzu-Saburo (now by the way, Osoomi-no kami) and the Prince made a speech expressive of their hope that bygones would be allowed to be bygones, and that for the future, nothing but goodwill and friendship might exist between the two Powers.

During this interview the rest of our party were being entertained in a sort of a state summer-house or pavilion by the Prince's karoos, and in about half an hour we were summoned into the palace where we met Satsuma and his guests coming out of the private room, and we all sat down together to a tremendous banquet of forty-five covers of the most delicate Japanese *cuisine*; native wine, as well as champagne, sherry, and beer, being served with the feast. The English party sat on one side of the long table, Shimadzu, the Prince, and two karoos on the other side. Komats, one of Satsuma's most confidential retainers, at the top and his guardian at the bottom. And there we sat for five mortal hours eating and drinking, pledging each other and talking and laughing in the most friendly manner possible, a native band playing and singing for about an hour during the repast.

At last, as a special favour, Sir Harry Parkes asked that the bill of fare might be cut down, or we should have sat there until dark, and we We wanted to see the gardens of the palace; so quickly finished our dessert, and were then taken out into the grounds, of which all I can tell you is that they are so beautiful as to make one wish to spend a year or two there instead of a few minutes. Here we smoked, of course, and were then invited by our hosts to go to the front of the palace, where, on a parade ground about 200 yards by 60, some native troops were being drilled. They were armed with short Enfields and went through their work very well indeed. I recognised their commander as being an old pupil of a friend of mine. We watched their manœuvres from highly ornamented tents which had been pitched for us, where wines and fruits were again provided, our hosts seeming always to fear lest we should not have our fill of good things. We were then entertained with some artillery drill and target practice with shot and shell at 500 yards' range with 10 pound field pieces; the practice was astonishingly good, and after about a dozen rounds from each gun, as the night was closing in, we bade farewell to our kind hosts and returned on board.

The next day we went over the factory, where is the ordinary machinery, and at 4 P.M. sat down to an European dinner given by the five brothers of Satsuma the youngest of whom is 10 years of age; they are all singularly engaging boys. The most remarkable feature of this entertainment was the presence at one time on the table of three sucking-pigs. It was 8 P.M. before we could get away and even then with great difficulty.

3rd Day.—This was given up to showing the Princes—Satsuma and his five brothers—the exercise and firing of the *Princess Royal's* men. Shimadzu excused himself on account of weakness. The vessel was swung round broadside on to the bay, and for three or four hours we fired shot and shell, making splendid practice at targets placed at distances ranging from 300 to 1,800 yards. Many of the targets were very soon shot away, to the no small astonishment of our Japanese friends, both on board and on shore. After the gun practice we showed them three twenty-four pound rockets, and the distance these projectiles flew opened their eyes not a little. After the Admiral had entertained his guests, we arranged a landing for the following day of five or six hundred marines and blue jackets, to show the Princes how our men drilled. But it was found that the drill ground was only large enough for about 150 marines and a couple of field-pieces with their crews. They fired blank cartridge and went through all sorts of manœuvres until nearly dark, when the *Salamis* steamed up close to the drill-ground to take away Sir Harry, who wished to return to Nagasaki. At departing, Shimadza Saburo, it was remarked, showed considerable emotion, shaking Sir Harry Parkes' hands with great empressment, wishing him a pleasant voyage back, and expressing the hope of soon seeing him again. Lady Parkes shook hands with the party of Princes, and then the *Salamis* departed with the English Minister under a salute of fifteen guns.

The last day's amusement was certainly not the least. We had a grand hunt, commencing at 3 A.M., when our party of about twenty, with nearly double that number of Japanese, rowed about six miles up the bay, where we landed in a country very like that near Yokohama, but perhaps a little more wooded, The forest was full of deer, boar, and monkies. The game was driven by packs of hounds and beaters and after two drives, our bag showed the respectable load of seven fine deer and four boar. Two of the deer had four points each and were fine noble animals. The Karoos of the Prince entertained us this day—and the next, after saying good bye to all, whom we had, even in so short a space, learnt to look on as kind friends, we left Kagosima under another heavy salute to the Admiral's flag, which he returned by saluting the Prince's family ensign. I omit detail of the handsome presents that were given to all, and doubtless from other sources you will receive fuller particulars of what was to be seen in the town and batteries by the curious, to whom every facility was given to examine whatever they liked. The feeling of regret at parting was, I am sure, reciprocated by our Japanese friends, and I conclude this letter with expressing my conviction that Sir Harry Parkes did a wise thing in going to Kagosima, and I believe he left it with a very different opinion of Satsuma to that which he held before. This Prince is decidedly among the most enlightened and liberal-minded Japanese now living, and his intelligence and the good use he has lately been making of his resources will most certainly soon place him (and the sooner the better for all mercantile men) in a distinctly leading position among the nobles of Japan.

A POLICE-GUARD FOR SIR HARRY PARKES.—Sir Rishard Mayne has just issued an order to the superintendents of the various divisions of Metropolitan police requiring them to send in, by Thursday next, the 8th inst, the names of constables willing to proceed to Japan to form a mounted escort to Her Majesty's Minister at the British Legation at Yedo.

THE MUNICIPAL GOVERNMENT OF SHANGHAI.

THE question which now takes precedence of all others pending between natives and foreigners at the settlements in China is that of the jurisdiction under which the mixed populations are for the future to exist. At each of the more important treaty ports municipalities have been formed under the sanction of the Consular authorities, and to these elective bodies the internal economy of the respective foreign communities has been entrusted. But within these settlements are numbers of Chinese residents who share in all the advantages enjoyed by their foreign compeers, and who, to do them justice, have never objected to contribute a very large share to the public exchequer. Englishmen, Americans, and Germans have united to elaborate schemes of municipal jurisdiction which have hitherto in each case worked well and harmoniously. The Chinese, however, have been totally unrepresented, save in so far as the *bona fide* native owners of property registered in foreign names may have exerted an influence upon their property representatives. Of this condition of affairs the Chinese themselves have not complained, and indeed they are ready to admit the advisability of keeping the local governments in purely European hands. For, it may be almost unnecessary to remark, the natives are to the full as suspicious of Mandarin interference as are foreigners, and gladly adopt any system which promises to free them in part or altogether from the daily exactions of rapacious officers. So far the municipal corporations would appear to be built upon a solid foundation, namely, the goodwill and mutual interest of all parties concerned. But the provincial governments are loth to lose the contributions which they consider themselves entitled to levy upon their own subjects, whether those subjects elect to live within the boundaries of the foreign settlements or in the native towns. While the Taiping rebels hung about the provinces, and rendered the co-operation of foreigners absolutely essential to the Chinese authorities, things were allowed to go on in a tolerably satisfactory manner. Levies were made, it is true, upon such men as YANG TAKEE, the eminent Ningpo banker, who had taken up his residence in the English settlement at Shanghai, but he and such as he led to a certain extent two lives, one independent of the Mandarins, and connected only with foreigners, and the other purely Chinese, in virtue of which latter, with all its interests and responsibilities, they were fair game for extortion. Moreover, with such men a system was adopted which worked very well. They received a *quid pro quo* in the shape of decorations, titles, etcetera, which reconciled them to the constant assaults upon their purses, while at the same time the officials who "squeezed" them had it frequently in their power to throw good things in the shape of contracts or Government loans in their way. But during the continuance of the rebel disturbances the Chinese residents in the settlements were as a class unmolested, and paid no taxes beyond those levied by the Custom-house and Municipal Council, and perhaps, incidentally, a squeeze or two of insignificant amount whereof some inferior official reaped the advantage, but which was not important enough to call for complaint. Perhaps, indeed, the fact that a large proportion of the native traders contrived either directly or indirectly to derive a little profit from the rebels laid them open to occasional demands for hush-money, and even the threat of denouncement for a real or imaginary contravention of the law prohibiting assistance to the insurgents kept secret certain sources whence native constables and yamên followers derived supplies. However this may have been, it was not until after the pacification of the empire that the authorities began openly to issue warrants for the arrest of the Chinese residents in the settlements who had neglected or refused to pay imposts on goods or property held within foreign limits.

The Municipal Council of Shanghai (for Shanghai as the most important post may be taken as the type of the rest) had up to that time made the natives pay dearly for the protection they enjoyed: but when, in addition to the recognised taxes of certain amount, other taxes of unbearable weight and of ever-varying amount began to be levied, the Chinese merchants and shopkeepers remonstrated, and pleaded now with one party now with another for forbearance. The Council took the part of the complainants, and having lightened the burdens imposed by foreigners endeavoured to obtain a mitigation of

Digitized by Google

those enforced by the Mandarins. Such a step was indeed necessary, for the population which remained in Shanghai after the ancient haunts of the people had been rendered again accessible by the expulsion of the rebels, was swiftly diminishing under the enormous taxation which native and foreign authorities seemed to have combined to levy. Immediate action was resolved upon, and certain native runners charged with the collection of a new tax were arrested. Protests of course followed. The men were released, and a promise given that pending an arrangement of some kind the levy of taxes by the native Mandarins should cease. This promise was not kept, and irregular exactions continued to be enforced. It was manifest that while on the one hand the Council had no right, and indeed no desire, to interfere with Imperial taxes, they had in the interests of the settlement every right to protest against arbitrary and illegal exactions which by grievously burdening the native residents rendered them unable or unwilling to contribute to the foreign municipal taxes, and in effect drove them from the settlement. The ground adopted was the injustice of collecting "local taxes" save for local requirements, and as the Chinese official chest contributed nothing to the expenses of the settlement, the settlement in turn should be free from exactions levied for the benefit of the Mandarin Exchequer. To render this position altogether unassailable it would, however, be necessary that all the property interests in the settlement should be represented at the administrative board, and this, as we have shown, was not the case. The suggestion that the Chinese should be represented had often been mooted, and had never met serious opposition. All acknowledged that such a right if claimed by the Chinese would be just, but until they should claim it, it was deemed inexpedient to introduce so radical an alteration in a system which seemed in all respects to work satisfactorily. Such then was the state of feeling with regard to Chinese property-owners, a class, by the way, utterly unrecognised by the *Land Regulations*, which assumed that no native could hold real property within the settlement. These *Land Regulations*, which were compiled in 1854 under the superintendence of Mr. ALCOCK, now H.B.M. Minister at Peking, provided in brief for the election of councillors or representatives, for the calling of public meetings, for the franchise, for the levy of taxation, the issue of licences, and in fine for the settlement of all questions not directly demanding consular interference. So far they were considered the law of the place, and so long as the interests of all or nearly all were indentical they proved perfectly satisfactory, being based on the common rights of the landed proprietors. Another class was, however, soon to spring up. The interests of new arrivals did not always lead to the purchase of land, and thus "rate-payers" began to be distinguished from "land-renters." But until the non-renters of land became important by numbers, the land regulations continued unquestioned, although a conviction gradually gained ground that their authority depended solely on the goodwill of the community. It was evident, however, that a time would come when the ratepayers would claim to be represented in the municipality, and to obtain a voice in the levy and application of the revenue to which they largely contributed. No doubt the advent of several members of the legal profession hastened this crisis, for shortly after their appearance the technical rights of the Municipal Government came under discussion, and the rival interests of land-renters and ratepayers gave rise to much litigation. Fortunately for all parties the Supreme Court for China and Japan was established, and various cases tried therein before Sir EDMOND HORNBY established the right of the land-renters to levy taxation for public purposes, and of the Council to apply the same. Here then was the assertion of a legal status enjoyable by the Council independent of any charter of incorporation from the Chinese Government or foreign Governments, and the decision was based on the clause in the *Order of Council* of 13th June, 1853, whereby Her MAJESTY'S representative is endowed with power and authority to make and enforce rules for the peace, good order, and government of British subjects in China. Theoretically, this affected British subjects only, but practically the settlement of so knotty a point could not be without effect upon the other courts sitting at Shanghai. Having gained this step the Council suggested the assemblage of the land-renters with a view to remodelling the local constitution, and to giving the ratepayers a voice in all municipal matters. This project has lately been elaborated, and it has been proposed to extend the franchise to persons paying a certain annual modicum of taxation. As yet however no step has been taken to secure the additional element of harmony and strength which would be in the admission to the franchise of duly qualified natives, and hence there is still a certain amount of injustice in the class legislation of Europeans for a population composed of Europeans and Chinese. It is a matter for regret that while doing an act of justice to the hitherto unrepresented ratepayers the equally unrepresented native merchants and householders are carefully kept beyond the elective pale.

But the agitation of the proposed new regulations, their submission to the board of foreign Ministers at Peking, and the remonstrances addressed to the native officials at the capital regarding illegal exactions within the settlement and irregular arrests under native warrants, have combined to draw the full and careful consideration of the English Minister on the subject, and the fruit of that consideration is now before us in the shape of an elaborate memorandum upon the Municipal Government of the Settlement. Sir RUTHERFORD ALCOCK surveys the entire position, admits the iniquity and corruption probably hidden under the "irregular warrants," but denies the power of the Consul, or of any body (the Council) working under consular sanction to interfere with the administration of Chinese law or local regulation upon Chinese subjects. That it is desirable to bring the native and foreign residents in the settlement under one uniform jurisdiction is not for a moment doubted, but the protection from external taxation implied in such a measure can only be gained by a cession from the Chinese Crown of, at least partial, territorial jurisdiction. If this can be gained the difficulty will at once be met, but the cession must evidently take the form of a charter recognising the supremacy of the Chinese Crown, emanating from that Crown and implying the extinction to a certain limited extent of the exclusive rights conferred on foreigners by the exterritorialising clauses in the treaties. For such a charter should provide for the government of *all*, both natives and foreigners, in municipal matters; but we can hardly conceive any code of regulations in the framing of which the Chinese Government must have the chief part, proving acceptable to foreigners. We have had too much reason to fear that the rights of foreigners—of the mercantile communities—may occasionally be sacrificed to technical interpretations of the treaty, and we are therefore disposed to believe that for the present difficulties should be met as they arise, and no cumbrous edifice of mixed legislation be erected which may after the lapse of a few years prove an incubus upon the material interests of the settlement. The uncertainty at present is no doubt unpleasant, but we are not sanguine as to the result of either applying for or obtaining such a charter as can alone be expected. If, on the other hand, a charter be applied for and be refused, the exactions of the local Mandarins will become more unbearable than ever, and practically the native residents will be forced to quit the foreign settlements. Sir RUTHERFORD ALCOCK considers that the removal of all Chinese from the settlement would not perhaps be an unmixed evil, save in so far as the interests of those who have entered into extensive speculations in land and houses are concerned. To these latter it would in some instances be ruin, and to some of the banks who hold heavy mortgages on landed property it would be little better. The principle of referring everything to Peking may we fear be carried too far, just as the principle, so often advocated, of treating the Chinese as though they were a Western nation, has in many cases brought about its own confutation. We ought to have learned before now that the Chinese system of government is essentially different from our own, and that the Peking Cabinet take little interest in legislating for the provinces, and indeed are almost powerless to enforce their decrees. Nor under the existing system is it fair that the central authorities should interfere in minutiæ with the provincial administration. A governor or Taotai, as the case may be, is placed in a responsible situation on his own responsibility. He has certain duties to perform, and he is not directed how to perform them, nor is he expected to be answerable for the measures he deems advisable unless he outruns all temperance and discretion. We have ignored this fact, and although in obtaining a basis of trade with several parts of the Empire it was necessary to negotiate with the central authorities, many minor details, whereof this question of the Shanghai Municipality is we believe one, might better have been left unagitated beyond the provincial circle. The hope which Sir RUTHERFORD ALCOCK now holds out is based on obtaining a *charter*, a boon which, if ever obtained (a point open to grave doubt), may prove a blessing but will more probably prove the reverse.

Digitized by Google

NOTICES TO CORRESPONDENTS.

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be authenticated by the name and address of the writer, not necessarily for publication, but as a guarantee of good fait .

A Register is kept of the addresses of all persons connected with the Far East and reference can be made to the same by personal application at the office or by letter.

Any information required by Subscribers, in reference to Commercial or General matters in China, Japan, Singapore, *and other parts of the* Far East, *will be supplied on application at the Office, where files may be seen of the Journals published in those countries.*

THE LONDON AND CHINA EXPRESS.

PUBLISHED on the departure of the Mails *via* Marseilles on the 10th, 17th, and 26th, contains a Summary of European, American, and General News; Commercial and Shipping Reports, and Special notices of Trade with the Far East.

Subscription 54s. per annum, including Postage. Export Supplement 12s. extra.

The London & China Telegraph.

LONDON, MONDAY, NOV. 5, 1866.

THE ICHIBOU QUESTION AGAIN.

How long must the despicable cupidity of certain "officers "and gentlemen" in Her Majesty's service remain unchecked by any wholesome measure of restraint, and consequently continue to be a standing reproach to us in the eyes of the Japanese? Not very long, we trust; for it was Lord Stanley, who now holds the responsible post of Foreign Secretary, who first called the attention of the House of Commons to these disgraceful malpractices, and he cannot surely forget the indignation with which he condemned them before his accession to office. Eight months ago Lord Stanley could only point out the discreditable transactions arising out of the monstrously unjust system then in force, and demand an inquiry into it; now he is in a position to apply the remedy—which we trust, not only for the credit of the nation but for the sake of his Lordship's own character for consistency, will be prompt and decisive. It is about a year since certain grave abuses of the "Ichibou Ex- "change" system—which have been so often dwelt on that we need not again particularise them—were exposed by the *Japan Herald*. In February last the results of there evils—more especially their demoralising effect on the naval and military services—were commented on in these columns, and a degree of publicity thus given to the question that rendered it impossible any longer to ignore it. Accordingly, on the 27th Feb. last, Lord Stanley called the attention of the then Chancellor of the Exchequer to certain statements made in the *London and China Telegraph* of the 5th of that month. Mr. Gladstone could not meet them with either denial or justification, unless the humiliating and discreditable avowal that the profit in the exchange was availed of by Government to eke out the insufficient pay of officers on that station, can be called a justification; but he distinctly promised that thenceforward all such profits should be carried direct to Government account, and that Mr. Arbuthnot's report on the system should be produced. For the time, therefore, we allowed the discussion to drop; believing, as in duty bound, that Mr. Gladstone's promises were in course of fulfilment. Ere long, however, we discovered that we had been the dupes of a dishonest subterfuge. With characteristic duplicity the Arbuthnot papers were suppressed until public interest in the matter had greatly diminished, and recent events show that, although four clear months elapsed between the dates of Mr. Gladstone's promise and that of his resignation of office, no instructions were ever sent to Japan for the purpose of in any way checking the progress of the exchange swindle. Was it that too many "vested interests" stood in the way? Or was not Mr. Gladstone's zeal for the rights of the Great Unfranchised equalled by his solicitude for the reputation of his Government, and the integrity of its representatives? At all events, the pledge thus publicly given was deliberately left unfulfilled; and the credit of having given the deathblow to this crying evil was one of the laurels upon which Mr. Gladstone did *not* repose on his retirement from office.

As might have been expected, this gross neglect of public duty has borne unsavory fruit. Not only have our officers—who are fairly entitled to such pay as would both ensure their comfort and maintain their dignity—had their insufficient salaries eked out by exchange profits; not only have officers of regiments quartered in Japan enjoyed an unfair advantage over those detained in more expensive and unhealthy quarters in China; not only have our ships of war, which ought to have been cruizing elsewhere, been laid up at Yokohama for the sake of the profits there obtained; but, as a climax to all this, an act has been perpetrated which the local press justly characterises as "a deliberate swindle on the Japanese Government, an injustice to the foreign community, and a disgrace to the (naval) service." H.M.S. *Pelorus* had been several months at Yokohama. During the first portion of this time the ichibou exchange continued, as it had previously done, to yield a handsome profit; and accordingly the officers drew their ichibous from the Custom-house as usual. Latterly, however, exchange took an unfavourable course, and they ceased to avail themselves of their privilege; there was nothing to be made by it, and the ship would undoubtedly have left the port without making any further claim; but on the eve of her departure a monetary improvement in the value of the ichibou took place, and the paymaster forthwith rushed to the Custom-house, claimed ichibous for the whole period since the last exchange they had taken, and obtained them. It was notorious that at least a portion of the dollars required for the operation had to be borrowed, and that as soon as it was effected, the native coin was immediately resold, giving a handsomer profit to the 'cute speculators. What, we should like to know, could have a more direct tendency than this to inspire the Japanese mind with contempt and aversion? From time immemorial they have regarded trade as being necessarily associated with chicanery and fraud, and therefore to be held as mean and despicable. One of the most deeply rooted of their national prejudices is that which has always kept the trading class at the very bottom of the social scale. If, then, trading operations are regarded with such aversion, even when openly practised as a means of livelihood, what must they think of persons claiming to be "officers and gentlemen" who condescend to gratify their cupidity by such unworthy trickery as practised in this instance? "Exchange operations," properly so called—conducted in the open market by banks and mercantile firms, form a recognised and necessary part of the vast fabric of our foreign commerce; but this *Pelorus* operation is a different thing altogether. After the scandal that had already arisen out of the system we should have thought that for very shame, officers wearing Her Majesty's uniform would have refrained from using such a mean device for filling their pockets; but since this is not the case, we must look to Lord Stanley for some measure of reform. It may be urged that the approaching change in the Japanese currency renders any present action unnecessary. But to this we reply, that a year has yet to elapse before such change will come into effect; that many fluctuations in the value of native coin may occur in the meanwhile; and that even the new order of things when established may afford an opportunity for some similar abuse unless steps are taken to put a stop, once for all, to the possibility of any juggling transactions, by which our officers can largely increase their emoluments at the expense of the Japanese Government, and to the detriment of legitimate trade.

POSTAL SERVICE WITH CHINA VIA RUSSIA.

Considering the extent of its widely ramifying branches, the postal service of Great Britain is on the whole very well managed; but incidents occasionally transpire which show that there is too often a tendency to pay more attention to the profit to be made out of the department than to the convenience of the public or the interests of commerce. It will be remembered that, when a few years since the obvious advantages attending the use of the Messageries Imperiale China line were represented to the Postmaster-General, that astute dignitary could not for a long time be brought to see the necessity for placing our postal service in connection with it; and for some eighteen months outward letters by the French mails had to be sent to special agents at Marseilles to be forwarded. In like manner our repeated efforts to induce the Postmaster-General to make use of the regular weekly mail between St. Petersburg and Peking, *via* Siberia, have hitherto been unsuccessful. By taking measures to arrive at an understanding with the Russian Government this line might easily be brought into connection with our Post-office, thus giving us the highly desirable accommodation of a weekly communication in addition to, and independent of, both the existing lines. But the Duke of Montrose cannot be brought to see this. By what official traditions his vision is obscured we know not, but our last representation on the matter is met with this very unsatis-

Digitized by Google

factory reply: "In his Grace's opinion, the arrangements for "the conveyance of correspondence to China, overland by way "of St. Petersburg, are not yet sufficiently matured to render "it advisable to forward letters from England by that route."

THE EUROPEAN TREATIES WITH SIAM.

We learn that Sir JOHN BOWRING, who in 1855 concluded so satisfactorily the Treaty with Siam on behalf of the English Government, has been appointed by the King of SIAM to be his Minister Plenipotentiary and Envoy Extraordinary to the European Courts, more especially those of France, Holland, and Prussia. The chief object of Sir JOHN'S mission will be to procure a partial revision of the Siamese treaties of commerce with these countries, all of which were based on the English treaty. Experience has shown that certain modifications, or rather explanations, are desirable, and it was naturally felt by his Siamese MAJESTY that no one could be so well qualified to settle questions arising out of them as the author of the original. One of the principal points requiring adjustment is the duty on spirituous liquors, which were admitted by an oversight at the same rate as ordinary articles of merchandise without proper guarantees as to the introduction of drinks dangerous to the public health. Moreover, the duty on such articles has always been farmed out, and has been one of the principal sources of revenue. In our own treaty arrangements have been made for the revision of this item on the representation of D. K. MASON, Esq., his Siamese Majesty's Consul here; with whose position, we may mention, Sir JOHN BOWRING'S appointment does not in any way interfere. It is not perhaps generally known that Sir John has lately been engaged in similar negotiations as the Minister Plenipotentiary of the Hawaiian Islands, on behalf of whose King he has concluded most satisfactory and liberal commercial treaties with Belgium, Holland, Italy, Spain and Switzerland.

THE KIACHTA COURIER LINE.

To old residents in China, who remember the dreary delays attending the transmission of letters by sailing vessels; and even to those of later date, when the establishment of one regular monthly mail was hailed as a great boon, the almost inconceivable rapidity with which news can now be transmitted *via* Kiachta presents itself in the light of a startling revolution. Practically, China has now a line of telegraph to itself; not a feeble, disconnected series of links, subject to constant interruption, but as we have reason to believe a thoroughly reliable medium of communication; while as to its rapidity, the receipt of a message from Tientsin just thirteen days old bears ample testimony. The scheme of establishing a line of couriers through Mongolia from Kiachta to Tienstin, originated by Mr. GRANT, was warmly supported by the Shanghai merchants, who advanced the necessary capital to carry it out; and since the service has been got into thorough working order they have with unexampled liberality handed over the proprietorship of it to Mr. GRANT for his exclusive benefit, giving him a fair time to repay the capital, and demanding no interest. So long as the service is maintained with its present precision and a moderate tariff adhered to, it will continue to form a most valuable connecting link between us and the Far East.

SIAM.

It will be remembered that when, eleven years ago, Sir JOHN BOWRING succeeded, after many vain attempts by the East India Company and the Americans, to open the trade of Siam, the treaty concluded was of the most liberal and comprehensive character. The influence of Great Britain was not employed to obtain any preferential advantages—which might easily have been secured; nothing was asked in an exclusive or narrow national interest, and the door was opened for the admission of every friendly Power. A succession of treaties, all based upon that negotiated by Sir JOHN BOWRING, have been made with the principal commercial Powers; and the trade, notwithstanding the vicissitudes to which all trade is exposed, has gone on increasing in magnitude and value. The results are less seen in direct intercourse with Great Britain and her colonies than in the relations of Siam with China, where it may be truly said that famine and starvation have been arrested by the enormous supplies of rice—the ordinary food of the Chinese. France, however, which in political diplomacy is never behind other nations, has seldom managed to promote her *commercial* interests by the action of her Consuls; who, having little trade to care for or protect, are frequently too busied in Court and personal intrigues to look after the more substantial advantages which commerce brings. Siam is afflicted with one of those bustling gentlemen in the person of M. AUBARET, who fancies he is to make capital out of a domineering and dictatorial tone, which those who know the sagacious policy of the Emperor and his Ministers are persuaded would never be approved, still less suggested by them. "Fantastic tricks" are often played by those invested with "a little brief authority," and in no localities so much as where the distance shields these actors from observation, and where it is supposed that dogmatism and despotism represent the remote but supreme and overwhelming Power behind it. This is a sort of game of chances—that fear may induce concessions and the concessions being obtained, a triumph is won for the hazardous players, and weak States are often thus wronged from a dread of interference, the menace of which has never been authorised by the proper authorities at home. The complaints that reach us from Bangkok appear to us to warrant and to urge this expression of our sentiments.

It is stated that the Prussian corvette *Vineta*, which recently sailed for the Chinese seas, carries instructions to purchase from the Chinese Government the western part of the island of Formosa, where the Cabinet of Berlin intends forming an establishment. We cannot, however, believe that any such intentions are likely to be asked or conceded.

NEW STEAMERS FOR CHINA AND JAPAN.

The trial of a screw steamer recently took place on the Clyde, built by Messrs. Henderson, Coulbourn, and Co., named the *Courier*, of about 600 tons register, and intended for despatch to Japan. She was built to realise a guaranteed average speed of eight knots per hour, on a very small consumption of fuel; but on a recent preliminary trial the builder (on the stipulated consumption) obtained the very satisfactory result of eleven knots per hour. The machinery is of the most simple and substantial construction, and during the trial worked very smoothly and gave the greatest satisfaction.

Two other screws are building intended for China and Japan. The steamer building at Aberdeen is, we hear, to be commanded by Captain Roger, lately returned from China.

SINGAPORE GAS MEETING.

An extraordinary general meeting of the shareholders of the Singapore Gas Company was held on the 30th October at the London Tavern, H. P. STEPHENSON, Esq., in the chair.

The CHAIRMAN opened the proceedings by moving the adoption of the report, by which a dividend was declared at the rate of 7½ per cent. per annum on the preference shares, and 3½ per cent. on the ordinary shares of the company. In the course of his remarks the Chairman observed that the town of Singapore was extending and improving in every way, and in a year or two he hoped to be able to inform the shareholders that the company was earning a handsome profit. They would in future obtain their chief supply of coal from Australia, as they could have coal delivered from there at Singapore for 38s. per ton. while from England the cost would be 50s. The consumption of gas during the month of August amounted to over half a million cubic feet, and the fort, which had been recently lighted, is consuming at the rate of £650 per year. The Chairman concluded by proposing a vote of thanks to Mr. Wells, the company's manager at Singapore. This was carried unanimously, as was also the motion for the adoption of the report and the declaring of a dividend. A vote of thanks was then proposed to the Chairman and directors and the proceedings terminated.

Monetary and Commercial.

The statement of liabilities and assets of the Bank of Hindustan, China and Japan will be issued in a few days, preparatory to the meeting of the shareholders called for the 19th inst. Several letters have appeared from shareholders who seem to have a distinct desire to run the bank and its directors down as much as possible. In most cases the writers know nothing of the nature of the bank's business.

The business of the bank should have been confined to the exchange operations of India, China and Japan, experience having most clearly demonstrated that the mischief which caused the failure of the Commercial Bank, the Asiatic, and the present condition of the Hindustan has been owing to local loans on land, &c., &c., in Bombay, Calcutta, and Shanghai. These transactions were never intended when the banks were established, and are quite incompatible with proper exchange operations. The directors are scarcely responsible for these local loans which have been entered into by the managers without their sanction. Notwithstanding all this the directors of the Hindustan have managed to keep the institution on its legs while three Indian banks of much greater standing have succumbed. This fact should have weight with shareholders, but when some men have lost money their reason goes with it.

Digitized by Google

Of course this class forms only one section, and no doubt there are shareholders who do not disparage the efforts of the directors during the disastrous times of the present year. With the want of confidence that exists it is quite impossible that the bank can continue on its present footing. Should the Hindustan drop out the India and China banks will be reduced to the Oriental, the Chartered Mercantile, the Chartered of India, and the Comptoir d'Escompte. We do not include the recently-formed banks in Bombay, as they are, in many cases closed up, and the only one which assumed any position in the India and China exchange business—the Central of India—has gone into liquidation. If the directors of the Hindustan can succeed in putting their bank on a new basis, they may yet be able to make it a most successful concern, seeing that there is ample scope for them in the legitimate trade of India and China by the reduced number of banks. They have paid for their footing in India and China since 1862, and very dearly, but considering the amount of opposition that always attends such attempts, we doubt if any other establishment could have done better. Having paid for such experience and introduction, it is a pity that the clamour of a portion of the shareholders should debar the others from reaping an advantage so dearly purchased.

Mr. F. W. Lawrence has been appointed liquidator of the Bombay branch of the Asiatic Bank, and proceeded by the mail of the 3rd.

The Comptoir d'Escompte has resolved on doubling its capital, and the Government appears disposed to offer no objection. The present capital is 50,000,000f., represented by 80,000 shares issued at 500f. each, and 10,000,000f. of reserve; and it is proposed to raise an equal sum by the issue of 80,000 new shares at 625f. (£25), the subscription to which is to be reserved to existing shareholders. With the enlarged capital the Comptoir would be able to extend its business in India and China, which has of late years assumed considerable importance.

A project is on foot for establishing a company for the purpose of trading with different countries in Asia, and several eminent bankers have promised to support it. The belief is that French commerce is capable of great extension in that part of the world.

The rumours of difficulties in the China trade are now carried to a most injurious pitch, and the names of houses are freely mentioned as having practically succumbed. The arrangement made by Messrs. Robert Smith and Co., with their creditors, for an extension of time, has given a certain amount of strength to the rumours, but in many cases they are unwarrantably mischievous and in advance of the facts. It was current in Mincing-lane that Messrs. Dent and Co. had succumbed to the losses of the past few years, but we are able to give the most distinct contradiction to this statement. The bills of the firm have all been duly honoured. The rumour is partly owing to the fact that the drafts of Mr. John Dent, on account of the Blakely Ordnance Company, have been dishonoured and have been sent to Hong Kong for recovery. The amount involved is not large, and has nothing to do with the firm's business. It is so reprehensible that the "bears" in Mincing-lane should propagate these stories that we deem it best to state the facts of the case. That the present year's losses on teas will be the means of extinguishing some firms in the China trade is highly probable, and it is to be hoped for the good of the trade generally, which has been of late years most sorely abused by traders, that the spirit of accommodation will not be carried to an unwholesome extent by banks and other creditors; where it can be seen that firms or individuals have conducted their business similarly to that of Messrs. Fletcher and Co. or Lindsay and Co., anything like extension of time is to be strongly deprecated. Better that the China trade should be cleared of such firms, who are dishonourably living on the prestige of its former partners. It is of great importance for the well-being of the future that the losses of 1866 should have their full weight *at once*, and not drag into a new year. In times like the late panic it was the bounden duty of bankers and others to extend accommodation to parties known to be prudent and responsible. Let it not, however, be felt that "arrangements" for compromising or carrying over engagements can be easily and lightly made, or we shall never restore the prestige of the China trade.

The steamer *Costa Rica*, intended for the branch line of the San Francisco and China service, left New York on the 10th Oct. for Hong Kong and Shanghai. She is intended to run between Shanghai and Yokohama.

We have before us the Board of Trade Returns for the month of September, 1866, and also for the nine months ended 30th of that month, as compared with the same periods of 1865 and 1864. The exports in the month of September of this year amounted in value to £16,671,078, against £17,316,681 for the same month of 1865, and for 1864, £14,687,942. For the nine months ended 30th September, the value of the exports from this country was as follows:—For 1866, £141 936,898; for 1865, £119,717,377; and for 1864, £123,404,161. This shows an increase for 1866 over 1865 of £22,219, 521, and over 1864 of £18,532,737. Of the enumerated imports we have returns up to the 31st August, their value during that month of 1866 being £20,940,303, against £20,997,691 in the corresponding month of 1865, and £21,944,048 during August 1864. The total value of the imports for the eight months ended August 31st, 1866, was £155,811,590, against £115,302,753 during the same period of 1865, and £141,012,477 in 1864, showing an increase for 1866 over 1865 of £40,508,837, and over 1864 of £14,799,113. The following figures relate specially to our trade with the ports and countries in the Far East:—

EXPORTS TO CHINA AND HONG KONG.

	1864.	1865.	1866.
Quantity for the Month ended 30th Sept.			
Cotton yarn	295 400 ..	44.476 ..	579.450 lbs.
Cotton manufactures ..	4 926.052 ..	12.343 309 ..	9,763 479 yds.
Worsted stuffs	1,308,835 ..	1,261.084 ..	1,574 572 „
Woollen & Worsted cloths.	202,779 ..	181,315 ..	158,230 „
Lead	1,174 ..	353 ..	53 tons
Quantity for the Nine Months ended 30th Sept.			
Cotton yarn	1.722 8[illegible]3 ..	917.178 ..	3 6[illegible]6.596 lbs.
Cotton manufactures ..	55.121.722 ..	87,318.479 ..	128,051.313 yds.
Worsted stuffs	11.284.021 ..	12,396.762 ..	15.835.644 „
Woollen and worsted cloths	1,395.923 ..	1,511,231 ..	1,445 087 „
Lead	6,248 ..	1,541 ..	4,2[illegible]4 tons.
Value for the Month ended 30th Sept.			
Cotton yarn	£41.732 ..	£4 541 ..	£89.548
Cotton manufactures ..	148 331 ..	252,923 ..	201.956
Worsted stuffs	94 961 ..	94 909 ..	60.197
Woollen & worsted cloths	33 712 ..	25 822 ..	22 501
Lead	25.163 ..	7 210 ..	1.[illegible]17
Value for the Nine Months ended 30th Sept.			
Cotton yarn	£213 753 ..	£87.466 ..	£335 445
Cotton manufactures ..	1,557 435 ..	1.899.359 ..	3 108 656
Worsted stuffs	739.126 ..	924.780 ..	1.005 125
Woollen and worsted cloths	233 034 ..	220,151 ..	243.568
Lead	136.933 ..	32.870 ..	94.262

The quantities and value of Cotton Yarn exported to other countries in the Far East are given as follows:—

To	1864.	1865.	1866.
Quantity for the Month ended 30th Sept.			
Ceylon	18 010 ..	108 108 ..	32.000 lbs.
Singapore	75.000 ..	54.510 ..	272.800 „
Quantity for the Nine Months ended 30th Sept.			
Ceylon	149.610 ..	2[illegible]9 500 ..	640 0 6 lbs.
Singapore	744.118 ..	1,027.300 ..	1.250.744 „
Value for the Month ended 30th Sept.			
Ceylon	£3,601 ..	£7 561 ..	£3.628
Singapore	8.585 ..	7.139 ..	23 515
Value for the Nine Months ended 30th Sept.			
Ceylon	£24.511 ..	£17 879 ..	£72.225
Singapore	90,742 ..	96,709 .	121,854

The quantities of Cotton Manufactures and their value during the several periods of the respective years are as follows:—

To	1864.	1865.	1866.
Quantity for the Month ended 30th Sept.			
Ceylon	2,059 629 ..	2 428.519 ..	1.673 062 yds.
Singapore	819 417 ..	2.591.199 ..	6 763 355 „
Java	747,158 ..	2,258.982 ..	5 031.811 „
Philippine Islands ..	— ..	4,480 022 ..	2,808.698 „
Quantity for the Nine Months ended 30th Sept.			
Ceylon	10.213.842 ..	9,410 005 ..	18 654.302 yds.
Singapore	20 446 395 ..	34.236 425 ..	4[illegible]980 415 „
Java	17.124.772 ..	22,472.535 ..	41.799.347 „
Philippine Islands ..	16,774,422 ..	22,526,347 ..	20,001,417 „
Value for the Month ended 30th Sept.			
Ceylon	£64.991 ..	£53,664 ..	£42.985
Singapore	23 370 ..	52 482 ..	148.324
Java	23,095 ..	45 674 ..	112 438
Philippine Islands ..	— ..	101,853 ..	77,999
Value for the Nine Months ended 30th Sept.			
Ceylon	£336.879 ..	£230.142 ..	£442.343
Singapore	546 284 ..	707.486 ..	982.293
Java	457.086 ..	389,[illegible]86 ..	991.209
Philippine Islands ..	557,517 ..	541,078 ..	522.513

The following Returns show the total quantity and value of the several articles named exported from the United Kingdom during the nine months ended 30th September, 1866:—

Digitized by Google

	Quantity.	Value.
Cotton yarn	99 183.419 lbs.	£9,927,089
Cotton manufactures	1,902 707 880 yds.	43 828 525
Worsted stuffs	175.678 420 „	16,789.629
Woollen and worsted cloths	27,225 681 „	4,258.373
Lead	23,640 tons	521 566

During the month of August and eight months ended 31st August of the present and two preceding years, the value of the Exports to the several countries given, was as follows:—

	Value for the Month ended 31st August.		
To	1864.	1865.	1866.
Egypt	£539.137	£311 921	£644,512
China(exclusive of H. Kong).	375 492	186,335	482 231
Hong Kong	146,452	79.366	128.647
Ceylon	17.031	40,289	99,006
Singa. and Eastern Straits	62,642	94,398	151.395
Netherlands India (Java, &c.)	26.795	63 704	179.579
Philippine Islands	165.905	166 570	167.570
Japan	126.087	121,547	211,377

To	Value for the Eight Months ended 31st August. 1864.	1865.	1866.
Egypt	£4.132 207	£3,432,590	£5.054.042
China(exclusive of H. Kong)	2.068.531	2 326.569	3.480.603
Hong Kong	1,167.736	957,673	1.671.022
Ceylon	526.554	369,827	700 700
Singp. and Eastern Straits	903 568	1,018.609	1.286 645
Netherlands India (Java,&c.)	594.043	581.620	1,078 203
Philippine Islands	607 759	612.474	582.200
Siam	11.513	22.365	4.088
Japan	340,403	897,156	1,092,344
Cochin-China, Camboja, and Tonquin	—	—	940

IMPORTS.

The total quantity of Raw Cotton imported into the United Kingdom (so far as the landing accounts were made up) is shown thus:—

	Quantity for the Month ended 30th Sept.		
From	1864.	1865.	1866.
Egypt	39,221	100.817	37.093 cwts.
British India	466.870	640,008	724.712 „
China	33.367	16	15 438 „
Total from all parts	653.211	899,030	980,713 „

	Quantity for the Nine Months ended 30th Sept.		
	1864.	1865.	1866.
Egypt	884,433	1,106.271	772,553 cwts.
British India	2 680,140	2,581.409	4,163 799 „
China	571,332	301.525	33,387 „
Total from all parts	5,323,211	5,460,070	9.790.314 „

	Value for the Month ended 30th Sept.		
	1864.	1865.	1866.
Egypt	£699.594	£802.338	£458.709
British India	3,345.259	2,783,299	2,234.826
China	471.699	234.251	19.742
Total from all parts	6,111,474	5,409,669	4,634,860

	Value for Nine Months ended 30th Sept.		
	1864.	1865.	1866.
Egypt	£10.892 499	£8.094.171	£6.626 740
British India	21,161.406	10.244.094	16,139.879
China	4 688 283	1 449 586	78.000
Total from all parts	50,504,190	29.944,508	58,204.544

The Returns are given of the quantity and value of Unrefined Sugar imported from Java and the Philippine Islands:—

	Quantity for the Nine Months ended 30th Sept.		
	1864.	1865.	1866.
Of 2nd quality	436	2.117	5.830 cwts.
Of 3rd do.	76 588	152.254	57.181 „
Of 4th do.	76,915	373.996	289.688 „

	Value for the Nine Months ended 30th Sept.		
	1864.	1865.	1866.
Of 2nd quality	£633	£2.214	£4.692
Of 3rd do.	75.535	150.421	49.917
Of 4th do.	74,839	352,281	202,088

Of Raw Coffee imported from British Possessions the quantity and value was as follows:—

	Quantity for the Month ended 30th Sept.		
From	1864.	1865.	1866.
Ceylon	8 638..70	14.542.284	5.520,509 lbs.
Other British Possessions	4,572,685	3,622,725	3,005.569 „

	Quantity for the Nine Months ended 30th Sept.		
	1864.	1865.	1866.
Ceylon	55,872 844	62.770 334	53.227.168 lbs.
Other British Possessions	13.398,390	16,327,758	14,280 048 „

	Value for the Eight Months ended 31st August.		
	1864.	1865.	1866.
Ceylon	£1,348,169	£1,652 561	£1,553.600
Other British Possessions	284 026	430.249	383 073

Of Hemp from the Philippine Islands the quantity for the nine months and the value for the eight months were as follows:—

	1864.	1865.	1866.
Quantity to 30th Sept. (cwts.)	119.812	165.757	36 980
Value to 31st Aug.	£202.466	£243,101	£61,684

The total quantity of the several articles named imported into this country from all parts during the nine months ended 30th September, and their value up to 31st August of this year is shown thus:—

	Quantity.	Value.
Unrefined sugar	8 657 255 cwts.	£7.724 094
Tea	87,305.533 lbs.	6 090.721
Coffee	87.164 963 „	2,456 773
Silk (Raw)	3,405.615 „	3 564.726

The following quantities of the articles named remained in the bonded warehouses of the United Kingdom on the 30th September, 1866, and two previous years:—

	1864.	1865.	1866.
Coffee (lbs.)	35.638.750	37,021.994	33 807,553
Unrefined Sugar (cwts.)	3,829.144	3 678.243	4.186.330
Tea (lbs.)	86,274,583	81,639,089	83,862,890

Literature.

—o—

Medical Report of the Campaign carried on by Gordon's Anglo-Chinese Contingent against the Taipings in the Province of Kiangsu in 1863 *and* 1864. By Assistant-Surgeon MOFFITT, 67th Regt. Newcastle-upon-Tyne, 1866.—In this little pamphlet Doctor Moffitt has resumed in brief all the more important events of the Taiping campaign, laying especial stress on those which bore most forcibly upon the medical history wherewith he was chiefly concerned. The history of the events themselves has yet to be chronicled, but we eagerly welcome this first contribution to a methodical account of the most important era that has yet arisen in the intercourse of China with foreign nations. With the circumstances which led to the organisation of Gordon's force all are tolerably familiar. The death of Ward, the episode which determined the fate of Burgevine, Holland's failure, and subsequently Gordon's investiture with the command, are to readers of contemporary Chinese history as detailed in our columns familiar as household words. It is only necessary for us to recall one fact, namely that the force was under Gordon's command from April 1863 to June 1864, or about fourteen months, during which time it was engaged twenty-eight times in different parts of the province of Kiangsu The hospital accompanied head-quarters, and was consequently first established at Sung-Kiang, but was thence transferred to Quinsan, when the latter city was captured from the rebels and made the centre of military operations against the remaining insurgent strongholds. The peculiar nature of the country—cut up by creeks and canals in every direction, while it facilitated the execution of Gordon's strategic measures was equally favourable to the medical officers. Water communication between the scene of a battle and the depot was always available, and thus the wounded, so soon as their wounds were dressed or the necessary operation performed, were transferred to boats kept in readiness for the purpose, and were carried without disturbance of any kind to the shelter of the hospital. The result was, of course, a far lower rate of mortality than must inevitably have occurred had there been any of the shaking and knocking-about of an overland transport. The natural features of the country thus played a part in the experiences of the surgeon, and we find another important element introduced into his calculations in the moral and mental characteristics of the Chinese considered as patients. A Chinaman is naturally of the lymphatic temperament, and being free from any liability to nervous depression or mental exaltation as dependent upon physical causes, has little to fear from inflammatory action which in so many cases steps in and robs the surgeon of his greatest triumphs. In habit temperate and even abstemious, a Chinese patient has no predisposition to disease, and therefore the shock produced by a severe wound or surgical operation leads to none of the appalling effects to which Europeans under similar circumstances are liable. Of this we have abundant proof in the tabular statements which accompany Dr. Moffitt's report, but even independently of the corroboration we might reason *a priori* that such would be the fact. It is to be regretted that the pressure of constant and absorbing work prevented the preparation of elaborate reports regarding each remarkable case, as Dr. Moffitt's experience would have been valuable in the highest degree to the medical profession. Sufficient, however, has been done to show that in the writer of the pamphlet before us the Chinese Government had a faithful and untiring officer, and the English army medical service a worthy representative in whose hands the honour of the British army and that of the medical profession were alike safe. We abstain from quoting details which would prove uninteresting to the general reader. The work itself will amply repay perusal, and may be obtained from the publisher.

THE TEA TRADE

(PRODUCE MARKETS REVIEW, 3RD NOVEMBER.)

It has always been considered difficult to ascertain the value of tea; and although no exact standard of comparison has yet been obtained, it is evident that the trade will now accept nothing but the result of the public sales as a true criterion of the price they ought to give. When no sales are held, the market becomes torpid, and brokers complain of the great difficulty of selling goods. It is therefore hard to understand why the

Digitized by Google

usual series of sales was omitted this week. The reason assigned—that there were five Tuesdays in the month—seems to us to render the subject more difficult of comprehension than before, and we are certainly quite at a loss to explain why it was not held. Whatever the cause may be the usual results have followed. The trade have reduced their purchases to the lowest possible ebb, and a very large sale, representing the unsold accumulation of three weeks, is announced for next Tuesday. So large a quantity as 40,000 packages put upon the market, principally without reserve, will it is thought afford a conclusive test of the probable course of price, and the transactions pending the sales have been almost nominal.

Immunity from prejudice is no more characteristic of the tea market than of any other branch of trade; and in this, as in other things, the habit of judging from appearances is sometimes carried to an excess. Not that the habit of so judging necessarily leads to erroneous conclusions, but articles should not be condemned for their looks alone when other tests can be applied. The value of a tea is determined not only by the liquor which is produced by infusion, but also in a great measure by the appearance of the leaf previously—that is, its size, form, and colour. Experience teaches that these three are generally associated more or less with the quality of the tea itself; and hence it comes that the value of the article is determined almost as much by these three incidental considerations as by the quality of the tea after infusion, which is after all the most essential of any. Retail tea-dealers are apt to lay a great deal of stress on the secondary qualifications, because the public, as a rule, will not buy tea with ill-formed leaves, or containing much dust. We make these remarks because we think that if grocers drew their customers' attention to the fact that teas of an unprepossessing appearance were not necessarily bad in quality, there would be no great disinclination to give those kinds a trial, the lessened value of which is caused by a defect in the appearance of the sample. At the present moment there is on the market a quantity of Broken Leaf, or Dust, which retailers might be inclined to overlook simply on account of its appearance, but which is to bo obtained of a quality, in many instances, of the finest description, although sold at less than the price of common Congou. That this is the case with a great proportion of the Broken Leaf Tea on offer we are not prepared to assert; but in several instances they have come under our notice not only is the quality better and the flavour more agreeable than that of many other teas, for which three times as much money has been paid, but the second liquor is almost, if not quite, as good as the first. And the reason of this is obvious. The boiling water acts directly upon the small fragments of leaves, instead of being retarded (as is the case with larger leaves) in its action by first unfolding the leaf, and then extracting the theine from it. By the time that the leaf in ordinary samples of tea is fully unrolled and capable of being submitted to the action of the hot water, the liquid has lost a considerable amount of its heat, and the essence of the tea-leaf is consequently but imperfectly extracted.

The gradual decline in stocks from 107,379,611 lbs. in June, the maximum point which they have reached during the present year, to 83,862,890 lbs. on the last day of September, unless counterbalanced by some overwhelming increase in exports or decrease in imports, points to an increase in the consuming power, and consequently in the general prosperity of the country. Taking the period of nine months for 1866 and 1865, we find from the Board of Trade Returns that the imports for that portion of the present year are more than 11,000,000 lbs. in excess of last year; there is also a deficiency of more than 4,500,000 lbs. in our exports; and an increase of about 3 000,000 lbs. in the deliveries for home consumption. No reliable conclusions can be drawn from the comparison of single months in the same year with each other; and we should not therefore be justified in assuming a decrease in consumption because there is a falling off in the deliveries for September as compared with those of August and July in the same year. But, taking the corresponding month in the three successive years 1864, 1865, 1866, we find that the deliveries for consumption have increased in each year for that particular month by more than 500,000 lbs. There has also been a marked increase for the nine months in the deliveries, the figures for the three years being in round numbers 66,000,000 lbs., 73,000,000 lbs., and 76,000,000 lbs. respectively.

FRAUD ON UNDERWRITERS BY SCUTTLING THE SHIP "SEVERN."

On the 2nd inst. an examination took place before Alderman Finnis, of parties implicated in a charge of scuttling the ship *Severn*, near Cape de Verde Islands, on the 16th June last, with intent to defraud the London and Caledonian Marine Insurance Company and the underwriters at Lloyds. The prisoners, Thomas Berwick, master mariner and shipowner, of The Willows, Brockland, Liverpool; Chas. W. L. Webb, late mate of the *Severn*; and Joseph Frederick, commission agent, alias "Allsopp and Co.," having been placed at the bar, Mr. Buchanan informed the Court that he defended the prisoner Berwick, and Mr. Wontner said he appeared for Deans.

Mr. Lewis, who prosecuted, commenced by a very long statement of the facts. He said there was a fourth party implicated in the frauds—Lionel Holdsworth—who was not yet in custody, but he hoped that ere long he would also be brought to justice, as he would appear to be the prime mover in the whole of these fraudulent transactions. The *Severn* formerly belonged to a person of the name of Sweet, who, after doing sundry repairs to her, sold her for £6,000 or £7,000 to Holdsworth and Berwick. The latter prisoner would be shown to have found the money paid at the time, about £500, and the remainder was subsequently raised by Berwick and Holdsworth, by means of bills of exchange and mortgages. Obtaining possession of the vessel they at once took steps to send her to Newport to take in coals for Shanghai; and placed the prisoner Webb in her as mate. Mr. Lewis here read some correspondence which the police had found in prisoner's (Berwick's) possession in reference to Webb, from which it appeared that he had acted as mate in another of Berwick's vessels, the *Jane Brown*, which had also foundered, and upon which large claims had been paid by the underwriters. This vessel, Mr. Lewis said, had been wilfully scuttled, and he intended to prefer a charge against them to that effect. References were also made in these letters to Berwick's connection with Ruxton, who was tried a few years since for scuttling ships. The *Severn* was chartered for Shanghai, and proof would be given in evidence that Berwick and Holdsworth effected insurances upon the ship and freight for £17,000, treble her actual value. The master appointed was Captain H. T. Leyland, who would be examined as a witness, and would state distinctly that the *Severn* was scuttled by the mate, Webb; that Berwick and Holdsworth arranged with him (Leyland) that he was not to interfere with the mate at all on his voyage in the plan of destroying the vessel, holding out an inducement that £700 would be given him if he acquiesced in all that was done. Witness would also prove that Deane got a man named Ward, for a consideration of £50, to register himself as the owner of the *Severn*. Papers on Deane's writing established that fact, and Ward would be called to give evidence. Mr. Lewis explained that as Berwick and Holdsworth had so recently lost the *Jane Brown*, they knew perfectly well they would be unable to effect insurances on another ship; so they determined to create a fictitious owner by putting Ward forward. Already evidence had been adduced at a former hearing criminating Deane in insuring twelve cases of firearms for £1,500, consigned to the care of the captain of the *Severn*, which were proved to be only certain jars of salt.

Hugh Thomas Leyland: I have been a master mariner since 1838. I took command of the *Severn* at Newport in March, 1866, at the request of Holdsworth, whom I had known many years. [A model of the vessel was produced in court.] I have known the prisoner Berwick 12 years as a master mariner. In March, 1865, I received a letter from Holdsworth, which I have since destroyed. He asked in that to come to London, and I came at once. I saw him at his office in Fenchurch-street, in company with Deane, who was acting as his clerk. He asked Deane to leave the room, and he did so. He said that his friends were about buying the *Severn*, which was on her passage to Newport, and bound for Shanghai, and that I was to be the master. I returned to Liverpool, and a few days afterwards I had a letter from Holdsworth, asking me to go to Newport and join the ship. I went to Newport accordingly, and there met Holdsworth and Berwick at the King's Head. They told me they had a mate there in Newport who was to go in the ship, who was a trustworthy man, and well known to Berwick. Holdsworth said the mate was an eccentric character, but that I should have to bear with him, and that he was to go the voyage for a special purpose, but that I was to keep aloof from, and not interfere with him, as it was only for the passage out, and he thought the ship would never reach her destination. Holdsworth said it would take £7,000 to get the ship away from Newport, and that it would be £700 in my pocket if the ship did not arrive out. Berwick said Webb was put on board for a certain purpose, but he did not say the purpose. Holdsworth said he intended to insure her for £8,000 or £9,000. Holdsworth later in the day told me that he should advise me to insure my effects for £200. I told him I had not that value on board, but I should insure effects for £100 and my life for £100, as usual. Berwick told me all the money he possessed was in the ship. Webb was the same night introduced to me as the chief officer of the ship. Holdsworth said then that the Messrs. Allsopp would send out some cases of revolvers as cabin freight, and I was to have £10 for carrying them. He also made me a present of a pair of sample revolvers, saying they were the same as were in the case. A day or two after Holdsworth came to clear the ship, and he then said that Webb had his orders and the ship would never reach China. Soon after the ship sailed Webb asked if he should get the ship's boats in order, I told him he might, and sails were made to them. One day Webb was storing the ship's stores and he told me he had opened one of the cases. He said it contained salt, and he expected as much. On the 14th of June the ship sprung a leak, and the men, after being at the pumps longer than their time, could not throw the water, I charged Webb with tampering with the ship, but he declared that he had done nothing with her. After a time he came to me on the poop, and I said to him "What have you done?" He had proposed to get out the boats, and when he answered me he said he had bored a hole in her bottom, and that it could not be undone. I told him it was a mad transaction to do such a thing so far from land—that we were 1,400 miles from the Brazilian coast, and that the nearest land was 250 miles, and that he had better stop the hole. He said it was impossible to do so, as he had broken the plug in driving into the inner skin. I then gave directions to the prisoner Webb to get the tackle up and to provision and water the boats for 20 days. The "breakers" for water were ordered at Newport, at Webb's suggestion, and each held 10 gallons. When the ship had made 10 feet of water in the hold I called Webb and took him into the cabin. I told him he had ruined all of us, for the merest child could see the ship had been tampered with. I told him I would not leave the ship, but would go down with her sooner than face this exposure, and I wish I had gone down with her. It was about seven o'clock at night when I got into the boat, and I never saw her again, I do not think it was possible for her to have floated for more than half an hour longer. The whole of the ship's company were contained in three boats. Three days after leaving the ship we were picked up by the *Arequipa*, bound for Pernambuco, and were carried to that port. Webb and I came home together in the same vessel to Southampton. We occupied the same cabin, and Webb then told me he had bored seven holes in the run of the ship, and that he had plugs which he could remove at his pleasure. When he told me this I told him it was safe to be found out, it was done so glaringly, and would transport everyone connected with it. He said that it had been done before, for he had done the trick for the *Jane Brown*. The "trick" was boring and sinking her. I did not know the ship was insured for so much as £16,000, or I should have had nothing to do with it. The case was then adjourned. A reward of £100 is offered for the capture of Holdsworth.

THE NEW DOCK AT SUEZ.—A letter from Suez, of the 12th says:—"The new careening dock constructed by the Viceroy, Ismail Pacha, near this town, was inaugurated yesterday in presence of the Consuls of England, Italy and France, and numerous Egyptian dignitaries. It is about 425 feet long, nearly 100 feet wide, and more than 31 feet deep. It is in advance of Suez, in face of the mountains of Attaka, and has the desert to the left. At a given signal water was admitted from the sea, and the dock was filled. Then the steamer *Taka*, belonging to the Viceroy, entered amidst shouts from the people. The *Taka* was afterwards removed, and the dock was emptied—an operation which lasted six hours. The dock has been executed by French and Egyptian engineers."

Digitized by Google

THE TOBACCO TRADE.—In the city of Hamburg the manufacture of tobacco gives employment to over 10,000 persons, who turn out 150,000,000 cigars a year, valued at $2,000,000. From Havana and Manila, Hamburg imports 18,000.000 cigars a year, making an aggregate, including its own production, of 168,000,000 cigars, 153,000,000 of which are exported, leaving 15,000,000 for home consumption—allowing 40,000 cigars a day to an adult male population of 45 000. In England, with a population of 21,000.000 in 1821, the consumption of tobacco was 15,598.152lb., an average of 12 ounces per head for the entire population; in 1831, with a population of 24,410,439, the consumption reached 19.533,841lb., or 13 ounces per head; in 1841, population 27,019,672, consumption 22.309,360lb., or 13½ ounces per head; and in 1851, population 27,452,692, the consumption was 28,062.841lb., or 17 ounces of tobacco per head, showing a steady increase. In France the consumption of tobacco is 18½ ounces per head, nearly half of which is snuffed; in Denmark, in 1848, it was 70 ounces per head; and in Belgium it averages about 73½ ounces per head. A popular writer sets down the consumption of tobacco by the whole human family, annually, at 2,000,000 tons, or 4,480,000.000 lb., or 70 ounces per head; and he adds that "the annual tobacco crop of the world weighs as much as the wheat consumed by 10,000,000 of Englishmen, with a money value equal to all the wheat consumed in Great Britain." Next to the United States, the principal tobacco-producing countries are some of the West India Islands, the States of Central and South America, Cuba, Hayti, Brazil, Peru, &c., in the East Indies, Manila, Java, China, &c.; Asia Minor, Egypt, Turkey, Greece, Hungary, the southern parts of Russia, Holland, Belgium, the States of Germany, many of the departments of France, Algeria, Corsica, and Upper Savoy, are all noted for the culture of tobacco. The total production of the world is estimated as follows:—Asia, 399,900,000 lb.; Europe, 281,844,500 lb.; America, 248,280.500; Africa, 24,300,000; Australia, 714,000, making in all 995,039.000 lb.

SHIPWRECK NEAR THE COAST OF CHINA.—The Board of Trade have received from Sir Richard Graves MacDonnell, C.B., Governor of Hong Kong, a report of an inquiry by a Marine Court into the circumstances connected with the total loss of the British ship *Fairlight*, Captain Bush, commander, owned by Messrs. Redfern, Alexander, and Co., of London. It took place on the night of the 12th of June last, on a reef to the eastward of the island of Formosa. 184 Chinese emigrants were drowned. The *Fairlight* was laden with oil, opium, and other merchandise of Hong Kong, which port she left on the 29th of May, for California, carrying about 360 Chinese emigrants. The captain was not on deck at the time she struck. He had gone below to dress a wound in his leg, leaving his second mate on deck in charge, and had not been below ten minutes when he heard the look-out man call out "Breakers ahead," and almost immediately she ran upon a reef in what is termed Meiaco-Sima Group, to the eastward of the island of Formosa. The decision the court of inquiry came to was as follows:—"1. That the *Fairlight* was lost on the night of the 12th of June last on a reef between Rough Island and Broughton's Bay, in the Meiaco-Sima Group, and that 184 Chinese and one European passenger were drowned. 2. That, seeing the state of the weather, and the well-known dangerous nature of the group, the master acted with great imprudence, on sighting the island Kie-Kienson at 5 P.M., and subsequently other islands on the bow, in not altering her course so as to insure the ship passing well to the southward of them. 3. That after the ship was on the reef the master used every exertion to save the lives of those on board, and that the loss of life among the Chinese was in a great measure the result of their own folly in endeavouring to save their personal property. The Court therefore adjudged the certificate of competency of William Bush to be suspended for six months." The inhabitants of the Meiaco-Sima Islands, as soon as they became aware of the wreck, lent what aid they could towards saving life, and had they not been prevented by the dangerous state of the weather they would probably have succeeded in rescuing everybody. When those who were saved reached the shore the islanders evinced the greatest hospitality towards both Europeans and Chinese, giving them the best food and accommodation they could afford, and they not only refused any direct remuneration but gave up a large quantity of opium and oil washed ashore from the wreck without showing the least desire to appropriate any portion to themselves. Such disinterestedness and humanity are unfortunately too rare in this part of the world for conduct such as that of the Meiaco-Sima islanders to pass without special approbation, and the Court has suggested that the matter be brought to the knowledge of the chief naval officer of the station, in the hope that he may see fit to direct some expression of thanks to be made to the islanders by any of Her Majesty's naval officers who may visit the scene of the shipwreck.

ARRIVAL OF JAPANESE IN AMERICA.—Among the arrivals in this city from Europe (says the *New York Herald*) are two Japanese, accompanied by Mr. J. Oliphant as their friend and interpreter. The party took quarters at the St. James Hotel, where they were represented as Japanese princes. They remained in this city until last Monday, when they took their departure for Washington via the Camden and Amboy Railroad. There is something a little problematical to the outside world in regard to the object of the visit of these distinguished foreigners to this country. They may possibly be veritable princes *incognito*, of whose mission we have had no intimation—secrecy and despatch being a national trait with the Japanese—or they may be commercial agents, when the following facts are considered: The representatives of the United States, England, France and Holland serving in Yokohama concluded a commercial treaty some short time since with the Emperor of Japan, by virtue of which the people of those countries were guaranteed a more free and unembarrassed trade with the Imperial ports. It was remarked at the time that the action of the Emperor in perfecting this treaty was very distasteful to the Japanese nobles or native "protectionists," who are always strongly opposed to any innovations tending to introduce foreigners or foreign influence into the country, other than the establishments permitted under the old laws to Holland. Since the promulgation of the new treaty there have been serious internal troubles in the empire, the aristocrats opposing the Royal executive on some leading questions of State—probably the working of the new trade treaty. This difficulty is most likely connected in some manner with the present visit of the princes to Washington.

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Oct. 24	Emily	—	Akyab	Deal.
— 22	Moravia	Patten	Do.	Antwerp.
— 23	Queensbury	Low	Penang	London.
— 22	Emilie	Schweers	Akyab	Bremen.
— 23	Waisoken	Cox	Do.	Helvoet.
— 23	Boyne	Jones	Colombo	London.
— 23	Mercur	Brandorff	Akyab	Bremen.
— 24	Koffyboom	Fokkens	Batavia	Helvoet
— 23	Immaculee Conception	Ranford	Singapore	Gironde.
— 26	Crusader	Gronsund	Galle	London.
— 25	Van der Palm	v. D. Woude	Batavia	Helvoet.
— 25	St. Jan	Lommerse	Do.	Brouwershaven.
— 28	Jeanette Cornelia	—	Do.	Deal.
— 28	Laura	Genitz	Manila	Falmouth.
— 12	Henry Buck	Nichols	Rangoon	Boston.
— 25	Hindecoper	Blok	Batavia	Off Dungeness.
— 26	Senior	Bakker	Do.	Texel.
— 26	Argo	Aukringa	Do.	Brouwershaven.
— 26	Zeemanshoop	Reinerson	Bassein	Do.
—	Washington Irving	—	Maulmain	Falmouth.
— 28	Jeanne Cornelia	Romyn	Batavia	Brouwershaven.
— 25	India	Vouck	Do.	Do.
— 31	John R. Worcester	Brown	Shanghai	London.
— 29	County of Renfrew	—	Sourabaya	Off St. Alban's H.
— 31	Prince of Wales	—	Akyab	Liverpool.
Nov. 1	British Banner	Griggs	Bassein	Falmouth.
Oct. 28	Frederick VII.	Hoyer	Singapore	Bremen.
— 29	Alfred Ray	Alexander	Do.	Bristol.
— 30	Emilie	Gardes	Do.	Bremen.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Oct. 26	Corea	Brown	Galle & Swansea	London.
— 25	Europa	Hansen	Hong Kong	Swansea.
— 25	Vanguard	Scott	Do.	Shields.
— 26	Amadine	Farrow	Yokohama	Sunderland.
— 27	Geo. Douthwaite	Davie	Galle	Deal.*
—	Otto	Gronbeck	Hong Kong.	Hamburg.
— 31	Whiteadder	Moore	Shanghai	London.
— 25	Foam	Watt	Singapore	Glasgow.
—	Martin Luther	Barfred	Amoor River	Copenhagen.
— 10	Costa Rica (str.)	—	Hong Kong	New York.
Nov. 1	Bahia	—	Galle	Shields.

*After repairing.

(See Commercial Postscript.)

LOADING.

At LONDON.—For Yokohama: Medina, Eliza Shaw. For Nagasaki and Yokohama: Rifle. For Shanghai: Falcon, Maitland, Hoang Ho, Chinaman. For Hong Kong: John Milton, Black Prince. For Hong Kong and Canton: Dora, Belted Will, Min, Argonaut. For Singapore: Newcastle, Belle of Southesk. For Singapore and Penang: Spirit of the Deep. For Manila: Ogono. For Colombo: Palestine, Aboyne, Abdul Medjid, Boyne, Medway. For Colombo and Cocanada: Brockham. For Amoy and Foo-chow-Foo: Cymbeline. For Batavia and Sourabaya: Tnetis.

At LIVERPOOL.—For Shanghai: Maiden Queen. For Singapore: Advance, George and Henry, Patriot Queen, Wealth of Nations. For Manila: Sales. For Batavia and Sourabaya: Amazon, Caroline. For Batavia and Singapore: Ziba. For Galle: Hemisphere.

At GLASGOW.—For Singapore: Wemyss Castle. For Samarang and Sourabaya: Corsock.

SPOKEN.

IDA GEERTRUIDA, Amsterdam to Sourabaya, Sept. 18, 13 N., 24 W.
KNIGHT OF SNOWDON, Shanghai to London, Sept. 3, 24 N., 119 E.
PRINSES AMELIE, Amsterdam to Japan, July 31.
RESOLUTE, New York to Yokohama, Aug. 21, 31 N., 36 W.
GEORGE AVERY (ship), Manila to Falmouth, Oct. 5, 6 N., 25 W.
IDA ELIZABETH (Dutch bq.), Shields to Batavia, Sept. 23, 1 N., 24 W
GYSBERT K. GR. V. HOOGENDORP, N'port to Sing., Sept. 21, 14 N. 29 W
CASTLEHOW, Yokohama to New York, Oct. 12, off False Cape.
IREBY (?), Manila to London, 90 days out, Aug. 16, 3 S., 36 E.
ROTTERDAM (Dutch ship), for Batavia, Aug. 23, 40 S., 30 E.
SOOLOO, Sunderland to Shanghai, Sept. 2, 142 days out, 14 N., 118 E.
JOHN LIDGETT, London to Shanghai, 116 days out, 16 N., 116 E.
ABEL TASMAN, Newcastle to Batavia, Sept. 25, 12 N., 26 W.

FREIGHTS AND CHARTERS

The same inactivity as noticed in our last issue still rules in outward berth freights; coal freights from the northern ports are slightly improved.

Current Rates of Freight for Vessels on the Berth:—To Yokohama: 40s. weight, 50s. meast. To Nagasaki: 50s. weight or mea. To Shanghai: 45s. weight, 45s. to 47s. 6d. meast. To Hong Kong: 40s. weight or meast. To Singapore: 30s. weight or measurement. To Penang: 40s. weight or measurement. To Ceylon: 25s. to 30s. weight, 35s. meas.

The current quotations for coal, &c., are as follow:—From Wear or Tyne per keel. For Hong Kong: £41. For Singapore: £31. For Shanghai: £50. For Saigon: £50. For Yokohama: £51. From Newport, Cardiff or Swansea, per ton. For Hong Kong: £2. For Singapore, £1 9s. For Shanghai: £2 10s. For Saigon: £2 8s. For Yokohama: £2 7s. 6d. Batavia: £1 6s.

CASUALTIES.

The Costa Rica (steamer), which left New York on 10th of October for Hong Kong, was obliged to put back to New York, leaky, and disabled.

The Senior, Bakker, from Batavia to Amsterdam, has twice been collision in the Great North Holland Canal.

Digitized by Google

THE BANK OF HINDUSTAN, CHINA AND JAPAN (Limited).

1, BANK-BUILDINGS, LOTHBURY, LONDON.

CAPITAL £4,000,000
Subscribed 3,696,100
Paid-up 893,682

DIRECTORS.

William Ferneley Allen, Esq., Alderman.
William Frederick Baring, Esq.
James Nugent Daniell, Esq.
William Harrison, Esq.
James Levick, Esq.
Sassoon David Sassoon, Esq.
J. Mackrill Smith, Esq.
Richard Spooner, Esq.
Philip Vanderbyl, Esq., M.P.
Henry Young, Esq.

BANKERS.

The Bank of England. | The National Bank.
The Alliance Bank.

EDINBURGH BRANCH.

DIRECTORS.

William Forbes, Esq., of Medwyn.
Patrick Arkley, Esq., of Duninald.
James Mackintosh, Esq., jun., of La Mancha, and late of Calcutta.
John A. Macrae, Esq., W.S., 39, Frederick street, Agent

BRANCHES.

Bombay | Colombo | Shanghai
Calcutta | Hong Kong | Yokohama

Deposits received, subject to ten days' notice, on the usual terms, and for fixed periods at rates subject to special agreement.

Drafts issued, and Bills negotiated, payable in India, China, &c. Circular Notes and Letters of Credit, payable throughout Europe, are also issued for the convenience of Travellers per Overland Route.

The purchase and sale of Indian and other Securities, and the safe custody of the same, undertaken. Dividends, Pay, Pensions, Interest, or other moneys realised, and the registry of Indian Government Loan Notes effected, so that the interest may be paid in England.

Every other description of Banking and Agency business in connection with India, China, &c., conducted on the most favourable terms.

JOHN OUSELEY, General Manager.

THE BANK of HINDUSTAN, CHINA, and JAPAN (Limited).

NOTICE IS HEREBY GIVEN, that an EXTRAORDINARY MEETING of the Company will be held at the London Tavern, in the City of London, on MONDAY, the 19th day of November next, at 12 o'clock; and that the business to be transacted thereat will be the receiving of an audited Statement of the affairs of the Company.

By order of the Board,
R. SWIRE TOMLIN, Secretary.
1, Bank-buildings, Lothbury, London,
October 15, 1866.

CHARTERED BANK of INDIA, AUSTRALIA, and CHINA.

Head Office—20, Threadneedle-street, London.
Incorporated by Royal Charter.
Paid-up Capital £800,000.

COURT OF DIRECTORS, 1866-7.

CHAIRMAN.

THOMAS ALEXANDER MITCHELL, Esq., M.P.

John Allan, Esq.
James Fraser, Esq.
John Jones, Esq.
Thomas Lancaster, Esq.
Wm. Macnaughtan, Esq.
Joseph R. Morrison, Esq.

LONDON BANKERS.

The Bank of England. The City Bank.

BRANCHES AND AGENCIES.

Bombay | Rangoon | Hong Kong
Kurrachee | Singapore | Shanghai
Calcutta | Batavia | Hankow

The Corporation buy and sell, and receive for collection, Bills of Exchange, payable at the above-named places; issue letters of credit; undertake the purchase and sale of Indian Government and other Securities; hold them for safe custody, and receive interest or dividends as they become due.

Deposits of money are received for not less than twelve months, bearing interest at five per cent. per annum, and for longer periods at a higher rate.

TO IMPORTERS.

The undersigned beg to remind Importers of Wearing Apparel, and Boots and Shoes, of the many advantages which their long experience as Manufacturers and Shippers, their vast resources, and their intimate knowledge of the requirements of Foreign and Colonial Markets enable them to offer.

ASSORTED SAMPLE CASES FORWARDED ON RECEIPT OF REMITTANCE OR ORDER ON LONDON AGENT.

E. MOSES AND SON,
CORNER OF MINORIES AND ALDGATE, LONDON.

TUPPER AND COMPANY.

MANUFACTURERS OF PATENT GALVANISED IRON in Sheets, Tiles, Iron Roofs Sheds, Cisterns, Pails, Gutters, Wire for Fencing, &c.
WORKS AT BIRMINGHAM AND LONDON.
OFFICES: 61A, MOORGATE STREET, LONDON.
Merchants' orders executed with despatch

Bottled Ales and Wines, &c.

"NO BUYERS for the BEST BRANDS, unless RE-PACKED," in consequence of repeated BREAKAGE.—Melbourne Journal of Commerce, Nov. 16. Heating and Breakage entirely prevented, and 15 per cent. saved in Freight of Cases by using SEYMER'S BOTTLE PACKINGS AND COOLERS.

Price 7½d. per doz. Bottlers contracting for large quantities effect so great a saving in labour, &c., that they can supply them at one-fourth less price to Shippers, who will find it most profitable to order their goods to be so packed in future. In use by all the leading London houses.—T. WHITEHEAD, 37, EASTCHEAP, E.C. Sole Manufacturer.

CHARTERED MERCANTILE BANK of INDIA, LONDON, and CHINA.

Incorporated by Royal Charter.

Paid-up capital, £750,000. Reserve Fund, £250,000.

BRANCHES AND AGENCIES.

Bombay. | Colombo. | Penang. | Shanghai.
Calcutta. | Kandy. | Singapore. | Hankow.
Madras. | Galle. | Hong Kong. | Yokohama.

The Bank negotiates and collects bills and grants drafts payable at the places above mentioned, issues letters of credit and circular notes for the use of travellers by the Overland Route, terms for which can be ascertained at the Head Office in London.

The Bank will effect the purchase or sale of Indian securities, undertakes the safe custody of same, and the receipt of interest, dividends, pay, pensions, and other moneys for remittance through the Bank or otherwise.

The Bank receives money on deposit, on which interest will be allowed according to the length of time deposited. Particulars as to rates can be ascertained at the Head Office, 65, Old Broad-street, London, E.C.

Office hours from 10 a.m. to 3 p.m.; Saturdays, from 10 a.m. to 2 p.m.

No. 65, Old Broad-street, London E.C.

REVUE ORIENTALE,

Conducted by M. LEON DE ROSNY,

Professor of Japanese in the Imperial School of Living Oriental Languages of Paris.

DEVOTED specially to Ethnography, History, Literature, and Commerce of Asia, Africa, and Oceana.

The last issue (No. 57) contains, amongst other matters,—

THE INEXORABLE COURTESAN, a Hindoo Story translated by M. Garcin de Tassy, Member of the Institute of France.

COMMERCIAL RELATIONS of the EAST and WEST in Ancient Times, by M. A. Castaing.

OCEANIC STUDIES, by G. Delonore.

VOYAGE in the HOLY LAND, by M. F. de Saulcy, of the Institute.

ORIGINAL CORRESPONDENCE.

MISCELLANEOUS NEWS relating to the East.

Agents in London: TRUBNER AND CO.

Now ready, 8vo, price 12s.

RUTTER'S METRIC SYSTEM OF WEIGHTS and MEASURES compared with the British Standard Weights and Measures in a complete Set of Comparative Tables; also, Tables of Equivalent Prices under the Two Systems, and of Chinese and Indian Weights compared with Metric Weights, &c.

By HENRY RUTTER,
Author of Exchange Tables and Arbitrations of Exchanges between England, India, and China.

Now ready, Ninth Edition, revised and enlarged, price 25s., cloth lettered,

RUTTER'S EXCHANGE and BULLION TABLES; being a complete Guide to Exchange Operations between England and the East, in sterling, rupees, and dollars, extended so as to meet the requirements of Shanghae rates under any possible variation. To which is now added an Appendix, containing a guide to the negotiation of short-sighted Bills; with other information relative to Exchanges between England, India and China.

By HENRY RUTTER, late Agent of the Commercial Bank of India, Hong Kong.
London: EFFINGHAM WILSON, Royal Exchange.

CHUBB'S
PATENT
SAFES,
AND
PATENT DETECTOR
LOCKS,

CASH, PAPER, AND WRITING BOXES

ILLUSTRATED PRICE LISTS GRATIS & POST FREE.

57, ST. PAUL'S CHURCHYARD, LONDON

BRIDGEWATER, JONES, AND CO., WHOLESALE HABERDASHERS, HOSIERS and GLOVERS,

WAREHOUSEMEN and MANUFACTURERS,
39, 40, and 41, WOOD-STREET, LONDON, E.C

Lists of Prices forwarded to Merchants and Traders of application. Remittances to be payable in London.

HOLLOWAY'S OINTMENT. — THROAT AFFECTIONS.—All the varieties of these distressing complaints may be readily and effectively treated by rubbing this Ointment twice a day upon the neck and chest, and supporting the strength by suitable nourishment. By this simple means diphtheria, ulcerated and relaxed throat, irritation of the windpipe, quinsey, and all glandular enlargements, will have their progress arrested, and the destruction they have caused repaired. Holloway's Ointment is the most trustworthy remedy for all internal and external throat ailments, and may be safely and effectively employed in every case, without regard to season, sex, age, or constitution. It is highly extolled for its ready cures of spasmodic coughs, chronic hoarseness, and all disagreeable discharges from the throat and nose.

PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's Establishments at the above Port afford every facility for REPAIRING and SPARRING VESSELS and for CLEANING and PAINTING Iron and Steam Ships.

Their large Granite Dock, 286 feet long on the blocks, is in complete working order, and at average spring tides can take vessels drawing 16 to 17 feet water. The Dock is fitted with a Caisson Gate and with a Centrifugal Steam Pump of great power, ensuring despatch in all states of the tide. An ample stock is kept on hand of Timber, Oregon Spars, Sheathing Copper and Yellow Metal, and of every description of material for Dockyard use.

The premises comprise an Engineer's Workshop, Brass Foundry, a large Smithy and Carpenter's Workshops, and the works are superintended by Resident Europeans, viz. a Shipwright, an Engineer and a Blacksmith. Dry Godowns for the reception of vessels, stores, &c., when requiring to discharge them.

Amoy, March, 1865.

PIGNATEL & CO.,
STOREKEEPERS,
GENERAL MERCHANTS
AND
COMMISSION AGENTS
NAGASAKI
JAPAN.

THE MONEY MARKET REVIEW

A WEEKLY JOURNAL OF THE HIGHEST CLASS,

EXCLUSIVELY DEVOTED TO THE DISCUSSION OF COMMERCIAL AND FINANCIAL TOPICS.

PUBLISHED EVERY SATURDAY

TERMS OF SUBSCRIPTION.

PAYABLE IN ADVANCE.

Single Paper ... ... 6d. Yearly ... ... £1 6s.

BY POST.

Single Paper ... ... 7d. Yearly ... ... £1 10s.

*** Post-office orders to be made payable to FRANCIS FISHER, 23, Buckin-lane, Corn hill, London. E.C.

THE CHINESE COMMERCIAL GUIDE.

CONTAINING Treaties, Tariffs Regulations, Tables, &c., useful in the trade of China and Eastern Asia, with an Appendix of Sailing Directions for those Seas and Coasts, by S. WELLS WILLIAMS, LL.D. Fifth Edition.

Hong Kong, SHORTREDE and Co.; London Agent, F. ALGAR, 11, Clement's-lane, E.C. Price Two Guineas.

"CHINA MAIL" OFFICE.

No. 2 WYNDHAM-STREET (back of the Club):—

1.—THE EVENING MAIL,

A DAILY PAPER.

PRICE.—2 dols. per month.

TERMS OF ADVERTISING.—First insertion, Ten lines and under, 1 dol.; each additional line, 10 cents. Subsequent insertions, per week, 50 cents and 5 cents.—"Auction" Notices are excepted, for which only One Charge per week is made).

2.—THE CHINA MAIL,

AN ORIGINAL WEEKLY PAPER.

(Every Thursday Night.)

PRICE.—15 dols. per annum; Single Copies, 44 cents.

ADVERTISING.—First insertion, Five lines, 1 dol.; each additional line, 20cents. Subsequent insertions, 50 cents. and 10 cents.

The "China Mail" has been permanently enlarged in size namely, from 4 to 6 full pages. It is the only weekly paper published in China which contains a complete summary of Hong Kong news as well as that from the treaty ports of China and Japan, and from Manila, Australia, India, and the Straits. Its circulation, which has of late considerably increased, extends throughout the coasts of those countries as well as to various parts of Europe. Great facilities are thus afforded to advertisers in this newspaper.

3.—OVERLAND CHINA MAIL.

Containing 8 FULL PAGES, and consisting of a reprint of the articles in the EVENING and CHINA MAILS, with Summary of News and Commercial Summary.

ONCE A FORTNIGHT.

(The Morning of the Mail's despatch.)

PRICE.—To Subscribers to the Weekly issue, 8 dols to Non-subscribers, 12 dols. Single copies, 50 cents.

ADVERTISING.—The same as in the Weekly. All "Notices of Firms" appearing in the Weekly will be inserted in the *Overland*, and charged for, unless otherwise ordered.

A. SHORTREDE & CO.

Hong Kong, May 17, 1866.

COWASJEE DINSHAW.

Close to the Landing Place. Depot of

EUROPEAN, CHINA, AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality. Bombay-made Soda Water and Lemonade. Perfumery, Confectionery, Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.

STEAMER POINT, ADEN.

Drawing and Reading-room free to Passengers.

THE "LONDON AND CHINA EXPRESS" ON SALE

Digitized by Google

SOLID MAHOGANY FURNITURE FOR INDIA, CHINA AND THE COLONIES.

HEAL and SON are Manufacturing, ESPECIALLY FOR use in EXTREME CLIMATES BEDROOM FURNITURE, which is entirely Free from Veneer. A general Assortment always in Stock.

IRON AND BRASS BEDSTEADS

Suitable for all Parts of the World. Their Stock consists of 2,500 Bedsteads.

HEAL AND SON'S PATENT HORSEHAIR MATTRESS.

HEAL and SON have Patented an Improvement in the Manufacture of Mattresses, which prevents the material from felting into a mass, as is the case with all Mattresses made in the ordinary way. The Patent Mattresses are made of the very best Horsehair, are rather thicker than usual, and the prices are but a trifle higher than those of other good Mattresses.

HEAL AND SON'S ILLUSTRATED CATALOGUE

For INDIA, CHINA, and the COLONIES, of Bedsteads, Bedding, and Bedroom Furniture, SENT FREE TO EVERY PART OF THE WORLD to which there is Book Post.

HEAL and SON, Bedstead, Bedding, and Bedroom Furniture Manufacturers 196, 197, 198, Tottenham-court-road, London, W.

T. & H. SMITH'S

ESSENCE OF COFFEE.

GIVES instantaneously a delicious Cup of Coffee with boiling water or milk merely. To be had in bottles at 1s and 2s. each, of all respectable Grocers, Chemists, and Italian Warehousemen.

69, COLEMAN-STREET, CITY, AND 21, DUKE STREET, EDINBURGH.

T. & H. SMITH'S

CODEIA LOZENGES.

THESE Lozenges have a remarkable effect in alluying Cough and Irritation of the Throat and Chest.

Prepared only by T. and H. SMITH and Co., 21 DUKE-STREET, EDINBURGH, and 69, COLEMAN-STREET, LONDON. In boxes at 1s. 1½d. and 2s. 9d. each.

PALMER & Co's

LAMPS FOR INDIA

SUSPENSION, BRACKET, & TABLE LAMPS

OF THE BEST CONSTRUCTION.

ORIGINAL PATENTEES OF THE CANDLE LAMPS

MANUFACTURERS OF

LUSTRES, CHANDELIERS, AND GAS FITTINGS

ADAPTED FOR INDIAN AND COLONIAL USE.

COOKING, COACH, and CARRIAGE LAMPS and LANTERNS.

SHIPS' CABIN LAMPS, PARAFFIN AND MODERATOR LAMPS, &c.

SHOW ROOMS,

SUTTON STREET CLERKENWELL LONDON.

PROTECTION FROM FIRE!

NOTICE TRADE MARK **NOTICE**

BRYANT AND MAY'S

PATENT

SPECIAL SAFETY MATCHES,

ARE NOT POISONOUS! CONTAIN NO PHOSPHORUS!

LIGHT ONLY ON THE BOX.

MANUFACTURED AND PREPARED EXPRESSLY FOR EXPORTATION, AND WARRANTED SUITABLE FOR ALL CLIMATES.

OBSERVE—That every Box and Packet bears our Trade Mark—**AN ARK**—as without this none can be genuine.

MANUFACTORY:—FAIRFIELD, BOW, LONDON, E. WAREHOUSES: WHITECHAPEL-ROAD, LONDON, E.

BRYANT and MAY, London, E., Manufacturers of all kinds of Matches, Wax Vestas, and Cigar Lights, give particular and careful attention to all shipping orders.

BRYANT and MAY'S Jönköpings Tandstickor is strongly recommended as the best cheap Match ever offered; it is packed in strong and compact fifty gross cases, and is guaranteed by B. and M. to be suitable for all Climates.

BRYANT AND MAY, LONDON, E.,

WERE AWARDED THE ONLY PRIZE MEDALS FOR MATCHES, VESTAS, &c.,

AT THE LONDON EXHIBITION, 1862; AND DUBLIN, 1865.

Digitized by Google

THE SHORTEST ROUTE TO AND FROM MANILA AND THE PHILIPPINES.

NOTICE to SHIPPERS and PASSENGERS by the OVERLAND ROUTE:—

The CHINA STEAM and LABUAN COAL COMPANY (Limited), in pursuance of an agreement entered into with the Government of Manila, have arranged to despatch the steamships "MONA" and "JAPAN," or other of their first-class steamers, with the mails and passengers monthly between Singapore and Manila, and Manila and Singapore, in correspondence with the Messageries Imperiales Overland Route.

By a special permit all goods by these steamers from the 1st August, 1866, will be admitted into Manila at the reduced duty of 10½ per cent.

The Company's agents at Singapore will take charge of goods for transhipment. For further particulars apply at the Offices of the Company, Ethelburga-house, 70 and 71, Bishopsgate-street, London, E.C.

OVERLAND ROUTE.

COMMUNICATION by STEAM to INDIA, AUSTRALIA, &c., *via* EGYPT.—From SOUTHAMPTON and MARSEILLES.—The PENINSULAR and ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels for Gibraltar, Malta, Egypt, Aden, Ceylon, Madras, Calcutta, the Straits, China, and Japan (Yokohama), by their steamers leaving Southampton on the 4th and 20th of every month. For Gibraltar, Malta, Egypt, Aden, and Bombay by those of the 12th and 27th of each month; and for King George's Sound, Melbourne, and Sydney, by the steamers leaving Southampton on the 20th of every month. The steamers leave Marseilles on the 5th, 12th, 20th and 28th of the Month.

For further particulars apply at the Company's Offices, 122, Leadenhall-street, London, E.C., or Oriental-place, Southampton.

OVERLAND ROUTE VIA MARSEILLES.

SERVICES MARITIMES DES MESSAGERIES IMPERIALES.

FRENCH MAIL STEAM PACKETS.

The 19th of every Month, at 2 P.M for—

MESSINA, ALEXANDRIA, ADEN, POINT DE GALLE (Ceylon), PONDICHERRY MADRAS, CALCUTTA, SINGAPORE, BATAVIA, SAIGON, HONG KONG, SHANGHAI, and JAPAN.

The 9th of every Month for—

MESSINA, ALEXANDRIA, ADEN, SEYCHELLES REUNION, MAURITIUS

For passage, freight, and information apply to B. W. and H. HORNE, 4, Moorgate-street, London; G. H. FLETCHER and Co., Liverpool; at the offices of the Services Maritimes des Messageries Imperiales in Paris, Lyons, Bordeaux, and Marseilles: or to SMITH and Co., Rotterdam.

*** Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.

STEAM to INDIA, via the CAPE.—The UNION STEAMSHIP COMPANY (Limited) have entered into an arrangement with the Government for the extension of the Packet Service from Mauritius to Ceylon. Passengers can proceed from Southampton on the 8th of every Month to Point de Galle, where a junction is formed with steamers proceeding to India, China, Australia, &c. Rates of freight and passage very moderate.

Apply to FALCONER and MERCER, 23, Leadenhall-street, London; or THOMAS HILL, Southampton.

ORIENTAL, AUSTRALIAN, AND GENERAL STEAM AGENCY, AND GLOBE PARCEL EXPRESS.

PARCELS, PACKAGES, and MERCHANDISE forwarded, and PASSAGES engaged to all parts of the world. Baggage collected and shipped, insurances effected, &c.

CALCUTTA, MADRAS, CEYLON, and ADEN—Overland, 4th and 20th of every month.

BOMBAY and ADEN—Overland, 12th and 27th.

CHINA, JAPAN, SINGAPORE, and EASTERN SEAS—Overland, 4th and 20th.

AUSTRALIA, TASMANIA, and MAURITIUS—Overland, 20th.

NEW ZEALAND and AUSTRALIA via PANAMA, 2nd

INDIA, CHINA, and AUSTRALIA—Via Cape of Good Hope. Clipper Ships, weekly.

Prospectuses, with through rate to a thousand places free on application.

G. W. WHEATLEY and Co. (late Wagnorn), 150, Leadenhall-street, E.C.; CHAPLIN'S, Regent-circus, W., and 32, Regent-street, S.W.

INDIA, CHINA, AND JAPAN.

ROBERTSON and CO. will despatch the following first-class VESSELS to their respective destinations:—

Destination.	Ships.	Class.	Docks	To Sail.
Manila	Ogono ...	3-3d=A1	W.I.D.	With des.
Amoy and Foochow Foo ...	Cembeline.	A1 13 yr.	W.I.D.	With des.
Hong Kong ...	Blk. Prince	A1 13 yr.	S.K.D.	With des.
Hong Kong & Whampoa ...	Argonaut .	New ship	E.I.D.	With des.
Kanagawa & Yokohama ...	Medina ...	A1 13 yr.	W.I.D.	With des.
Singapore and Penang ...	Spirit of the Deep	A1 13 yr.	W.I.D.	With des.

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.

CHINA, JAPAN, and SINGAPORE.—The following splendid first-class CLIPPER SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	Last Shipping Day.
Shanghai ...	Chinamau ...	A1 14 yr.	E.I.D.	Nov. 10.
Hong Kong & Whampoa ...	Min... ...	A1 13 yr.	E.I.D.	With des.
Kanagawa (Yokohama) ...	Eliza Shaw...	A1 15 yr.	E.I.D.	Nov. 20.
Nagasaki and Kanagawa ...	Rifle ...	A1 13 yr.	W.I.D.	With des.
Singapore ..	Newcastle ...	A1 10 yr.	W.I.D.	With des.

For Freight or Passage apply to KILLICK, MARTIN and Co., 28, Nicholas-lane, Lombard-street, E.C.

INDIA, CHINA, AND AUSTRALIA.

SHAW, LOWTHER, & MAXTON will despatch the following first-class SHIPS as under:—

Destination.	Ships.	Class.	To sail.
Hong Kong & Whampoa	Belted Will..	A1 14 yrs.	Nov. 10.
Ditto	John Milton	A1 14 yrs	To follow.
Ditto	Melbrek ...	A1 14 yrs.	To follow.
Shanghai	Maitland ...	A1 12 yrs	Nov. 8.
Ditto	Sir Lancelot	A1 14 yrs.	To follow.
Melbourne	Reigate ...	A1 12 yrs.	Nov. 25.
Sydney	Sobraon ...	A1 13 yrs.	Nov. 8.
Colombo & Coconada	Brockham...	A1 12 yrs.	With des.

For Freight or Passage apply to SHAW, LOWTHER, and MAXTON, No. 2, Royal Exchange-buildings, E.C.

FROM LIVERPOOL.

Destination.	Ships.	Tons	Class.	To Sail.
Shanghai ...	Maiden Queen	814	A 1 —	Imm.
Batavia & Sourabaya ...	Caroline ...	462	—	„
Calcutta ...	Waverley ...	1000	—	„

For terms of Freight or Passage apply to McDIARMID, GREENSHIELDS, and Co., Liverpool.

CEYLON, INDIA, AND CHINA.

THE undermentioned will despatch the following magnificent first-class VESSELS:—

Port.	Ships.	Tns.	Class.	Dock.	Date of Sailing.
Colombo ...	Aboyne ...	445	A 1 10 yrs.	L.D.	Nov. 20
Ditto ...	Abd. Medjid	400	AA 1 —	W.I.D.	W. des.
H. Kong ...	Dora	379	A 1 10 yrs.	W.I.D.	W. des.
Sadashigur Cannanore, Beypore & Cochin	Milbrook ...	328	A 1 —	W.I.D.	W. des.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's.

Regular Line of Packet Ship.

To sail punctually on the 10th November.

FOR HONG KONG and WHAMPOA, the well known clipper BELTED WILL, A 1 fourteen years, 812 tons register, A. LOCKE, Commander; lying in the London Dock. Has excellent accommodation for passengers.

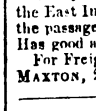
For Freight or Passage apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings, London, E.C.

Has a large portion of her Cargo already engaged, and will meet with quick despatch.

FOR HONG KONG and WHAMPOA, the beautiful British clipper ship DORA, A1 ten years, 379 tons register, ELIJAH BROWN, Commander; loading in the West India Docks. This fine vessel, well known for her fast-sailing qualities (having made her last passage home from Colombo in 94 days), offers a favourable opportunity to shippers.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING and BRIGGS, 31, Great St. Helen's Bishopsgate-street, E.C.

Regular Line of Packet Ship.—To follow the Belted Will.



FOR HONG KONG AND WHAMPOA, the very fast, new clipper JOHN MILTON, A 1, 14 years, 618 tons register, A. PIROUET, Commander; lying in the East India Docks. This ship, built last year, made the passage to China against the Monsoon in 104 days. Has good accommodation for passengers.

For Freight or Passage apply to SHAW, LOWTHER, AND MAXTON, 2, Royal Exchange-buildings, London E.C.

FOR SHANGHAI, (to sail positively on the 8th November, in lieu of the Falcon), the splendid new clipper ship MAITLAND, A 1 twelve years, 799 tons register, WILLIAM COULSON, Commander; lying in the East India Docks. This ship has proved herself to be one of the fastest afloat, having just made the passage from Foo Choo in ninety-eight days, and from Anjer in the extraordinary short time of sixty-seven days.

For Freight or Passage apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings, London, E.C.

FOR SHANGHAI, to follow the MAITLAND, the celebrated clipper ship SIR LANCELOT, A 1 14 years, 886 tons register, RICHARD ROBINSON, Commander; to load in the East India Docks. This beautiful ship was built last year, on the lines of the Ariel, by Messrs. Robert Steele and Co., of Greenock. Has superior accommodation for passengers.

For Freight or Passage apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings, E.C.

Last Shipping Day the 24th November.

DIRECT for SHANGHAI, the magnificent Clyde-built clipper ship HOANGHO, A 1 fifteen years, 565 tons register, J. CARRINGTON, Commander; loading in the East India Docks. This splendid high-classed ship, built in 1864, is strongly recommended to shippers of fine goods.

For Freight apply to GELLATLY, HANKEY, SEWELL, and Co., 27, Leadenhall-street, E.C.

COLOMBO (CEYLON) Direct (to follow the Palestine), having all her dead weight engaged, and only room for light measurement goods, the new clipper ship BOYNE, AA 1, 618 tons register, R. P. JONES, Commander; loading in the West India Docks. This splendid vessel has a full poop, with magnificent accommodation for the comfort and convenience of passengers.

For passage apply to the owner, W. H. TINDALL, 5 Tokenhouse-yard, E.C.; or for freight or passage to F. TALLACK, 23, Birchin-lane, Cornhill, E.C.

COLOMBO Direct (first ship), the clipper PALESTINE, AA 1, 606 tons register. Captain T. PARK; loading in the West India Docks. This vessel has superb accommodation for passengers.

For passage apply to W. H. TINDALL, 5, Tokenhouse-yard; and for freight of passage apply to F. TALLACK, 23, Birchin-lane, E.C.

FOR COLOMBO and COCONADA (under engagement to H.M. Council for India, will have quick despatch), the splendid clipper ship BROCKHAM, A 1 twelve years, 1,048 tons register, R. J. BARROW, Commander; lying in the East India Docks. Has excellent accommodation for passengers.

For Freight or Passage apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings.

FOR COLOMBO Direct (under engagement to Colonial Government), to sail on the 23rd November, the fine British-built ship MEDWAY, A 1 12 years, 612 tons register, T. GRIEVES, Commander; loading in the Victoria Docks. This fine vessel is strongly recommended to shippers. Has splendid cabin accommodation.

For Freight or Passage apply to the owner, GEORGE MARSHALL, 3, Cross-lane, St. Mary-at-Hill.

To follow the FRANCES.

And will meet with the usual quick despatch.

DIRECT for COLOMBO, the beautiful fast-sailing ship ABOYNE, A 1 ten years, 444 tons register, JAMES GRANT, Commander; lying in the London Docks. This splendid clipper ship, built in 1864, offers a first rate opportunity to shippers of fine goods.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

Steam to Calcutta.

Leaving the East India Docks Nov. 24, last Shipping Day 22nd.

Outward Passage Last Year 6¼ Days.

DIRECT FOR CALCUTTA, the splendid River-built Twin Screw Steam Ship, "FAR EAST," A 1 12 Years, 1,200 Tons Register, horse power—150 nominal, 600 indicated, HENRY JONES, Commander. This magnificent Ship, built in 1864 by Messrs J. and W. Dudgeon, of Millwall, has a full poop, and her Cabin Accommodation cannot be surpassed.

For Freight or Passage, apply to Captain HENRY JONES, on board; or to GELLATLY, HANKEY, SEWELL and Co., 27, Leadenhall-street, E.C.

Bills of Lading to be had on application to Messrs. Smith, Elder and Co., Cornhill.

To follow the FRANCES.

Will meet with the usual quick despatch.

DIRECT for COLOMBO, the well-known fast-sailing ship, ABDUL MEDJID, AA 1, (owned by Messrs. Vanner Prest, and Lyth), 400 tons register, J. PITON Commander, West India Docks. This magnificent vessel offers a first-rate opportunity to shippers of fine goods Has elegant accommodation for passengers.

For freight or passage apply to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's. Bishopsgate-street, E.C.; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

Will meet with very quick despatch.

FOR SADASHIGUR, CANNANORE, BEYPORE, and COCHIN.—The beautiful clipper ship, MILBROOK, A 1 9 years; 328 tons register, JOHN BARRON, Commander; West India Docks. This fine little vessel has been especially selected to take the place of the Star of Ceylon—lately lost.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate street, E.C.; or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

Printed for the Proprietors by WOODFALL and KINDER Milford-lane, Strand, W.C., and published by JOHN ELLISON, at the Office of the "LONDON AND CHINA TELEGRAPH," 12, George-yard, Lombard-street, E.C., in the parish of St. Edmund the King.—Monday, Nov. 5, 1866.

Digitized by Google

The London and China Telegraph.

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON ARRIVAL OF THE MAILS, about the 4th, 14th, and 28th, in connection with the "LONDON AND CHINA EXPRESS,"
A SUMMARY OF NEWS FOR THE OUTWARD MAILS OF 10th, 17th, and 26th.

VOL. VIII.—No. 227.] LONDON, MONDAY, NOV. 12, 1866. [Price 9d., with Sup., 1s. 3d.—Sub. 30s. per ann. postage included, Sup. 12s. extra.

Latest Advices.

	From London.	Arrived out.	HOMEWARD. Arrived in London this day.
JAPAN—			
Yokohama	July 17	Sept. 7	Sept. 18
Nagasaki			Sept. 10
Hakodadi			
CHINA—Peking			Sept. 5
Tien-tsin			Sept. 7
Chefoo			
New-chwang			
Hankow			Sept. 16
Kin-kiang			
Chin-kiang			
Shanghai	July 26	Sept. 8	Sept. 21
Ningpo			
Poo-Chow			Sept. 22
Formosa—Tamsuy			
Amoy			Sept. 23
Swatow			
Hong Kong	Aug. 10	Sept. 21	Sept. 27
Canton			
Macao			
PHILIPPINES—			
Manila	July 26	Sept. 10	Sept. 19
COCHIN-CHINA—			
Saigon			
SIAM—Bangkok			
BORNEO—			
Labuan			Sept. 25
Sarawak			Sept. 22
JAVA—			
Batavia			Oct. 1
MALACCA STRAITS—			
Singapore	Aug. 27	Sept. 25	Oct. 5
Penang	Aug. 27	Sept. 23	Oct. 7

Telegrams have been received in advance of the mail from Hong Kong of Oct. 15, and via Kiachta from Shanghai to 20th Oct.

List of Passengers.

PASSENGERS INWARD.

By this mail to Mauritius per P. and O. steamer China arrived Nov. 9.—From Hong Kong, General J. Sanz and servant, Don A. Molta, Don. E Merino; from Singapore, Captain Mayne; from Ceylon, Major Dick, Captain Von Gsendooven.

PASSENGERS OUTWARD.

Per P. and O. steamer Massilia, from Southampton, Nov. 4.—To Yokohama: Mr. E. Trotter, Mr. T. Eskrigge, Mr. W. Hetherington. To Shanghai: Mrs. Wadman. To Hong Kong: Captain W. Stock, Mr. E. Bigg, Mr. and Mrs. W. T. Richardson, child, and servant, Mrs. Piersdoy. To Ceylon: Mr. F. Shaw, Mr. and Mrs. J. H. March and servant, Mr. J. Lovell, R.N., Ensign Adams. To Singapore: Mrs. Campbell, Mr. Methven, Mrs. Hargreaves, Mr. R. Riley and servant, Miss Stone. To Calcutta: Mrs. Weekes, two children, and servant, Miss E. Barall, Mrs. J. Blake, Lieutenant Baillie, Mr. Kerr, Miss Atkinson, Captain Vandeleur, Mrs. Heenan, child, and servant, Mr. Warburton, Ensign Taylor, Mr. T. Smith, Major J. Davis, Mr. H. Boulkeley, Mr. R. H. Abbot, Mr. R. B. Armstrong, Staff Surgeon-Major Wood, Mr. J. M. Douglas, Staff Assistant-Surgeon Bonnet, Mr. Laybourne, and five second-class passengers. To Madras: Staff Surgeon Pippin, Assistant-Surgeon Fry, Mrs. Prendergast, three children, and servant, Miss A. Young, Captain and Mrs. Broughton, Captain J. Marquay, Mr. John George, Colonel A. L. Steele, Captain Hon. D. and Mrs. Fraser, two children, and servant, Staff Assistant-Surgeon Clarke, Surgeon Abbot, Mr. R. Brett, Mr. Burge, Mrs. Thomas and two second-class passengers.

From Marseilles, Nov. 12.—To Hong Kong: Mr. E. Cunningham, Mrs. F. B. Johnson, child, and servant, Mr. G. Hughes, Mr. D. King, junr., Mr. R. Brand. To Shanghai: Colonel Raikes. To Singapore: Mr. Braddell, Mr. Baxter. To Calcutta: Colonel and Mrs. Tombier, child, and servant, Mrs. Folkard, Captain and Mrs. Montgomerie, child, and servant, Colonel and Mrs. Houghton, Mr. J. B. and Mrs. Scriven, Lieutenant-Colonel and Mrs. Francis, child, and ayah, Mr. and Mrs. Apcar, two children, two Misses Apcar, Mr. J. T. Apcar, Mrs. Caumel and two servants, Mrs. O. Toogood and ser., Colonel J. C. Rooke, Mr. and Mrs. H J. Fergusson, Miss Russell, Mr. F. A. B. Glover, Mr. M. Mowatt, Mr., Mrs., and Miss Chesnaye, Rev. Mr. and Mrs. Caruthers, Mr. H. McNeille, Captain G. C. Lloyd, Miss Wheatley, Captain Daubeney, Mrs. R. H. Price, Captain Fitzroy, Rev. D. and Mrs. Bunney, Mrs. Stevens, Mr. L. Toulmin, Miss Manson, Mr. J. Halliday, Mr. D. Wilson, Miss Glover, Mr. G. Ferriere, Miss Thornhill, Mr. Bois, Miss Leach, Mr. J. Rowett, Colonel D. Reid, Captain and Mrs. Hawkins, Mrs. Gilbert, Captain Carnegie, Mr. Carberry, Mr. R. Hall, Mr. Paton, Mr. Brown, Mr. Rofe, Mr. K. J. Brodie, Mr. S. A. Miller, Mr. Haworth, and one second-class passenger. To Madras: Surgeon J. and Mrs. Wilson, Lieutenant D. McNeille, Mr. R. B. Elwin, Mr. F. B. Wardroper, Lieutenant and Mrs. Guthrie, Miss Hickson, Honourable M. H. Moolyn, Dr. Joseph. To Ceylon: Mr. Justice Thompson, Mr. Smedley.

Per P. and O. steamer, from Southampton, Nov. 20.—To Singapore: Mr. Meldrum, Miss Jewry, Mr. H. K. Bibby. To Ceylon: Mr. G. Hamner, Mr. Pilkington. To Hong Kong: Rev. D. B. Morris, Rev. H. M. Jackson, R.N. To Shanghai: Mr. R. H. Boyce.

Per P. and O. steamer, from Southampton, Nov. 27.—To Hong Kong, via Bombay, Capt. Edmonds.

From Marseilles, Nov. 28.—To Ceylon: Mr. P. W. Braybrooke, Mr. W. H. De Saram, Mr. M. H. Moss, Dr. J. and Mrs. and Miss Loos, Mr. and Mrs. Boustead. To Hong Kong: Mr. G. Newton,

Per P. and O. steamer from Southampton, Dec. 4.—To Ceylon: Mr. P. Le P. Bookey Miss Bookey, Mr. and Mrs. G. Armitage.

From Marseilles, Dec. 12.—To Singapore: Miss Gale.

FRENCH OPERATIONS IN KOREA.

The present mail does not add to our information on this subject, and no later telegrams have been received respecting it *via* Kiachta.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

The present mail has not brought any later news.

NAGASAKI.

Under date the 10th Sept. we hear that the steamer *Eagle*, lately purchased by the Tycoon, had returned from the Straits of Simonoseki, having attacked a fort and two steamers of Prince Choshiu, in which engagement she received a shot on the port bow, near the water line, without doing much injury. On entering the harbour she fired a salute of 26 guns. Her officers and crew comprise about 300 men, entirely Japanese. The captain and officers have expressed great satisfaction at the vessel's performance.

HAKODADI.

The high rate of exchange complained of at the other Japanese ports has caused great inconvenience here also, completely checking business in imports. The export trade is more flourishing, especially in seaweed and *biche-de-mer*.

CHINA.

PEKING.

Dates are down to September 6, but there was nothing current of any importance. The English Admiral was expected on a visit to the Minister, Sir R. Alcock.

We learn from Peking that the mother of the Emperor's tutor has recently died. The Emperor insists that the usual custom of a three years' retirement by the latter shall be dispensed with, and that he shall resume his duties after a retreat of one hundred days. The Emperor has given 2,000 taels towards the funeral expenses.

TIENTSIN.

The following is from Messrs. Platt and Co.'s circular of 7th September:—

Our market for manufactures generally has been in a most depressed state. At the early part of the month the want of demand was in some measure attributable to the extremely high temperature, and the large quantities of goods previously imported by natives from Shanghai to a great extent still remain in stock, and, as many of them are advanced upon by native banks, holders are frequently anxious to realise. These circumstances occasioned a fall in price, which, however, has been recovered with the cooler weather, and prices are now steady.

The fall trade, although hardly commenced, has shown signs of doing so, by an increased inquiry, which has been noticeable

Digitized by Google

since the 1st inst., and we anticipate that the more peaceful European advices looked for by each succeeding mail will further stimulate demand.

Grey Shirtings: From the continued supplies which come forward, and the large stocks held here, we do not expect an early improvement in price, more particularly as accounts from the interior markets are very indifferent. Judging from past years, and taking 8¼lbs. grey shirtings at a value of 3 taels per picul or over, natives have already imported an average year's consumption, say over 550,000 pieces.

Raw Cotton: 13.8.0 to 14.8.0 tales per picul of 133⅓lbs.

SHANGHAI.

Dates are down to the 21st Sept. The mail of 26th July arrived out on the 8th Sept. The following items are from the *North China Herald*:—

The discussion which has so long been dragging on, regarding the status of the Shanghai Gas Company, has at length been brought to a close by a letter from Mr. Myburgh, whose opinion that the so-called company was a copartnership Mr. Mitchell assailed, and a reply by the latter. The result of the controversy is, that it seems very doubtful whether commercial companies in Shanghai have any legal existence at all, especially as they comprise members of divers nationalities to whom of course different laws apply. The American Court has, however, recognised the existence of the Dock Company in a manner it could well have dispensed with; a claim brought by it against Messrs. Fogg and Co., for docking the steamer *Enterprise*, having been given against them; and a counter claim for delay decided in favour of the claimants.

Further proceedings have been taken in the bankruptcy of J. H. Wignall and Co., and J. P. Jordan.

The Taotai has consented to raise his contribution to the Municipal Exchequer under the head of wharfage dues to $14,000. It has been suggested that a plan of the settlement be drawn up, with the numbers of lots and the names of owners depicted on it, as considerable difficulty is frequently found at present in identifying property.

The official liquidator of the Agra Bank has announced that a dividend of 5s. in the pound will be shortly paid to local creditors.

The Taotai has been induced to issue a proclamation prohibiting the sale of game within the precincts of the foreign settlement during the close season.

Another proof of the inconvenience of the present system of transit dues on produce coming down from the interior has occurred in the case of some un-fired green teas, which were detained for six weeks at a Customs barrier above Hangchow, and when eventually released were so damaged that they were resold on the spot. The Customs authorities refused to take the transit certificates tendered as genuine proof of foreign ownership, and declined even to accept the usual native duty if paid in the foreign name until the owner himself went up. The same inconvenience experienced here in the case of tea is felt on the Canton river in the case of imports. Evidently, the system of inland transit dues will require attention at the revision of the treaty, in 1868. The rumour to which we alluded in our last issue of another irruption of the Yellow River is confirmed, so far at least as regards the fact of an inundation. The fact, however, that the locality indicated as that which has suffered is situated to the south of the line indicated on the maps as the old channel of the Yellow River, brings back all the haziness which had so long surrounded the course of this stream, but which appeared to have been partially dispelled by the recent accounts of Messrs. Martin and Williamson before the Asiatic Society. These gentlemen expressed their assurance that the Yellow River now ran into the Gulf of Pecheli, and had deserted its southern bed; whereas we now have it bursting its banks at a point still further south. It may be a question whether the inundation be attributable to the actual body of the Yellow River, or to an affluent, or to the overflow of the lakes which lie to the north of Yangchow. But as to the damage caused there appears to be no question. Numbers of the inhabitants of the flooded districts have sought refuge in Nanking, and the Chinese assert the loss of life and the destruction of property to have been fearful.

The steamer *Ajax* arrived from Hong Kong on the 19th Sept.

The number of cases decided before the Mixed Court sufficiently illustrate the value of that institution, and the large amount of business it despatches. Five criminal and five civil cases—the latter of varied character, and involving sums amounting in the aggregate to some tls. 15,000—form a list that few English Courts would dispose of in a single day. The absence, however, of the cumbrous technical formalities which impede the working of the latter enables the Mixed Court to get through its business with more than ordinary quickness. There is a primitive simplicity in the promptness with which facts are elicited, that contrasts refreshingly with the circumlocutory process of examination and cross-examination prevailing in our own courts.

The following is in reference to the proposed railway from Shanghai to Soochow:—The line of railway is to unite, in the first instance, Shanghai and Soochow. A great portion of this route has been surveyed, and a temporary terminus might be erected at a point on the Soochow creek near the present Soochow bridge. It is proposed that a single line be built at first, making the bridges, however, wide enough to allow of a second track being laid whenever it became advisable. The probable cost of the railway including rolling stock &c., &c., is estimated at tls. 28,400.00, or say for the 62 miles taels 760,800.00. To this sum must be added for termini, stations, iron bridges, &c., 380,000.00, making a total of taels 2,140.300.00. The estimated receipts of such a line per year are put down at tls. 282,510.00, and the total amount of expenses for a year at tls. 107,400.00, giving a net gain per annum of tls. 179,110.00 or about 7½ per cent.

It is with regret that we have to record the melancholy suicide of Mr. C. Grey, commission agent. He had for some time been suffering very severely from large boils, which had depressed his spirits and affected his mind. An inquest was held and a verdict of temporary insanity returned.

His Excellency the Hon. Anson Burlinghame, Minister for the United States, has arrived *en route* to Peking from San Francisco and Yokohama. The return of Mr. Burlinghame is generally regarded with satisfaction, as his conciliatory spirit and moderate views have always been of great advantage in the adjustment of diplomatic difficulties.

A meeting of Consuls, at which were present those for the United States, Great Britain, France, Prussia, Denmark and Austria, took place on the 15th Sept. A draft of pilot regulations was laid upon the table by Mr. Seward, Consul-General for the United States, and after a short discussion, was passed, subject to confirmation at Peking. It is proposed in the regulations to establish a pilot board at Shanghai, under the presidency of the harbour master; and that licences shall be granted to duly qualified pilots, those not so qualified being subject to fine if foreigners, and if natives to prosecution in the Mixed Court. The rules, as proposed, are to establish the rates of pilotage as under:—

From Gutzlaaf, steamers, and sailing vessels towed by steamers	Tls. 4.00	per foot.
Sailing vessels without a tug	5.00	,,
From Lightship, steamers, and sailing vessels towed by steamers	4.00	,,
Sailing vessels without a tug	4.50	,,
From Woosung, sailing vessels towed by steamers ...	4.00	,,
Steamers	3.50	,,

vessels from outside proceeding not further than Woosung to pay two-thirds of above rates.

Compensation will be provided for pilots detained more than forty-eight hours at the bar.

HONG KONG.

(FROM OUR OWN CORRESPONDENT.)

HONG KONG, Sept. 26.

This mail will take home, unless some unforeseen delay interposes, the memorial which has been got up here for transmission to the Secretary of State for the Colonies as an appeal against the Stamp Act. It will show numerous signatures; but, notwithstanding the agitation that has been fomented against the proposed introduction of this form of tax by the wealthy merchants, the longer the discussions on the subject continue the more clearly does it appear that a very strong and important party in the colony is in favour of the measure. Hong Kong is no longer the purely trading depot it was so lately as even five years ago. There are now large numbers of residents totally unconnected with trade—lawyers, physicians, engineers, commanders of vessels, &c., who are householders in Hong Kong, and who view with disfavour the proposals to impose double rates of house tax. It has recently been ascertained that, against 102 mercantile houses in Hong Kong, there are some 900 and odd householders; and it may safely be presumed that at least two-thirds of the latter class will highly applaud the determined action of

Digitized by Google

Sir Richard MacDonnell in putting the load of extra taxation on the shoulders that are best able to bear it. Strong efforts have been made by the opponents of the measure to inflame the minds of the Chinese population by exaggerated statements respecting the operation of the Act, and this course has notably been pursued in the Chinese issue of the *Daily Press*, a sheet in which imaginativeness (to say the least of it) is allowed the fullest scope. These Chinese newspapers, both here and at the ports, are conducted with none of that reserve which a salutary dread of libel penalties imposes for the most part on editors writing in the English language; and they are constantly made the vehicle of misrepresentation of matters foreign and Chinese. Quite recently a weekly Chinese newspaper published by some missionaries at Canton was threatened with a prosecution by a Chinese mandarin who had been grossly (and it appeared unfoundedly) libelled in one of its numbers. It is, in fact, as a *chronique scandaleuse* respecting the native officials in general that these journals are prized by the Chinese who buy them; and the insertion of libels for a "consideration" is said to be one of the main sources of revenue of these newspapers. The journal published here takes the lead in piquancy in this respect, I have been informed, and its statements with regard to the probable effects of the Stamp Act are said to be thoroughly exaggerated.

Another horrible tale of piracy goes home by this steamer; indeed, it is perhaps the most fearful tragedy of the kind that has ever been narrated. You will receive in the overland papers full details (already published here) of the attack on the *Lubra*, and the murder of the captain and others; but I may add a fact which is as yet kept concealed from publication, with a view to faciliting the efforts of the police—viz., that a clue has been obtained to the perpetrators, who beyond a doubt sailed from Hong Kong waters with the design of overhauling this vessel. If anything could be wanted for the purpose of convincing the Colonial-office as to the necessity of speedily sanctioning Sir R. MacDonnell's Harbour and Junk Ordinance, it would doubtless be supplied by the intelligence of this lamentable affair.

Many of your readers will doubtless be interested by the intelligence that a publication to be called "Notes and Queries for China and Japan" is projected by Messrs. A. Shortrede and Co., the publishers of the *China Mail* and *Evening Mail* here, on the model of the original "Notes and Queries" which is so popular a serial at home. The first number is intended to appear about the beginning of 1867, and, if well conducted, the work will constitute a useful repository for much floating information.

Another item of literary intelligence I should have mentioned before, but will doubtless be new to nearly all your readers, is that a fortnightly journal in the German language, with the title of "Der Omnibus," has been lately set on foot by a party of German gentlemen in Hong Kong, and is conducted with much ability. Attention has recently been drawn to some of its strictures on the coolie trade at Macao, elicited by the fact that some North German shipping is engaged in this infamous traffic. No less than *thirty-nine* barracoons are known to be in active operation at present, and it is reported that no less than 80,000 coolies are "ordered" by the Havana speculators. The Emigration Convention entered into at Peking last March has turned out, as prophesied at the time, a complete failure. Whilst removing all the guarantees against kidnapping which were acknowledged to be necessary for the prevention of a revival of the slave trade under a garb of legality, the Convention has rendered legitimate emigration, as conducted for the British West Indian Colonies, impossible, by instituting the strange proviso that the coolies must be returned to China at the end of five years at the Government expense; this clause is believed to have been introduced at the instance of Mr. Hart, with the view of ultimately inducing the Chinese Government to despatch European subordinates of his own to Havana and Demerara, on the plea of supervising the due execution of contracts containing this agreement. The scheme would doubtless have extended the influence of the Foreign Customs with the Chinese Government, but it has defeated itself by rendering emigration from China too expensive to be resorted to by the West Indian colonies of Great Britain. The French authorities, however, announce with confidence that their Government will refuse ratification to the Convention, as it equally attacks the profits of the Havana speculators.

The firm of Messrs. Severs and Co., of Hong Kong, is winding up under liquidation. The firm was originally Severs, Dims, and Co., and their transactions were small and prudent.

The following is the petition of the Chinese to his Excellency the Governor :—

TRANSLATION.

The humble petition of the residents of the colony, the dealers of gold and silver, of rice, opium, piece goods, general merchandise, and others, sheweth:

That in consequence of the injurious state of the recent ordinances, they pray that his Excellency would favourably permit the same to be abolished and other steps adopted for raising revenue, so that your petitioners' emotions may be pacified and the trade be facilitated. We are in receipt of ordinances for levying stamp-tax on deeds, orders and receipts for payments, agreements for selling and buying, bills of exchange, promissory notes, &c., according to the amounts. We find that the trade of this colony is carried on by people from all quarters and of numerous classes, amongst them there are some thriving and some not. Of late the profits have been so small that many of them do not make even their expenses; it is because that they have been here for years that they cannot stop suddenly; they therefore exerted themselves at oftentimes to uphold their business; consequently, in drafts, bills of exchange, cash payments, &c., we have found it more difficult to meet with than former times, and if the stamp-tax was added on us our strength would be more reduced. Moreover, the tax on the payments and receipts of money, &c., are what we have to make daily; constant difficulties will be thrown in our way, and from these injuries will emerge, and the merchants will inevitably hesitate and retire from business. This would be disastrous to the trader. As regards the reporting of householders, the furnishing of particulars as names, &c., it is a mode of extirpating thieves and robbers, but the requiring of them (the householders) to give bonds and be fined in default would be a thing hard to do, forced on them, for all those in trade are honest men of lawful business, expecting to attend to their own callings and be unwilling to be sureties for others. The place can surely be quieted by strict watchfulness. We find also that in the new ordinances it is provided that servants in the employ of Englishmen (this word means any person other than a Chinese) must procure a certificate, &c., and according to different sections subjected to fines, &c. Those employes have all masters, if there is anything wrong they can just as well be proceeded with case by case as required.

If the said servants have to be thus fined, what earnings would there be left for them? They would be unable to comply with the different requirements, and the consequence would only be that a great many will be imprisoned. What benefit would that be to the revenue? Furthermore, the money changers have to obtain licences for their business. It is known that the money changers have not more than one hundred taels for their capital each, and what they make barely pays for their food, and therefore with such an insignificant income they cannot likely afford to contribute towards so great a purpose. With regard to the keeping of pigs and other animals, they are articles of food for both Chinese and foreign people. If they are to be taxed, (this is a mistake in the Chinese version, it should be, if embarrassment were thrown in the way), the prices for such food would be raised, and there would be some kind of inconveniences—the inspecting of houses by medical inspector, the summoning of the householders, and the fining and imprisonment of them for disobedience. The reporting of the cargoes, and passengers of vessels (junks) on arrival and departure—the former many are private residents of respectable traders, they will each attend, themselves, from time to time to the protection of their own lives and property, and would be afraid to have their houses in a filthy and unwholesome state. The frequenting of the medical inspector would be received with awe by the residents and the female members would be frightened. Touching the latter the frequenting of junks or Chinese boats are not rare both day and night, and if they have to be reported they require time to wait for a correct account. These junks have their fixed periods daily for leaving, and such restraint would greatly injure their business. All these would cause trouble and no benefit to the revenue. We are aware that the principle of your Excellency's rule over the people on behalf of your Government, is to protect the law-abiding subjects and extirpating the thieves. If the proposed taxes are all enforced, difficulties will arise and the people being unable to forbear the same will refrain from resorting to the colony. This we suppose was not the intent of your Honourable Government in establishing colonies.

If exigencies arise which require the raising of yearly revenue they should be contemplated and provided for, but we find that ground rent and assessment on rental of houses can be made use of. We beg therefore to crave your Excellency would kindly consider our difficulties and annul the recent ordinances which have been passed, for which we will be exceedingly grateful and unitedly ever pray. As to whether or not the deficit in the revenue should or not be raised from the ground and house rents, we leave it to your Excellency's decision.—SIGNED BY SEVERAL HUNDRED PRINCIPAL CHINESE MERCANTILE HOUSES.

The following items are from the *China Mail* :—

There were rumours at Macao of a demonstration on the part of the Chinese against a fort on the point opposite the city. The real particulars, so far as we can learn, however, seem to be of a far more pacific nature. It is very likely that the Chinese are highly dissatisfied with "the bold stroke of policy" the Portuguese have been guilty of in erecting a fort at the entrance of the bay for the purpose of levying a tax upon every Chinese junk that passes it. Thus far, however, no hostile or aggressive demonstration against this act has been adopted. The dozen war junks are merely rendezvousing in the Macao Roads, preparatory to a cruise against the pirates on the western coast. Some time last week a number of the crews of these junks had a run on shore, and in all likelihood

Digitized by Google

fell into the hands of some of the crimps attached to a baracoon; they were induced to gamble, lost all they had, received hand-money from their cicerones, and were then marched off—in order to be shipped off to Peru or Havana. The Chinese authorities applied to those of Macao for the restitutio n their kidnapped countrymen, seven of whom were returned, four of the men being still missing. This, we believe, is the true version of the affair.

The recent typhoons did less damage here than was expected. It was here simply a gale, which blew more or less all day on the 12th Sept. until past midnight, commencing from the south-west, and veering round to the north-east, whence the heaviest gusts came. It is supposed by seafaring men that this typhoon, if one it was, originated in the south-western part of the China Sea and travelling to the north, probably expended itself between Swatow and Formosa. The *Dwina*, Russian three masted schooner, had to put into this port on account of the heavy weather experienced to the northward of this island. The mail steamer *Behar* must have been just on the circumference of the cyclone. It is to be hoped she got off scathless.

On the 14th the *Dupleix* Messageries Imperiales steamer encountered a terrific typhoon, on her passage from Japan to Shanghai. Every moveable article on deck was washed overboard; life boats were blown away, &c. The passengers, amongst whom were the American Minister and the Governor of Macao, presented a written testimonial to Captain Noel expressive of their admiration at the courage and skill desplayed by himself and his officers. The French crew, however, we hear, behaved very indifferently, while the firemen absolutely turned tail and were almost useless from fright. The P. and O. ship *Niphon* also experienced the same typhoon, but proved herself a very superior sea boat.

We learn upon good authority that the Hong Kong, Canton, and Macao Steam Boat Company's vessel *Feiseen* has been sold for $50,000 to the Netherlands Company. Her probable destination is Japan.

A collision took place September 11, at Woosung, between the *Helen Nicholson* and the Ham. barque *Savallie*, the latter on her way to Shanghai, and before they could get free of each other an iron barque coming up got foul of them both. The *Helen Nicholson* had lost her jibboom, but we have not yet heard the whole extent of the damage.

The Hamburg steamer *China* on her way to Hong Kong came into violent collision with the French barque *Admiral Charnes*, bound to Shanghai, when outside of the lightship, both vessels sustaining serious damage. The former lost fore-yard, fore rigging and rails, while the barque had her bowsprit, jibboom, &c., cut away. The *China* returned to port, her captain having been seriously injured by a falling spar at the moment of collision.

A free college has recently been instituted at Canton for the benefit of Tartar youths, at the expense of the Acting Viceroy, who is himself a Tartar. The poverty of the resident military population prevents, as a rule, young men from obtaining thorough classical instruction, and the institution now set on foot is established with the view of affording such an opportunity gratis to some forty deserving youths.

The following are the average amounts of notes in circulation and specie in reserve, by the respective banks undermentioned, for the month ending August 31, 1866:—

ORIENTAL BANK.

Notes issued	$237,430
Specie in reserve	200,000

CHARTERED MERCANTILE BANK.

Notes issued	$320,419
Specie in reserve	200,000

CHARTERED BANK OF INDIA AND CHINA.

Notes issued	$21,800
Specie in reserve	21,800

HONG KONG AND SHANGHAI BANK.

Notes issued	$613,033
Specie in reserve	300,000

PROCLAMATION ON THE NEW DOLLAR.

By his Excellency Sir Richard Graves MacDonnel, Knight and Companion of the Most Honourable Order of the Bath, Governor and Commander-in-Chief of the Colony of Hong Kong and its Dependencies, and Vice Admiral of the same.

Whereas by the Order of Her Majesty in Council dated the 9th day of January, 1863, a proclamation was approved for the regulation of the currency in this colony wherein it was (amongst other things) declared and ordained, that "the dollar of Mexico, or other silver dollar of equivalent value as may from time to time be authorised by the Governor or officer administering the Government of Hong Kong, shall be the only legal tender of payment (except as hereinafter directed) within our said island of Hong Kong and its dependencies." Now, therefore, I, Sir Richard Graves MacDonnell, being the Governor of the colony, do hereby proclaim that the dollar and half dollar issued from the Royal Mint of Hong Kong shall be legal tenders for all payments within the island of Hong Kong and its dependencies.—By his Excellency's command,

W. H. RENNIE, Acting Colonial Secretary.

15th day of September, 1866.

Captain Pixley is a passenger for England by this mail. For some months past he has acted as superintendent of the Sailors' Home, a position which he most effectually filled, and which he has resigned, much to the regret of the directors of the Home, in order to return to England. Captain Pixley will leave behind him many friends who will always be glad to hear of his health, happiness, and prosperity.

SHOCKING CASE OF PIRACY AND MURDER.

The subjoined statement, by the mate of the American schooner *Lubra*, relates one of the most dreadful cases of piracy and murder that ever occurred near Hong Kong:—

Henry William Hall, chief officer of the American schooner *Lubra*, states:—"The schooner left this harbour at 11 o'clock A.M. on Saturday, the 22nd September, bound to Japan; there were on board the captain, his wife, two children, and a crew of myself, second officer, four Europeans, one Chinese steward, cook, and a Chinese female Ahmah, being armed with seven muskets, and having on board a general cargo; that when about 75 miles outside the Ly-e-Moon, and about 30 miles off Pedro Branco, a large piratical boat sailed and pulled alongside; the pirates threw stink pots and fired a number of rifle and pistol shots at the crew; about 30 armed Chinese then boarded; some of the crew of the vessel took to the rigging, four jumped overboard. The pirates then broke open the hatches, removing all valuable cargo, after which they went into the captain's cabin and shot him while lying on a couch. They returned to the deck and ordered the remainder of the crew from aloft, they not complying with their request the pirates fired at them killing one man and wounding three others. The pirates before leaving set fire to a train of powder on the between deck, and having destroyed everything the pirates left warning the crew not to return to Hong Kong. We got under weigh and arrived at this place at 5 o'clock this evening; one of the crew who jumped overboard has not been seen since. I cannot identify the boat nor any of the pirates, but some of the crew I believe can do so. It has since been ascertained that one of the schooner's crew can identify the pirate's boat, and is ready to accompany any expedition that may be sent in quest of the pirates."

Soon after the arrival of the *Lubra* the bodies of the captain and the seaman were taken to the Civil Hospital; and the *Osprey*, with one of the *Lubra's* crew on board was as quickly as possible despatched in search of the pirate. She returned unsuccessful. We have been made acquainted with some particulars which afford strong hope that the police have obtained a clue to the identity of some of the pirates by whom the schooner was boarded, and that ultimately it may lead to the discovery of the actual murderer of the captain. It is a somewhat suspicious fact that the brother of the pirate chief Chat Tai, the recently executed piratical chief, was the pilot employed to take the schooner through the Lye-e-moon passage. No inquest will be held upon the bodies of deceased as they were murdered outside the coroner's jurisdiction.

The following notice has appeared:—

The interest and responsibility of Mr. James M'Andrew in our firm ceased on the 30th June, 1865, and Mr. Francis Bulkeley Johnson was admitted a partner from the 1st July last.—Jardine, Matheson, and Co.—Hong Kong, Sept. 10, 1866.

The concession announced in the *China Mail* from the Government at Peking to certain Americans for laying a submarine cable from Shanghai to Hong Kong alludes to the scheme of Dr. Macgowan, but has no present significance. No formal concession has been granted.

The Mint it is said "has got no work to do," the silver sent in has all been used up, and the employes have since been pining for more. The *Daily Press* says: "The exertions called for in reference to the new dollar should be directed towards its more economical production. The two per cent. charge is preposterously heavy. The working expenses of the Mint if they require so heavy a charge must be cut down. The seignorage must be reduced to one per cent. if the Mint is ever to succeed."

SIAM.

It appears that the account given of the presentation of a sword to the King of Siam by M. Aubaret, on behalf of the French Emperor, was incorrect. The *Bankok Recorder* of the

Digitized by Google

23rd August says:—We have not until this late day learned that we made a mistake in saying in our issue for July 12th, that Monsieur Aubaret, French Consul, had the honour of presenting a sword to his Majesty the King as a present from the Emperor of the French, and that he probably at the same time presented Prince Somdetch Chowfa Chulalongkorn a dagger, being a gift from the Prince Imperial. It now appears that neither of these tokens of honour were sent by him. It seems that our mistake arose from its having been credibly reported that both the sword and dagger were mentioned in the Emperor's autograph letter to his Majesty the King of Siam as having been sent by the hand of M. Aubaret, and eye-witnesses of the public audience testified that they saw the sword presented. This is an apt illustration of the difficulty we have of getting correct information on affairs that occur in the Royal palace.

MALACCA STRAITS.

SINGAPORE.

Dates are down to the 5th October. The following summary is from the *Straits Times*:—

The P. and O. Company are astonishing the Eastern World by the rapidity of the late mail transits. The steamer *Ottawa*, with the London mail of the 27th August, arrived off this during the night of the 25th September, the letters being delivered the following morning, having occupied only twenty-nine days and some hours in the transit.

The clause for the incorporation of Labuan with the future colony of the Straits, which has been tacked on to the Transfer Bill in its passage through the House of Lords, will merely accomplish a measure which has been perfectly anticipated from the first. As at present administered, the Government of Labuan leaves a very considerable annual deficit; but it is not to be anticipated that, when incorporated as a province of this colony, the same expensive system will be maintained. The civil administration will be economically reduced to a point which can be covered by the revenue as it at present stands; and as for the military, now an item of some £3,000 to £4,000 a year, this can scarcely fall as a burden on the Straits, the gross military contribution of the entire colony having been definitely fixed at the yearly sum of £59,000. If the garrison of Labuan cannot be provided out of this amount, then its cost will clearly fall upon Imperial resources. There is another light in which the incorporation of Labuan deserves to be looked on rather favourably than otherwise by those interested in the Straits; and that is that, though hitherto it has continued to sink money, it may, under a more pushing and more narrowly-watched Government, be made to develop into a thriving port of Eastern trade. The island itself and the mainland contiguous are rich in almost every Eastern product, and if a proper stimulus be applied there is no reason why these should not be largely exported.

The improved nature of commercial advices from Europe has scarcely yet had time to affect trade here, which continues unusually dull. A revival may soon be anticipated however, and that the anticipation is pretty firmly held, is agreeably evidenced by the establishment of a new banking agency, namely that of the Bank of Rotterdam. Before the stoppage of the Commercial, there were five banking companies regularly established here; since that event the number has been confined to four, until now again it is increased to five—and there is little doubt that this number will be found ample for the requirements of the place for a long time to come. The new bank will absorb, it is expected, a large portion of business of the continental houses—by no means an insignificant slice of the commerce of the place.

The fortnight has been enlivened by a very superior amateur performance, which came off in the Theatre Royal on the 26th. Beyond a little agitation concerning the bad locality of the new cemetery, a total eclipse of the moon, beautifully visible on the evening of the 24th, and the training for the forthcoming races, there has been little else to occupy the minds of the people here since the departure of the last mail.

The circulation of the banks is thus given:—

Oriental	$200.000
Chartered of India	19,130
Asiatic	1,080

The China Steam Company's steamer *Mona*, Captain Haffenden, from Amoy with dates to the 14th Sept., having called at Manila and Labuan, arrived on the 29th Sept. She spoke the barque *Ayrshire*, from Labuan bound to this port, off Bantam Point.

The steamer *T. A. Gibb*, from Calcutta, carried 5,025 bales of cotton for China.

It is not likely that the Municipal Council has, at least as at present constituted, very much longer to exist, and an appreciation of what is dignified and graceful should prompt its members to mark its final days by an increased regard for the public wants and for public opinion. The Legislative Council which shall guide our destinies when the transfer to the Colonial-office shall have been completed must necessarily absorb a large portion of the duties which have hitherto devolved upon the Municipal Commission.

We have been informed that the Hon. Col. Macpherson, attended by the master attendant, has visited the Bon Accord Dock, now nearly ready for opening, when the colonel expressed his satisfaction at the progress of the works.

H.M.'s steamer *Pearl*, Captain Ross, from England *en route* to China, having called at the Cape of Good Hope, with dates to the 22nd July last, has arrived.

A preliminary prospectus of the telegraph scheme, which we have already noticed, is now published, and will be found in another page. It is to be hoped that the scheme will now be speedily carried out.

PENANG.

The following items are from the *Penang Gazette* of 6th Oct.:—"Penang, as well as the province, have during this wet season been visited on several occasions by very heavy falls of rain lasting for three or four days with very slight intermissions The heaviest fall, however, commenced on the afternoon of the 27th Sept., and continued with little cessation till the 2nd Oct. The north of the province was for nearly eight days an entire lake, and considerable damage must have been done to the newly planted paddy.

The Volunteers of Penang and Province Wellesley met on the 8th inst. at the practice ground to compete for the Hon. Colonel Macpherson's Cup, and the following is the score made, Lawrence Ignatio being the successful competitor. The shooting of the other members of the corps was less than mediocre:—

1 Lawrence Ignatio	33
2 P. C. Paddy	22
3 Joseph Anthony	20
4 John Allan	20
5 F. Shaw	20
6 J. Young	19
7 J. Wilson	19
8 D. C. Presgrave	18
9 R. Waller	16

On the 6th inst. the volunteer corps again met to shoot for his Honour the Governor's Cup, the successful shooter being again, as yesterday, Lawrence Ignatio.

Births, Marriages, and Deaths.

(Announcements for Subscribers are made free of charge.)

BIRTHS.

BUSH—On the 14th Sept., at the Mechanics' Hall, Hongque, Shanghai, the wife of J. Bush, Esq., of a daughter.

FITTOCK—On the 20th Oct., at Southsea, the wife of James Fittock, Esq., of a son.

GUIMARAENS—On the 1st Nov., at 10, Mecklenburgh-street, Mecklenburgh-square, the wife of M. F. Guimaraens, Esq., of a daughter.

HUFFAN—On the 26th Sept., at Hong Kong, the wife of F. S Huffan, Esq., of a son

LUXTON—On the 11th Oct., at 9, Silver-place, St. David's, Exeter, the wife of H. Luxton, Esq., of a son.

MURRAY—On the 24th Sept., at Elgin-terrace, Hong Kong, the wife of Dr. J. Ivor Murray, Colonial Surgeon, of a daughter.

MARRIAGES.

BALFOUR—KEIR.—On the 25th Oct., at Kindrogan, Perthshire, N.B., by the Rev. W. H. Langhorne, M.A., Francis Walter Balfour, Esq., of Fernie Castle, Fifeshire, late Major Rifle Brigade, to Jane Amelia, second daughter of Patrick Small Keir, Esq., of Kindrogan.

MACKENZIE—GIBSON.—On the 1st Nov., at the manse of Avoch, by the Rev. John Gibson, A.M., Minister of Avoch, and brother of the bride, assisted by the Rev. Roderick Nicolson, Minister of Applecross, Donald W. Mackenzie, Esq., late of Hong Kong, to Jemima Margaret, youngest daughter of the late Rev. James Gibson, D.D., Minister of the parish of Avoch. No cards.

DEATHS.

BELL—On the 11th Sept., at sea, on board the Leamington, while on the passag from Bombay to Singapore, Mary Wills, the beloved wife of Captain Christopher Bell.

BRADDELL—On the 30th Oct., at Crosthwaite-park, Kingstown, near Dublin, of Asiatic cholera, Horace, the dearly-beloved son of Thomas Braddell, Esq., Coomelagh, county Wexford, aged 21.

D'AQUINO—On the 19th Sept., at Hong Kong, Marianna Josefa, daughter of J. D'Aquino, Esq.

DOUGLAS—On the 5th Sept., at the Shanghai General Hospital, George J. Douglas, late of Rochester, U.S.A.

FREEMAN—On the 16th Aug., at Yokohama, Orrin E. Freeman, of Boston, Masschusetts, United States of America, aged 36 years.

LOWES—NICHOLS—On the 22nd Sept., on board the American schooner Lubra, Benjamin Lowes, master, and Lukler Nichols, seaman, killed by pirates.

LIMPRICHT—On the 28th Aug., at sea, on board the S.S. Agamemnon, Leopold Limpricht, Esq., a native of Hamburg.

MCMURDO—On the 15th Sept., at Hong Kong, Archibald, infant son of R. McMurdo, Esq.

NORTON—On the 29th Oct., at Brighton, Daniel Norton, Esq., of 62, Old Broad-street, London, and of Streatham, Surrey, aged 66.

SINGER—On the 8th Sept., on board the Admiral Charnier, John W. Singer

Digitized by Google

EXCHANGES ON LONDON.

[For dates, see first page.]

		Bank.	Private.
At Yokohama	6 months sight.	4s. 7½d.	4s. 8d. to 4s. 9d.
At Shanghai	6 ditto	6s. 0½d.	6s. 2d. to 6s. 4d.
(per Tael.)			
At Canton, At Hong Kong, At Macao	6 ditto	4s. 6d. to 4s. 6¼d.	4s. 7d. to 4s. 7¼d.
At Singapore	ditto	4s. 5¾d. to 4s. 6d.	4s. 6d. to 4s. 7d.
At Manila	ditto	4s. 1d.	4s. 2d.

At Shanghai, bills on India, Rs. 301 per 100 taels. At Hong Kong, Rs. 219 per $100. Bar silver at Shanghai, tls. 111·2; at Hong Kong, 11 per cent. prem. Mexican dollars at Shanghai, tls. 74 per 100; and exchange on Hong Kong, 27 discount. Hong Kong and Shanghai Bank shares, dis.; Gas Company, prem.; Hong Kong and Whampoa Dock, — to — per cent. prem.; Steam Shares, dis.; Union Dock Company, dis.

EXPORT OF TEA AND SILK TO GREAT BRITAIN.

1866-67.

	From Kanagawa.	From Shanghai and Hankow.	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales.
From June 1, to Aug. 31, 1866	92130	27567681	27118078		6536530	61314369	12235
Corresponding period last season	317120	22311914	22673100		4877838	50179972	34744

NEW SEASON'S EXPORT.

	Ship.	From.		
Sept. 1	Marquis of Argyle	Shanghai	652,300	
— 4	Mary Nicholson	Canton	720,633	
— 5	Antipodes	Shanghai	691,350	
— 7	Wild Deer	Do.	1,326,677	
— 10	Behar (mail str.)	Do., &c.	—	2,014
— 12	Dartmouth	Do.	1,215,317	
— 14	Helen Nicholson	Do.	938,221	
— 19	Ann Adamson	Do.	690,511	
— 19	Pelmaise	Do.	1,083,555	
— 19	Westminster	Do.	1,007,295	
— 24	Imperatrice (mail str.)	Do., &c.	—	1,996
— 27	Baroda (mail str.)	Do.	—	660

TO UNITED STATES.

							Pcls.
From June 1 to Aug. 31, 1866	...	...	...	...	...	1114810	131
Corresponding period last season	...	...	...	...	...	338705	19

NEW SEASON'S EXPORT.

Sept. 1	Samuel Russell	Amoy	710,176
— 1	Eliza Hands	Japan	253,726
— 5	Vanda	Do.	322,685
— 11	Benefactor	Do.	574,000

TO THE CONTINENT.

							Bales.
From June 1 to Aug. 31, 1866	...	...	...	...	...	957500	...
Corresponding period last season	...	...	...	...	...	„	...

TO SAN FRANCISCO.

						Tea pkgs	Boxes.
From June 1 to Aug. 31, 1866	...	...	...	...	...	23282	22
Corresponding period last season	...	...	...	...	...	12147	300

SAILED SINCE.

Sept. 3	Der West	Hong Kong	715	3
— 18	Carl Ludwig	Do.	202	
— —	Buena Vista	Japan	1,238	

TO AUSTRALIA.

From June 1, 1865, to Aug. 31, 1866			5,708,105
Corresponding period last year			3,249,490
Sept. 6	T. E. Boyd	Foochow	326,300
— 7	Tell	Do.	304,600
— 13	Rantipole	Do.	224,602
— 21	Bridgetown	Do.	169,413

TO GREAT BRITAIN.

	Tea—lbs.	Silk bales. China & Japan.
From 1843 to 1844	51,022,600	...
„ 1845 to 1849	57,334,200	18,604
„ 1850 to 1851	63,972,000	22,143
„ 1852 to 1854	77,327,800	61,280
„ 1855 to 1856	92,240,300	50,480
„ 1857 to 1858	76,990,255	68,311
„ 1858 to 1859	65,789,702	83,13
„ 1859 to 1860	85,560,452	64,16
„ 1860 to 1861	90,066,160	70,644
„ 1861 to 1862	109,854,040	79,199
„ 1862 to 1863	121,273,580	72,884
„ 1863 to 1864	117,463,586	46,005
„ 1864 to 1865	121,236,870	32,317
1865 to 1866	115,333,042	62,899

EXPORT OF SUNDRIES TO GREAT BRITAIN.

	Cotton Piculs.	Wool Piculs.	Camphor Piculs.	Cassia Piculs.	Aniseed Oil Boxes.	Japan Wax Piculs.
From June 1 to Aug. 31, 1866	2776	—	—	135	92	45

TO THE CONTINENT.

	Cassia Piculs.	Aniseed Oil Boxes.	Camphor Boxes.	Preserves Boxes.	Galangal Piculs.	Crackers Boxes.
From June 1 to Aug. 31, 1866						

TO THE UNITED STATES.

	Crackers Boxes.	Matting Rolls.	Fans Boxes.	Cassia Piculs.	Silk Pongees Pieces.	Wool Piculs.
From June 1 to Aug. 31, 1866	64636	12138	478	3579	2635	...

SHIPMENTS SINCE.

Benefactor	3500	...	—	...	—	...	150	—	... —
Sam Russell	—	...	—	...	—	...	200	—	... —
Royal Minstrel	4000	...	2127	...	954	...	500	—	... —

TO SAN FRANCISCO.

	Emigrants Number.	Sugar Piculs.	Rice Piculs.	Crackers Boxes.	Matting Rolls.	Opium Prepared Taels.
From June 1 to Aug. 31, 1866	565		18402	5338	390	79100

SHIPMENT SINCE.

Sept. 3, Der West	—	...	—	...	1624	...	251	...	—	...	17400
— 12, Abbot Lawrence (no report).											
— 18, Carl Ludwig	20	...	—	...	1124	...	225	...	—	...	—

TO AUSTRALIA.

	Emigrants Number.	Sugar Piculs.	Oil Piculs.	Matting Rolls.	Prepared Opium Taels.	Crackers Box
From June 1 to Aug. 31, 1866	170	...	630	2718		...

The picul is 133⅓ lbs. weight; the tael at Shanghai is equal to 1 dollar and 40 cents, and is divided into decimal parts of ten.

COMMERCIAL REPORT.

CHINA EXPORTS.

TEA.—Only at one port—Foochow—does there seem to have been any reflection on the tenor of advices from England of a nature to restrain speculative purchases. There the demand has slackened very considerably, and the teamen who before were holding out for extravagant rates, are now anxious to realise, but unable to do so, at one or two taels below their previous demands. At the northern ports business continues active, and rates have even been increased by the effect of large transactions and reduced stocks.

CANTON.—The market as regards country Congou for the fortnight has been extremely quiet, one chop of Oonfa has been settled at ½tls. 35¼ and several offers are pending, but at time of writing there is no actual business to report, and the present stock is 29 chops or 18,694 packages. Canton-made Teas: Prices close for the mail for Scented kinds at fully two taels advance, consequent on purchases having been freely made throughout the fortnight, the rise being chiefly on Scented Orange Pekoes. For Canton packed Congou there has been no inquiry whatever. More demand has existed for Gunpowders, and some 2,300 half-chests Pouchong have found buyers for the American market.

AMOY.—Congou: Settlements have been going on steadily and amount to about 5,000 packages; in the fortnight prices have ranged from $17¼ to $23½, most of the purchases being at about $19 per picul, which in some instances show a slight decline in value. Oolong: The same remarks apply. A steady market without any material change in price, though occasionally in favour of buyers, about 8,000 packages have been taken at $21½ to $37, the bulk being at $25.29 per picul. The Samuel Russell sailed for New York on the 19th. The Drydens and Amazone are expected. The Queen of May, also chartered for the same port, has put back to Hong Kong dismasted, and her voyage has been abandoned.

FOOCHOW.—Congou: Prices paid for the better flavory kinds, are fully up to last quotations, but Tea below tls. 20, 5 mace to 1 tael cheaper. Arrivals from the country are largely in excess of last season,—the present stock amounts to 120,000 chests. Holders are getting very anxious, and it is expected that prices will lower. Flowery Pekoe: Settlements have consisted principally of mixed leaf kinds at tls. 33 to 39, and a few even leaf at tls. 38·5 to 55; these last are of inferior appearance to last season's. Oolong: The stock, consisting chiefly of common grades, is neglected, the teamen not having sufficiently lowered their demands to the opinions of buyers. Scented Teas: A large business has been done in these, at former rates. The settlements of Congou reported amount to 7,802 chests 19,143 half-chests and 1,064 boxes at tls. 7.5 to 25. Say 2,454 chests and 5,043 half-chests at tls. 7.5 to 14 for Dust and Broken Leaf, 136 chests and 3,692 half-chests at tls. 14 to 18 for common to good common, and 5,312 chests, 10,408 half-chests, and 1,064 boxes at tls. 18.5 to 25 for Flavoury to good Flavoury. Souchong: Fair to second-class, 1,030 chests at tls. 22.7.5 to 35. Pekoe: Common, old, 115 chests at tls. 15. Fair mixed to fine even leaf, 710 chests at tls. 33 to 55. Oolong: Fair cargo to superior, 792 half-chests at tls. 25 to 31. Scented: Dust and leafy, 1,224 boxes at tls. 8.5.0 to 10.3.0. Medium to fine, 15,100 boxes at tls. 23 to 29.5.

Digitized by Google

SHANGHAI.—Black Teas: There has been a good demand for Congous throughout the fortnight, and prices may be quoted fully one tael higher. Arrivals have been limited, and stocks are now reduced to a small compass. Settlements for the fortnight have been as follows:—11,600 chests common to fair Oonam, at 20 to 26 tls. per picul; 7,300 fair to good Oopack (second crop), at 26 to 29½; 2,500 common to good Ningchow, at 24 to 30; 850 common to good Hohow, at 17 to 20½; 950 fair to good Siftings, at 9¾ to 10; total, 23,200 chests. Green Teas: A large business has been done, chiefly in Fychows and Teenkais, for the American market, at previous rates for all except finest chops, and for these an advance of two taels has been paid. Four chops of Pingsuey have been taken for England at former rates. Moyunes are delayed by adverse winds. Settlements have been as follows:—28,000 half-chests common Fychow to finest Teenkai, at 32 to 46 tls. proportion; 2,700 half-chests good to fine Pingsuey, at 38 to 40 tls. proportion; total, 30,700 half-chests. Reshipments, 1,200 half-chests. Stock, 20,000 packages.

HANKOW.—A fair business has been done at a decline of nearly two taels on the earlier settlements, but this was lost on later purchases, and the market was again firm. The stock was very small, and future supplies, it is estimated, will not exceed 20,000 chests. The Elizabeth Nicholson was alone on the berth at the reduced rate of £3 3s. per ton. Settlements for the fortnight were 19,600 chests.

KIUKIANG.—The arrival of both Black and Green Teas had been delayed by the weather, so that settlements and stock of both were nearly nominal. The total yield of Green Teas is likely to be larger than last year.

YOKOHAMA.—Since the last report there has been less competition for Teas, and the market has assumed a quieter tone. The purchases made have again been for the American market, and consist of Medium to Fine qualities at a decline of 1 dol. to 2 dols. per picul; for the finer parcels they are asking full prices, but there is more of inferior stuff on the market than usual. Although there has been a decline, the slightest competition would probably send the market up to its original point and perhaps further. Settlements amount to about 1,605 piculs. Medium, $28 to 30, 1,600 per picul; good Medium, $31 to 33, 1,600 per picul; Fine, $34 to 37, 700 per picul.

RAW SILK.—CANTON.—For this mail it would appear that rates had culminated, and the few transactions reported below that were easily made on the arrival of the mail steamer bringing telegrams as late as the 2nd from London, took place at the highest point (this season) of the market. The news, not being so encouraging as was expected, has cast a dulness on the market, and rates to-day are ruling rather easier. The fifth crop, which may be expected at market in about a week, is said to be very abundant, and is reported to consist more of the finer classes. Tsatlee, No. 1, at $620; Loong-kong, No. 1, at $615.

SHANGHAI.—As anticipated, prices have not been maintained, a slight fall having taken place in Crop Silks, as well as in the lower qualities, of which the Chinese are eager sellers, and judging from the gradually increasing stock on this market, which is mostly composed of the lower qualities, it would appear that the next mail may report a further reduction in the cost of everything but the very best chop Tsatlees. Tsatlees, Chops No. 1, tls. 640 to 670 per picul; 2, tls. 620 to 630 per picul; 3, 600 to 610 per picul.

YOKOHAMA.—Supplies since the beginning of the season have been constantly kept at the lowest possible ebb, thereby creating a state of things entirely in favour of the Japanese. Under this system of limited supplies on one side, and of unlimited orders on the other, the price for the best Mybash has rapidly advanced to $950. During the past fortnight some parcels of really fine Hank Silks have arrived, and were eagerly bought at a high premium; but with the exception of some Oshio and Koshio, of medium quality, the other descriptions of silk have not yet appeared. Arrivals since the last report may be estimated at 700 and settlements at 550 piculs, leaving an unsold stock of about 200 piculs; at this date last year the stock was of nearly 2,000 piculs. Total settlements since the beginning of the season amount to 1,800 bales against 3,700 last year same time. Regarding Silkworm's Eggs, the first arrivals of the Polivoltini sorts may now be noticed, and it is generally believed that the production of this article has been considerably less than last year. Good annual green sorts are still held at from 2 to 5 boos according to quality, and white sorts continue neglected. Total settlements to date amount to about 425,000 cards, leaving an unsold stock of nearly 190,000 cards, chiefly composed of those rejected for their inferiority. Quotations are Mybash and Sinchu—Best, $910 to $950 per picul; medium, $850 to $900; inferior, $790 to $810.

DRUGS, &c.—Cassia Lignea: A considerable business has again been transacted at advanced prices; 4,000 piculs having been taken, mostly for German ports; the present quotations are $19 to 10.50, with a stock of 4,000 piculs remaining on the market. Cassia Buds: $40, with 60 piculs stock and no sales. Galangal: $1.80, and 400 piculs continue to be offered thereat. China Root: $3.50 to 3.75. China Galls are offering at $12.50, but there are no buyers. Vermilion: $39 per box of 50 catties for best quality. Essential Oils, Star Anniseed and Rhubarb out of stock.

CAMPHOR.—HONG KONG.—No further arrivals during the fortnight. 200 piculs sold at $26 per picul unpacked and 100 piculs Japan Camphor at $26-40. Stock on hand between 3 and 400 piculs.

CHINA GRASS.—SHANGHAI.—Best No. 1 White, tls. 14 per picul; No. 2, tls. 11 to 13 per picul. Good quality continues very scarce, as the stock, comprising at from 10,000 to 12,000 bales, chiefly consists of medium Grass. Hankow quotations of 15th instant, for How Rock Chow Grass, tls. 12 to 12¼ per picul; the quality is complained of, the Grass being mixed with Green Hemp.

CHINA AND JAPAN IMPORTS.

SHANGHAI.

Grey Shirtings.—A lively business has been done throughout the fortnight, the market closes firm with a decided upward tendency. The total sales during the fortnight comprise 80,000 to 100,000 pieces.

White Shirtings.—The demand has been very limited, and sales do not exceed 2,000 to 3,000 pieces.

American Drills.—A very moderate amount of business at former quotations has been done. Stocks are large, having recently been increased to 7,780 pieces. The same remarks apply to sheetings, of which the stock is however small, not exceeding 1,000 pieces.

English Drills.—Have been in better demand, and about 7,000 pieces were taken at full rates. T-Cloths: The demand has been less active total sales not exceeding 4,000 pieces.

Handkerchiefs.—Total sales 2,000 dozen blue; 2,600 brown.

Spotted Shirtings.—Are in better demand; sales 5,000 pieces.

Brocades.—A lively demand for shipment to Hankow has absorbed about 7,000 pieces at advanced rates.

Chintz.—Superior makes are inquired for; sales 4,500 pieces.

Turkey Reds.—Sales 1,500 pieces.

Velvets are scarce and wanted, 1,120 pieces black reimported from Japan sold at tls. 0.2.5 per yard.

Velveteens.—Sales 1,000 pieces at old rates.

Woollens.—Spanish Stripes: A fair demand is prevailing, and 1,800 pieces were sold at full rates.

Medium Cloth.—Sales 240 pieces.

Camlets.—Scarlet and gentian are in demand for shipment to Hankow. Sales 1,500 pieces.

Long Ells.—The demand at Hankow is subsiding; 1,500 pieces wer quitted at declining rates.

Lastings.—Sales 280 pieces.

Crape, Lastings and Lustres.—Prices advancing, sales 540 pieces of the former and 1,000 pieces of the latter.

Orleans.—Figured, sales 1,000 pieces; Plain, sales 500 pieces

Metals.—Iron Nail Rods and Hoop Iron in fair demand at higher rates. Bar Iron is dull and unsaleable at quotations. All other Metals are neglected. Window glass is in better inquiry.

Coals.—Sales have been of limited extent. English Coals are quoted a shade higher. Sales of Anthracite have in the beginning of the fortnight been effected at tls. 11, ex ship; since then two large cargoes arrived of which one, comprising 1,000 tons, was quitted at tls. 10.3.5.

HONG KONG.

Scarcity of money among the natives on one hand and the unfavourable state of the weather which prevailed during past two weeks, have rendered this period one of great dulness and inactivity.

Cotton.—Directly after departure of last mail a brisk speculative inquiry for the Shanghai staple ensued, produced by its scarcity, and prices rapidly advanced to $25.50 to 26; other Chinese staples were also more or less affected by the movement, but did not advance quite so much. Since then our stocks have received considerable additions both of China and Bengal Cotton, and prices have gradually declined from $2 to $3, the market closing weak and unsteady.

Cotton Yarn.—A pretty lively business has been done in lower numbers at prices ranging from $205 to $212½ and about 300 bales changed hands at these figures—of 28 to 32 about 70 bales were taken by the trade at $235 to $240, whilst the high numbers have been entirely neglected.

Grey Shirtings.—A very limited amount of business has been done in 8¼ lbs. The trade being well supplied and the dearness of money militating against speculative operations, lower prices were accepted and a reduction of about 10 cents established; 7 lbs. continue scarce and in demand, and fair prices were obtained for about 4,000 pieces, say, $3.65 to $3.79; 1,000 pieces of 9.4 were acquitted at $5.10. For 10 lbs. there exists some demand.

T-Cloths.—A lively inquiry for 6 and 7 lbs. has prevailed and still exists, the scarcity of the articles however preventing transactions of any magnitude; 9,000 pieces were taken at quotations.

White Shirtings.—The market has been excessively dull, and the total sales reported do not exceed, 1,500 pieces.

American Drills are out of stock.

English Drills.—A small parcel of 150 pieces 40 yards was taken at $6.80.

Dutch Drills.—300 pieces of 40 yards changed hands at $7.20, and 200 pieces of 30 yards at $5.

Fancy Goods.—No transactions have taken place, and quotations are nominal.

Woollens and Camlets are in large supply, and prices have declined from 50 cents to $1.

Dutch Camlets are scarce and wanted, and $29 to $31 are realised for about 300 pieces.

Long Ells.—The only noteworthy feature is an eager demand for Scarlet, of which stocks are all but exhausted, assorted colours are however neglected, and sales of about 500 pieces have been taken at reduced prices.

Lastings.—No business done.

Blankets are in fair supply, but without inquiry.

Medium, Ladies', and Habit Cloths.—A moderate amount of business at quotations as reported, sales comprising 600 pieces.

Spanish Stripes have again advanced from 5 to 10 cents per yard; 420 pieces of assorted colours changed hands.

Metals.—Nail Rod Iron: A fair amount of business (say 8,000 bundles) was done at extreme rates. All other sorts of iron have been quiet and difficult of sale.

Lead.—Prices have still further given way, and a very small amount of business was transacted.

Malacca Tin.—680 slabs changed hands at $21.50 to $23.

Tin Plates.—The market continues well supplied, and about 1,000 boxes passed into trade at reduced rates.

Coals.—The simultaneous arrival of several ships from England and Australia with large cargoes had the effect of depressing the market, and prices receded to $10 to $10.50 for English and Welsh, and to $8 for Australian.

SHIPPING INTELLIGENCE.

ARRIVALS.

At YOKOHAMA.—From London, Aug. 27, Minnie; Sept. 10, Corea. From Cardiff, Sept. 1, Hugh Fortescue, Birch Grove. From Shields, Sept. 1, Wallaroo; from Sunderland, 1st, Allendale.

At SHANGHAI.—From London, Sept. 18, John Lidgett. From Liver-

Digitized by Google

pool, Sept. 19, Charlotte, Ajax steamer (via Hong Kong, &c.) From Newcastle, Sept. 19, Eastern Queen. From Sunderland, Sept. 19, Denemilon.

At Hong Kong and Canton.—Reported by Telegram. From London, ord Macaulay, Robin Hood. From Glasgow, Clifden.

At Manila.—From Cadiz, Sept. 14, A Floret.

At Singapore.—From London, Sept. 20, Caldbeck. From Cardiff, Sept. 21, Isabella. From Newcastle, Sept. 24, Niewland. From Hamburg, Sept. 23, Agathe.

At Penang.—From London, Sept. 19, Teesdale. From Glasgow, Sept. 28, Douglas Castle.

DEPARTURES.

From Yocohama.—For New York, Aug. 28, Eliza Hands; Sept. 5, Vanda.

From Shanghai.—For London, Sept. 19, Ann Adamson; 12, Dartmouth (via Hong Kong).

From Foochow.—None.

From Hong Kong and Canton.—None.

From Manila.—For London, Sept. 18, Punjaub.

From Singapore.—For London, Sept. 25, City of Edinburgh; for Liverpool, 22, Lochleven Castle; Oct. 3, Unrivalled.

From Penang.—For London, Sept. 26, Raby Castle; for Boston (via Padang), Rainbow.

FREIGHTS AND CHARTERS.

At Yokohama.—To London, Cotton and Tea £2 10s. to £3.; Silk, £4 to £4 10s.

At Hankow.—The Elizabeth Nicholson is loading for London at £3 3s.

At Shanghai.—There is but little inquiry for tonnage and rates for home remain at £1 10s. and for New York, £2.

At Foochow.—To London, £2 10s. to £2 with a downward tendency; to New York, £2 5s.

At Hong Kong and Canton.—There has been more inquiry for coasting purposes principally to the northern ports, without however any advance in rates; to the rice ports there is little doing, the rates are 30c. to 40c. per picul for Bangkok and 30c. to 35c. for Saigon; to London vessels are loading at 30s. The circular of George Holmes estimates the number of disengaged vessels in harbour at 52 representing 28,594 tons.

At Manila.—For the United Kingdom very little cargo is offering, the rates are £2 7s. 6d. for unclayed sugar, and £2 10s. for hemp.

At Singapore.—Rates to England remain at £2 per ton for dead weight and £2 5s. light cargo.

VESSELS LOADING.

At Yokohama.—For London, none; for United States, Lorten, Receipe.

At Hankow.—For London, Elizabeth Nicholson.

At Shanghai.—For London, Ajax (steamer), Agamemnon, Camilia, General Caulfield, Janet Mitchell, John Bull, Sir W. F. Williams, Oussin, Scinda, Juanpore, Red Deer; for United States, Lota, Wild Gazelle, Royal Diadem, Pegasus, Tycoon.

At Foochow.—For London, Northfleet, Seawfell, Dunmail, Louisa, Fontenaye, Beautiful Star, Ellenborough; for United States, Queen of the Seas.

At Hong Kong and Canton.—For London, Herald, Solent; for United States, Runnymede, Empress.

At Manila.—For London, Eena; for Liverpool Mercia; for Cork, Ellen Browse; for Falmouth, Oxonion; for United States, Arracan, Fearless.

At Nagasaki.—For London, W. Mitchell.

At Singapore.—For London, City of Delhi, and Caldbeck; for Liverpool, Dudley.

At Penang.—For London, Rockliffe: for Europe, Amphion; for New York, Teesdale.

VESSELS EXPECTED.

From Yokohama.—Thomas Dryden, Conference.

From Nagasaki.—George.

From Hankow.—Gossamer, Napoleon III., Highflyer, Fire Queen, Lauderdale, Mary Nicholson.

From Shanghai.—Burdwan, Pakwan, Coulnakyle, Cinderella, Fusiyama, Vigil, Star of China, Peterborough, Coral Nymph, Blencathra, Nelly, Illimani, Lansdowne, William Melhuish, Charlgrove, Challenger, John Paul, Knight of Snowdon, Marquis of Argyle, Trebolgan, Wild Deer, Queen of the East, Antipodes, Helen Nicholson.

From Foochow.—Feronia, Amber Witch, Zingra, Devana, Ornate, Philomela, Dewa, Gungadhur, Marion, Monarchy, Naomi, Veronica, Ellen Rodger.

From Canton.—Alma, Island Queen, Taymouth Castle, Victoria, Melbreck, Valdivia, The Cedars.

CASUALTIES.

HONG KONG.

The American brigantine Lubra, Hong Kong to Yokohama, has been boarded by pirates, the captain and five of the crew murdered, and the cargo plundered.

The Cyclone, Sydney to Shanghai, has been totally lost.

The Westminster has been lost on the Pratus.

VESSELS PASSED STRAITS OF SUNDA.

Date.		Ship.	From	For
Sept.	7	Clifden	Glasgow	Hong Kong
—	8	Stad Assen	Batavia	Amsterdam
—	—	Bessie Stanton	Newport	Hong Kong
—	—	Isabella	Singapore	—
—	11	Stad Delft	Batavia	Rotterdam
—	12	General Havelock	Sunderland	Shanghai
—	—	Zodiac	Do.	Do.
—	—	Lauderdale	Hong Kong	London
—	—	Valdivia	Macao	London
—	13	Prudhol	Manila	Falmouth
—	14	Peking	Batavia	Amsterdam
—	—	Bangs	Manila	Liverpool
—	—	Johann Smit	Bremer	Hong Kong
—	16	Twee Cornelissen	Rotterdam	China
—	—	Japan	Hamburg	Shanghai
—	—	St. Andrew's Castle	Singapore	London
—	—	Milbrook	Macao	Do.
—	—	Lady Blessington	Manila	New York
—	17	Huntly Castle	Singapore	Liverpool
—	18	Christina Maria	Batavia	Amsterdam
—	19	Heroes of Alma	London	Yokohama
—	21	Rotterdam	Amsterdam	Batavia
—	—	Anna and Sophia	Do.	Do.
—	22	Autocrat	Boston	Hong Kong
—	—	Paul Riquet	Hong Kong	Mauritius
—	—	Peter Goddefroy	Hamburg	Hong Hong
—	—	Catharina Wilhelm.	Batavia	Holland
—	23	Cyclone	Shields	Saigon

COMMERCIAL POSTSCRIPT.

In the event of Messrs. Dent and Co. liquidating, it is the general opinion in the City that all creditors will be paid in full.

Coffee.—At sales 400 casks, 70 barrels, and 300 bags Plantation Ceylon sold; triage 32s. to 61s., grey 72s. 6d. to 77s.

Terra Japonica.—Of Gambier Cubes, 80 baskets sold at 30s., and 200 bales common were withdrawn.

Sugar.—A sale of Manila, 4,000 bags clayed, at 27s. 6d.

Arrivals not included in the Tables.—Oct. 15, at Havana, from Manila, Adolfo; Nov. 6, at Bremen, from Bassein, Morning Star; Oct. 26, off Boston, from Singapore, Macassar; Nov. 9, off Plymouth, from Ceylon, Gala; at Liverpool, from Singapore, Grenada. Nov. 9, at Flushing, from Akyab, Hero; 11, in the Downs from Macao, Atma.

Departures.—Nov. 9, from London, for Shanghai, Maitland; for Colombo, Palestine; 7, from Cardiff, for Singapore, Guurtze Maria; for Shanghai, Anna Dorothea; 10, from London, for Hong Kong, Golden Fleece. From Liverpool, for Singapore, Patriot Queen.

Laid on.—At London, for Shanghai, City of Aberdeen. At Glasgow, for Batavia and Sourabaya, Priam.

Spoken.—George and Emily (George Avery?), Manila to London, Oct. 21, 24 N., 37, W.; Orient, Sourabaya to Bremen, 124 days out, Sept. 19, 16 S., 22 W.; Simoom, Manila to Queenstown, 80 days out, Sept. 16, 35 S., 25 E.; Ironsides, Manila to London, Sept. 18, 35 S., 20 E.; Erl King (screw steamer), London to Shanghai, Oct. 11, 5 N., 22 W.; Sophia, Singapore to Boston, July 23, 30 S., 19 E.; Lodore, Sunderland to Shanghai, Oct. 11, 5 N., 25 W.; Betty (Bremen barque), Queenstown to Batavia, 39 days out, Sept. 24, 2 S., 23 W.

POSTAL SERVICE TO CHINA VIA RUSSIA.

Referring to the notice in our last, we now append the days of despatch of the weekly postal service, communicated by H.M.'s Consul at St. Petersburg, in reply to an inquiry on the subject of telegraphic communication through Russia:—

The ordinary post between Kiachta and Peking, and *vice versa*, travels four times a month on the following dates:—From Kiachta on the 5th, 12th, 19th, and 26th; from Peking on the 4th, 11th, 20th, and 27th.

Royal Geographical Society.—The session of the Royal Geographical Society will commence next Monday (the 12th) with a paper by Sir Henry Rawlinson, M.P., on a remarkable journey which has recently been performed by Mr. W. H. Johnson, from Leh to Khoten in Chinese Tartary. In this journey Mr. Johnson crossed the great plateau which extends between the Himalaya and Kuen-lun ranges of mountains. The plateau lies from 16,000 to 20,000 feet above the level of the sea.

BANKS AND COMPANIES CONNECTED WITH THE FAR EAST.

Peninsular and Oriental Steam Navigation Company, 122, Leadenhall-street.

Messageries Imperiales, Head office in Paris, R. W. and H. Horne, agents, 4, Moorgate-street.

China Steamship and Labuan Coal Company, Ethelburga House, 70, Bishopsgate-street.

Netherlands India Steam Navigation Company, Gresham House.

Hong Kong and China Gas Company, 11, Old Jewry Chambers, J. H. Walduck, secretary.

Singapore Gas Company, 25, Poultry, Robert King, secretary.

Pacific Saw Mills, Hakodadi, Armitstead and Co., agents, 21, Old Broad-street.

Amoy Dock Company, Zulueta and Co., agents, 22, Moorgate-street.

Shanghai Wharf Company, D. and G. Latimer and Co., agents, St. Swithin's-lane.

Hong Kong and Whampoa Dock, Morrison and Co., agents, Crown court, Philpot-lane.

North China Insurance Company, Ashton and Co., agents, Hatton-court, Threadneedle-street.

Canton Insurance Company, Matheson and Co., agents, 3, Lombard-st.

Union Insurance Company of Canton, Dent, Palmer and Co agents, King's Arms Yard, Moorgate-street.

Hong Kong Insurance Company, Gledstanes and Co., agents, 26, Austin Friars.

China Traders' Insurance Company, Hong Kong, Fearon and Co. agents, 36, Great St. Helens.

Hong Kong Marine Insurance Company, Farbridge, Holliday and Co., agents, Manchester.

Digitized by Google

Ceylon Company, 7, East India Avenue, J. Anderson, secretary.
Borneo Company, 7, Mincing-lane, R. Harvey, manager.
Tanjong Pagar Dock Company (Limited) of Singapore, Mactaggart Tidman, and Co., agents, 5, Lime-staeet.

BANKS.

Chartered Bank of India, Australia, and China, 21, Threadneedle-street, G. N. Adam, manager.
Chartered Mercantile Bank of India, London, and China, 52, Threadneedle-street, D. T. Robertson, general manager.
Comptoir d'Escompte de Paris, Union Bank of London, agents.
Hindustan, China, and Japan, 1, Bank-buildings, Lothbury, J. Ouseley, general manager.
Hong Kong and Shanghai Banking Company, W. H. Vacher, agent, Gresham House, Old Broad-street.
Oriental Bank Corporation, Threadneedle-street, C. J. F. Stuart, chief manager.

*** *Companies omitted in the above list will be included if the particulars are forwarded.*

DIFFICULTIES IN THE CHINA TRADE.

(To the Editor of *The London and China Telegraph.*)

Sir,—The observations on this subject which appeared in the *London and China Telegraph* of the 5th instant will I am sure be received with general satisfaction, while your unsparing condemnation of the abuse of credit which has prevailed of late years will find an echo in the hearts of many who, like myself, have a *bona fide* capital embarked in the trade, and consequently wish to see it re-established on a firm and substantial basis. This I fear can never be attained until it has been thoroughly weeded of those reckless speculators who, having a prospect of large gains, and *nothing to lose*, disregard alike the principles of sound trading and of commercial morality. The chief offenders are either young partners in old firms from which the original partners—and capitalists—have all retired, and who attempt to carry on a colossal business without capital on the waning *prestige* of the old houses; or else they are young beginners, who, having obtained credits to a small amount, regard them as inexhaustible mines of wealth, justifying enormous shipments of produce bought indiscriminately. The latter class usually select a newly-opened port for their *debut*, and by their insane competition speedily run prices up to a point at which remunerative operations become impossible either to themselves or others.

I do not wish to be regarded as an opponent of that praiseworthy spirit of enterprise by which so many men, comparatively young, have been enabled widely to extend our commerce in China, but I protest against a system that affords such facilities to persons of immature judgment and insufficient capital, as enable them to assume responsibilities to meet which their resources are totally inadequate. It appears to me that this—recklessness, I will call it, although another and a very ugly name suggests itself—is in most cases treated far too leniently by the press, and I am glad to see that you at all events do not fall into the prevailing error of "making things pleasant" at the expense of truthfulness and consistency.

—Yours, &c., OLD CHINA.

City, Nov. 7, 1866.

The Simplon and Mont Cenis Routes.—Mr. James Brunlees, writing to the *Times*, says that on passing the Simplon route on the 17th ult. he found all the reparations necessitated by the flood substantially completed. On the 22nd and 23rd ult. each breach of the Government road was so far made good by a temporary substituted road that he, with a party occupying two carriages, came right through from Susa to St. Jean de Maurienne. The only difference to travellers going to and from Italy is that instead of booking by the railway to St. Michel as formerly, they now book to St. Jean de Maurienne, and have to post an additional distance of about eight miles. It seems almost incredible that out of such havoc in the valley of the Arc a way should have been re-established so soon, but the Government wisely intrusted the reparations to Mr. Blake, Mr. Brassey's agent, who brought the whole of the summit railway forces to bear upon the work, while the engineer of the Grand Tunnel also lent a helping hand by partly suspending his operations and sending a large force of men. The reinstating of the Victor Emmanuel Railway between St. Jean de Maurienne and St. Michel has also been put into the hands of Mr. Blake, and he promises that by the end of November passengers will be conveyed to St. Michel as formerly. As the French Government are restoring the road at their own cost the loss to the Mont Cenis (Summit) Railway Company will not exceed £5,000. On the 15th ult., after nine years' labour, the Grand Tunnel of the Alps was just one-half completed.

Shipwreck near the Coast of China.—Referring to the remarks in our last, Mr. J. Newberry, who was in Formosa at the time, has written to *The Times* confirming the details. He says:—"A number of coolies were sent to supply the steamer, which went to the wreck, with water, and nine days' provisions for each of the shipwrecked. Two live bullocks, pork, poultry, eggs, and all kinds of vegetables in profusion, came for the use of the cabin, and finally about 160 or 170 packhorses arrived with firewood, the officials thinking she might run short of coal. I invited eight or ten of the officials to come on board, and, again thanking them for their kindness, requested to be allowed to pay for the provisions supplied to the steamer, but nothing could induce them to accept the smallest remuneration, and it was evident that all the coolies to whom I offered a trifling present had been instructed not to receive anything, and they refused to do so. They appeared not to require money, and, I presume, they get their supplies of clothing, &c. (they were all well-dressed in Japanese costume), by bartering with the Lin-chin islanders. I believe the Miaco-Sima Islands are tributaries of the Lin-chin Islands, owned by Prince Satsuma, one of the most enlightened princes of Japan."

The China Clippers.—The *Glasgow Morning Journal* says that "Clyde owners seem determined to sustain the character they have long ago earned for their ships all over the world. We lately had occasion to direct the attention of our readers to the great ocean race, in which the *Taeping* carried off the prize after one of the most remarkable voyages ever recorded. The famour clipper *Min* reached London a few days ago, and in her arrival we may notice a very extraordinary circumstance connected with this ship and her sister ship *Taeping*. Both ships were of Jordan's patent composite build, were built by Messrs. Robert Steel and Sons, Greenock (now known as the China firm), are owned by Alexander Rodgers, Esq., and their sails are made of Rutherford Brothers' canvas—names well known in the shipping world. The *Taeping*, we notice, has cleared again for China. No doubt every care has been taken by the owner, and every effort will be strained by the captain to retain the "blue ribbon of the sea," and the public will look forward with great anxiety for future news of what is now one of the most exciting events in mercantile navigation.

Diplomatic Appointments.—The following notifications have appeared in the *Gazette*:—Oct. 13: The Queen has appointed Frederic Bernal, Esq., now Her Majesty's Consul at Baltimore, to be Her Majesty's Consul at Havre-de-Grace; and Harry Thomas Alfred Rainals, Esq., now Her Majesty's Consul in the Philippine Islands, to be Her Majesty's Consul at Baltimore. Oct. 19: The Queen has appointed George Thomas Ricketts, Esq., now Her Majesty's Consul at Sarawak, to be Her Majesty's Consul in the Philippine Islands. Oct. 29: The Queen has approved Mr. Alfred Hasche as Consul at Penang for his Majesty the Emperor of Austria. Oct. 30: The Queen has approved M. W. C. van Oordt as Consul at Hong Kong for his Majesty the King of the Netherlands. War-office, Nov. 6.—The Queen has given orders for the appointment of Lieutenant-Colonel Frederick John Goldsmid, of the Madras Staff Corps, Superintendent of the Indo-European Telegraph, and Edward Backhouse Eastwick, Esq., some time Secretary of Legation at the Court of Persia, to be Ordinary Members of the Civil Division of the Third Class, or Companions of the Most Honourable Order of the Bath; Foreign-office, Nov. 3.—The Queen has approved of Mr. Thomas Fitnam as Consul at St. Helena for the United States of America.

Naval and Military.

The following are the troops ordered to China and Japan to proceed by the steamer Golden Fleece. They will embark at Portsmouth with the exception of the 73rd Foot, which will go on board at Queenstown:—

For Hong Kong.—73rd Foot, consisting of 3 field officers, 25 officers, 54 sergeants, 21 drummers, 322 rank and file; 3 officers' wives, 4 children, 1 servant, 71 soldiers' wives and 49 children. Detachment of Royal Artillery, including 1 drummer, 13 rank and file, 1 soldier's wife and 2 children.

For Japan.—Detachment of Royal Artillery, consisting of three sergeants, 1 drummer, 46 rank and file, and 7 women and children. Detachment of 9th Foot, consisting of 2 battalions under the command of Captain Gipps; 1 drummer, 4 sergeants, 44 rank and file, and 15 soldiers' wives and children. The drafts for Japan will be conveyed from Hong Kong in another vessel.

The *Golden Fleece* after landing her outward troops at Hong Kong, will convey the 2nd battalion of the 20th Foot to the Cape of Good Hope, and the 2nd battalion 5th Foot to England.

The *United Service Gazette* is informed that there are several candidates for the vacancy which will shortly take place in the command in China by the retirement of the present Commander-in-Chief, Rear-Admiral G. St. V. King. The *Gazette* thinks that Sir Henry Keppel, K.C.B., will be the future Commander-in-Chief in the West Indies.

Her Majesty's four-gun vessel Sylvia, commissioned by Commander Edward William Brooker for surveying purposes in Japan and the Korea, will be in readiness for sea in a few days.

The screw steam gun vessel Star, 4, Commander Bradshaw, at Plymouth, has been inspected by Captain Ewart, preparatory to her departure for the East Indies.

Admiral Sir William F. Martin, K.C.B., has assumed the duties o commander-in-chief at Devonport, vice Admiral Sir Charles H. Fremantle, K.C.B., whose period of command has expired.

The Rinaldo, 17, screw-sloop, is to be immediately commissioned for service on the China station.

The Daphne, sister ship to the Amazon, recently sunk in the English Channel, has been successfully launched from Her Majesty's dockyard at Pembroke Dock. The dimensions of the Daphne are as follows:—Length over all, 189ft.; breadth extreme, 36ft.; depth in hold, 19ft. 4 in.; burden in tons, 1,081 6-94; number of guns, 4; horse-power, 300.

Major-General the Hon. James Lindsay, formerly of the Grenadier Guards and M.P. for Wigan, and now commanding in Canada, will return home early in the ensuing year, and will then succeed Major-General Lord Frederick Paulet, C.B., as general officer attached to the Guards.

The remains of the late Major-Gen. Sir Charles Warren, K.C.B., Colonel of the 96th Regiment, were interred on Friday, Nov. 2, in the Cathedral-churchyard of Bangor, North Wales, special permission having been obtained from the Secretary of State for the intramural burial. Sir Charles's services extended over a period of fifty-two years, during the whole of which time he was actively employed. He served in China from 1841 to 1844 (medal, brevet of Lieut.-Col., and C.B.); commanded the 55th in the expedition up the Yang-tse-kiang, and was severely wounded at the storming and capture of Chinkiang-foo, where he was personally engaged with three Tartars, whom he killed with his sword. He afterwards served throughout the Crimean campaign and the Indian mutiny, where he greatly distinguished himself. He was knighted by Her Majesty at Windsor on the 17th of May, 1861, and at the same time was appointed to the colonelcy of the 96th Regiment.

Not very long ago a flagship was required for Channel service, and the Minotaur, the representative of our largest and untried class of iron-clads, was named for the duty, it being naturally considered that in the trials then contemplated, and which have since been made of our iron-clads, under steam and canvas, it was essential to a full knowledge of their capabilities that all classes should be represented. The Admiral, however, who wanted a flagship objected to the Minotaur. It was said she was too big,

Digitized by Google

too fast, and altogether too much of an experiment to be trusted with the flag of an Admiral commanding a squadron. The internal fittings aft were also understood to be not entirely approved. Whatever the cause, the Minotaur was rejected for flagship duty, and another vessel selected whose class merits could be ascertained from other like vessels afloat and in commission. The course followed with the Minotaur is about to be copied, if we are rightly informed, on the change of the command of Her Majesty's ships on the North American and West India station, and in the present instance an endeavour will be made to carry it out in a still more objectionable manner. The present situation may be best understood by a brief *resume* of facts bearing upon the preparation and selection of a ship to carry the flag of the successor to Vice-Admiral Sir James Hope in North American and West Indian waters. The armour-plated wood-built steam-frigate Royal Alfred, 4,068 tons, 800-horse power, has been specially fitted for a flagship's duties, and it is no secret that the Controller of the Navy is most anxious that she should be placed in commission on the first opportunity, and that such opportunity was expected to offer itself on the relief of Sir James Hope. The Royal Alfred carries the thickest armour plating (6in.) of all the wood-built armoured vessels in Her Majesty's Navy, and will carry a heavier armament (12 ton 9in. rifled guns) than any other vessel of her class afloat. Her accommodations for an Admiral and his suite, as also for her officers and crew, are all that can be desired. The ventilation of the ship is perfect; her speed will be a good 12 knots under full steam, she will possess good average sailing qualities, and her metal-coated bottom renders her peculiarly suited as an ironclad for cruising in tropical waters. On the 1st of the present month the Royal Alfred was so far advanced in her outfit that she was then ready for commission, and would be ready for sea with her new and formidable armament complete by the time Sir James Hope's successor was ready to proceed to his command. But now comes the change, and the following of the precedent established with the Minotaur. Captain Turnour and Commander Twiss return to the half-pay list from the Royal Alfred on the 15th inst., the frigate will be placed on the inactive list of the "reserves" at Portsmouth, and the wooded un-armoured two-decker Duncan, the present flagship of Sir James Hope in the West Indies, is to return with Sir James to England, undergo a thorough repairand refit, and again proceed to the North America and West India station as the flagship of Sir James Hope's successor, Vice-Admiral Sir George Rodney Mundy, K.C.B. In these days of ironclads the Duncan is not a fighting ship, and therefore is not a fitting vessel for the flag-ship of a British Admiral in foreign waters. She can only carry guns that are harmless in their fire upon the sides of an ironclad, while at the same time her own hull offers a huge target ready for burning by the first broadside of an enemy's shells. If the Duncan is refitted for the new Admiral's flag for the West India command, a return of the cost of her refit moved for in the House of Commons may be conducive to Admiralty economy and wisdom in the future.

The Admiralty official *Navy List* for the current quarter contains in its "List of the Steamships and Vessels of the Royal Navy" one vessel thus placed:—"96. Captain, 6, iron-screw turret-ship, armour-plated, 4,272 tons, 900-horse power; building by Messrs. Laird, Birkenhead." This, of course, is the vessel about which so much has been said as having been designed by the Messrs. Laird, under Captain Coles's superintendence and directions, and which is supposed to represent Captain Coles's views on the subject of turret-ships. As Parliament at present stands prorogued it is impossible to ask Sir John Pakington in his place in the House of Commons whether this vessel has any existence beyond the appearance of her name and description on the official navy list. It is reported that she has no existence beyond the list, and although described there as "building by Messrs. Laird," that no steps have yet been taken for laying her down, nor is the contract for her construction yet signed.

The contract for the extension of Portsmouth Dockyard has been signed between the Admiralty and Mr. George Smith, of Pimlico, and during the past week the latter has been engaged at Portsmouth with Mr. W. Scamp, the designer of the extension works, and the Deputy-Director of Works to the Admiralty, in making the necessary arrangements for the immediate commencement of the undertaking. Five years is the specified contract time for the completion of the works.

It has been announced in the garrison at Woolwich that arrangements are ordered to be made forthwith for the reception of Prince Arthur, who will commence his probationary studies as Gentleman Cadet at the Royal Military Academy at Woolwich, probably in January next, for admission to the Regiment of Royal Artillery or the Corps of Royal Engineers.

The subjoined despatch has been received at the Admiralty:—

H.M.S. Nimble, New Providence, Oct. 9.

Sir,—I regret to have to report that in a terrific hurricane on the 1st and 2nd of October H.M.S. Nimble was blown on shore in the harbour of Nassau, abreast the Naval-yard, on a sandy bottom, in 6½ feet (high water) neap tides. The ship has not received the slightest damage, and is not making any water. I have cleared everything out of her except the pivot-gun and engines, including seventy tons of coal. Everything has been placed under cover in the naval yard.

In addition to this, we are sorry to learn that of the shipping in port during the recent hurricane 93 vessels and boats were destroyed, 97 seriously damaged, and 41 slightly injured—total, 231. In Nassau there were 617 dwelling houses destroyed and 609 damaged, 5 places of worship destroyed and 3 damaged, 17 warehouses, 1 theatre, and 1,034 persons rendered housel ss.

THE ADMIRAL OF THE CHINA STATION.—It has been stated, says the *Army and Navy Gazette*, that the health of Rear-Admiral George St. Vincent King has suffered from the effects of a foreign climate, and that he has signified his wish to be re-called from China. If the admiral has done anything of the kind he has conveyed his desire privately to some member of the board, as nothing is as yet officially known of his reported resignation. There is an anomaly in this China command which requires to be looked into. The flag officers who have of late years been sent to that distant and important station have always been rear-admirals, but on entering the limits of their command they have had conferred on them the temporary rank of vice-admiral, with all its concomitant advantages. Such being the case, it has been represented to the Admiralty that an officer in the enjoyment of substantial rank as vice-admiral might be sent out to relieve Rear-Admiral King when the time arrives for his return to England. We have a precedent for the case:—Sir Alexander Milne was a rear-admiral when he went out to the West Indies. Sir James Hope also had his flag at the mizen when he relieved Sir Alexander. Sir James has not been recalled on account of his promotion, and is now actually about to be relieved by Vice-Admiral Sir George Rodney Mundy. In the event of a vice-admiral being sent out to China, we have reason to believe that Vice-Admiral the Hon. Sir Henry Keppel, who stands just one below Sir G. R. Mundy on the list, will offer his services to Sir John Pakington. Sir Henry knows the Chinese and the Chinese waters well; and piracy would have but very little chance of cropping up its head while he is on the spot to keep it under.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, Nov. 7.

The important election day, for constituting a new Parliament in the place of that which was dissolved, has passed without any disturbance taking place. The Royal proclamation, printed in red, white, and blue (the national) colours, was addressed to every elector, and the papers in general did all they could to persuade them to do their duty by voting. Of the 98,270 electors, 71,760 voted in favour of the Liberals. Against 18 Conservatives and 6 Independents 80 Liberals were duly elected. But still the vote is not decisive, for in fourteen districts re-elections must take place, because the twenty-one candidates did not obtain the absolute majority. On both sides the losses are very important, because some of the leaders are rejected by the electors, while others must submit themselves to a re-election. Of course nothing can be said with any certainty as to the result, but I think it very improbable that the Ministerialists will have the mafority in the new Parliament that will meet on the 19th, on the same day that Mr. Myer, the newly appointed Governor-General, will start for Batavia by the mail route. His task will be very difficult, for that he is cordially hated by the Europeans in Java is shown by the disparaging notices already published in the Java papers, notwithstanding that the fact of his appointment was not yet known in the Far East when the papers which we received by yesterday's mail were published.

Of course there is a standstill in politics, now that Parliament is dissolved, and nothing is spoken of but the elections which have taken place and those which will take place, and the briberies and tricks that were applied to gain the majority. Indeed, the very inferiority of the election system now in force has been elucidated clearly on this occasion, and I should not wonder at a reform agitation originating from it. I need not say that if the Liberals have the majority in the new Parliament, and the ministers decide not to resign, but to dissolve again, a new electoral law must be created. But . . we are not yet so far.

Her Majesty returned some days ago from her voyage to Switzerland, and after remaining some days in the Hague, she started for "Het Loo," to meet H.M. the King. The Royal Family also proceeded to this seat, including the Prince of Orange, after he had given an audience of leave to Mr. Meyer, the Governor-General.

On the 30th ult. the Japanese gentlemen who have remained here during the last two years gave a farewell dinner to their many friends. They arranged a grand festival in the Hotel de l'Europe at the Hague, and a great many guests attended, among whom appeared Mr. de Mouchy President of the Dutch Trading Company, and the Captain-lieut. of the navy, de Fremery, who will take the command of the *Kay-Oo-Mar*, the man-of-war that was built here for the Japanese Government, which will start in a few days.

The news received by the last Java mail, that the steam line between Java and Australia would not take effect yet, caused much disappointment, because it is generally thought that this communication will give great profits to both countries. When the financial position of Australia is in a better condition it will be able to grant the subsidy for this line, and the opinion is, that the communication between these colonies will be granted to the Netherlands-India Steam Navigation Company, who asked from that Government a subsidy for five years of only £45,000 per annum.

Among the several candidates for the new Parliament appeared Mr. Sloet van der Beele, the ex Governor-General, who is now on his return.

Messrs. Besier and Jonkheijm from this town have issued to-day a prospectus of a Pasaroean-tramway company, with a capital of 1,500,000 guilders, in shares of 5,000f. The success of this undertaking is certain, now that the Government has granted a very favourable contract to this gentleman.

Prince Frederick will celebrate on the 27th inst. his fiftieth jubilee as grand master of Freemasonry. The brotherhood has the intention to erect a foundation, on a very large scale, in which every orphan of freemasons who die in poverty will receive a first-class education. The funds are subscribed and will be published on the day of the festival.

Mr. Jhr. H. Boreel van Hogelanden has taken his dismissal as a member of the First Chamber of the States-General. On the 9th of Nov. an election will take place to fill up the vacancy.

Her Majesty has appointed Mr. N. G. Peter at Hong Kong, as Consul for the Netherlands in China; Her Majesty has approved of the appointment of Mr. A. Bauer to be Consul for Denmark at Batavia. The knighthood of the Metherl Lion was conferred upon the Poet Laureate, J. J. L. ten Kate at Amsterdam.

COMMERCIAL.

COFFEE.—The market closes very firm. There was rather a lively demand for all left from the last auction of the Trading Company, butf holders declined to operate without an advance. Nothing was offered o private lots, and the transactions only include 290 bags and 100 bags Ceylon. The total stock amounts to 421,400 bags.

SUGAR.—The market is very calm. The transactions are of little importance and only comprise 1,900 mats Java ex Afghan at prices kept secret; 800 mats ex ditto, at 1¼f. under September value, besides 2,000 mats ex several ships. The Trading Company announces its auction on the 22nd inst., at which are are to be offered 34,300 mats. The stock of raw sugar amounts to 48,071 mats of the Trading Company and 26,585 kr. of private.

Digitized by Google

RICE (UNCLEANED).—The market is more active, and there were sold 2,265 bags Java ex A. R. Falck at 9¼f.; 9,500 bags Necransie ex James C. Bell at 7¼f. and 1,200 bags Rangoon ex Jan van Galen at 7⅜f. The stock is much increased by the considerable importations of the last few days.

SPICES.—The market remains still inactive, and there are only a few orders for consumption. The stock is 271 casks nutmegs, 90 casks mace, 214 fard. cinnamon, and 983 bags pepper; while the stock on warrants amounts to 5,188 casks nutmegs, 960 casks mace, 1,155 fard. cinnamon. The 3,234 bags pepper imported from Singapore ex Altona were sold in auction at 18¼ to 18½ cents.

TOBACCO (JAVA LEAVES).—There is still a good demand for superior qualities, but there is want of stock; in the meantime the position of inferior qualities is much improved, so that it is very probable that the stock, consisting of 21,633 bags, will for the greatest part be brought into the market during this month. In Amsterdam already 6,437 bags were announced for sale on the 29th. Manila: It is some time since here was any speculative inquiry for this sort, and there was during the last month scarcely any demand for consumption. The tone of the market has however much improved lately, and very important transactions were effected, so that all was sold that was disposable in the first and second hand for account of foreign markets. There is still a lively demand, and there are many orders at higher limitations. The only holder, whose stock amounts to 1,394 bags, declines however to accept the offers. This great firmness is shown by the fact that the floating parcels Manila, amounting to 8,750 bags were bought for account of a *regie*, and it is supposed that the last transactions were for the same account.

TEA.—The market is in a firm condition. The 5932/4 6/8 and 529/12 chests Java, which were offered on the 31st Oct. by the Trading Company were sold at the following price:—

Boei	53 to 73c.	Pecco	127 to 207c.
Congo Boey ..	66 to —	Orange Pecco ..	111 to 137
Congo	50 to 93	Thunkay	65 to 13
Souchon	70 to 122	Schin	56 to 72
Souchon Pecco ..	75 to 85	Hysant	76 to 139
Pecco Congo ..	60 to 88	Uxim	86 to 99
Pecco Kempoey ..	142 to —	Joosjes	98 to 160
Pecco Souchon ..	76 126		

On the same day 681 ¼-chests and 36 ½-chests Java were sold privately at the following prices:—Boei 61c., Congo 70 to 72c., Souchon 80 to 100c., Pecco 146c., Thunkay 79 to 87c., Schin 70c., Hysant 131 to 136c., Uxim 140c. For private account, a cargo from China will arrive shortly. The Monarchy, which sailed on the 12th of August from Foo-chow-Foo, is charged with 6819 ¼-chests and 3274 ½-chests Congo 1117 ¼-chests and 283 ½-chests Souchong, and 443 ¼-chests Pecco. Since the above mentioned auctions there was a good speculative demand in consequence of the low prices paid.

JAPAN CAMPHOR.—Of the 971 t. offered by the Trading Company only 200 t. were sold at prices which did not transpire; the rest was bought in. Since our last report the market has been very animated, and in consequence of the important transactions holders decline to sell Japan under 80c., and China 78c.

PEARL SAGO.—The 1,675 chests imported per Altona from Singapore were sold at public auction at 10¼f. to 10¾f. The valuation was 11f. to 11¼f.

JAVA INDIGO.—Continues with a good demand; about 80 chests were sold at very firm prices. The 250 chests which arrived last week for private account are to be brought into the market in a few days. These parcels arrived per St. Jan.

TERRA JAPONICA.—The 1,171 b. offered some days ago at public auction were partly sold at 13½f.

COTTON.—The 1,547 b. E.I. offered by the Trading Company were sold as follows:—

799 bales	Broach, barely fair	57f. to 58¾f.	
15 „	Dhollerah, midddling fair	54	—
99 „	do. barely fair	57¾	„ 58
155 „	do. fair	61¼	„ 62
479 „	Tinnevelly, good fair	63	„ 63½

BANCA TIN.—Has been in good demand since our last report, and after a slight reduction in price the market closes firm at last month's quotation. The deliveries have been very large. The transactions include 1,500 slabs at 46¼f., and nothing can be bought now under 46¾f. The fact that Banca was freely offered in the early part of the month, according to *Nieuwe Rotterdamsche Courant*, is verified by the following:—"Some commission houses seem to have taken fright at their holdings, and pressed sales both in France and England at prices which must have left them a loss on the sale price. Some sales were, without any doubt, made in the hope of covering them at a lower price before delivery was demanded." The position of the article is now gradually but steadily improving. The quantity of tin now in Holland is—on warrants, 79,450 slabs; and unsold stock, 51,189 slabs, against respectively 121,259 slabs and 73,014 slabs in 1865. Billiton Tin firm; 1,000 slabs were sold at 45¼f.

HIDES.—Since our last report the following parcels were sold: 315 ps. Samarang ex Ouderkerk a.d. Amstel at 40c.; 934 Sourabaya ex Sandringham; 682 Samarang ex Ouderkerk a d. Amstel: 214 Sourabaya Rinder ex Dageraad.

ARRACK.—Confidence in this article has again highly improved, and business to a fair extent was done privately. The following lots were sold: 100 casks Batavia ex Charlotte of Derby; 50 casks Sourabaya ex Acadia; 81 casks ex Star Queen; 12 casks Batavia ex Tagal; and 18 casks ex Lady Alice. The prices paid did not transpire.

MISCELLANEOUS.—Galinuts: 38 chests Japan offered by the Trading Company were sold at very firm but secret prices. Long Pepper: With some transactions; the quotation now is 17c. Cassia Lignea: 65c. Cassia Vera: 599 b. ex Alblasserdam, from Padang were sold at firm prices. Good ordinary quality is quoted in the second hand at 33c. to 35c. Japan Wax: There is but a very unimportant stock, while there is a lively demand. Preserved Ginger: 200 chests were sold at very firm prices, but which did not transpire. Gutta Percha: Fine quality with a good demand. Gum Damar: Continues firm, and no fine qualities can be bought under 33c. Rattans: The following parcels were sold:—100 piculs, ex Stad Middelburg; 100 piculs, ex Nyverheid; 50 piculs ex Jan van Galen; 4,200 bundles, ex Freeland; 200 piculs, ex Kinderdyk; 50 piculs, ex Marinus, and 250 piculs ex Diana. Sapan Wood (Bima): Dull. A lot (damaged) valued at 7¼f. to 7½f. Cocoanut-Oil: Cochin, 38f.; Ceylon, 33½f., with a very limited demand. Tortoise Shells: The Trading Company offered 76 chests in public auction of which 58 chests were sold from 5f. to 14f., 18 chests were bought in at 9f. per half kilogramme.

P.S. The Trading Company has announced its monthly auction, which is to be held at Amsterdam on the 21st, and at which 158,300b. are to be offered.

MONEY.—Since our last report the Stock Exchange was generally very dull, and transactions of every sort were remarkably restricted. There is still an evident indisposition on the Bourse to enter into speculative engagements, and there is a total absence of *bona fide* investors from the market, notwithstanding the favourable condition of the money market. Money in the discount market is still plentiful, and the rates easy. Dutch: 2½ per cents., 55; 3 per cents., 65¼; 4 per cents., 88. Trading Co., 136¼; Central Railway, 42; Society of Expl. State Railway, 63; Russian 5 per cents., 96; Austrian 5 per cents., 43⅜.

CHANGE.—London 3 m., f.11.65; 2 m., f.11.68½. Short, f.11.78½. Paris, 3 m., f.46.30; 2 m., f.46.42.½. Short, f.46.75. Antwerp, 3 m., f.46.25; 2 m., f.46.55. Hamburg, 3 m., f.34.70; 2 m., f.34.88½. Short, f.35.20

SHIPPING.—ARRIVALS.—Oct. 24, at Brouwershaven, from Batavia, Charlotte of Derby; at Texel, from Batavia, Willem Daniel; Oct. 25, at Brouwershaven, from Batavia, Koffyboom and St. Jan; Oct. 26, at Brouwershaven, from Batavia, Argo; from Bassein, Zeemanshoop; at Texel, from Batavia, Senior; at Hellevoet, from Batavia, Van der Palm; Oct. 28, at Brouwershaven, from Batavia, Jeannette Cornelia, India, Huy de Coper; Oct. 29, at Texel, from Bassein, Almonde; Nov. 1, at Zierikzee, from Sourabaya, County of Renfrew; Nov. 2, at Texel, from Batavia, Bernard and Agnes; Nov. 6, at Brouwershaven, from Bassein, British Banner.

DEPARTURES.—Oct. 26, from Brouwershaven, for Melbourne, Johanna Maria.

PASSENGERS INWARD.

From JAVA.—Per St. Jan: Messrs. L. de Bruyn, S. J. Boers and two children, J. Micola and family, J. D. Naumann and family, B. Brands and family. Per Koffyboom: Mrs. Dixon, Miss Dixon, Mrs. Pfeiffer and family, Mr. Dixon and Mr. F. W. Rappard. Per Senior: Mrs. van Heukelon and family, Mr. Sweets and family, Miss Morseler, Messrs. Essig, Meeters van Belle and van Staalem. Per Argo: Messrs. Belge and family, Mr. Potter and family, Messrs. Wiegerman, Doornick and Fleury. Per Aldebaran: Messrs. Knebel and family, Schwertsel and Koppenschaar. Per Bernard and Agnes: Mr. Young and family, Mr. Brouwer and family, Mrs. Young and Wilkens.

RUSSIA, GERMANY, &c.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, NOV. 7.

The Federal Council of the Swiss Republic has authorised the Swiss Consul-General in Japan to signify the accession of Switzerland to the new Customs' Treaty, based on an *ad valorem* duty of 5 per cent., concluded on the 25th of July this year between Japan and Great Britain, France, the Netherlands, and the United States of America.

The Senate of Bremen, in conjunction with the Senates of Hamburg and Lubeck, has established a Hanseatic Consulate at Takao, on the Island of Formosa, and given the appointment to Herr Carl Christian Hagen.

A communication has been received by the Imperial Geographical Society at St. Petersburg from Mr. N. P. Anossaw, one of its members, dated from the Stanitza of Albasin, giving an account of the discovery of an extensive bed of auriferous sand in the Amoor district. The credit of the discovery as well as the profit are due to Mr. Benardaki, who for the last five years has been sending out gold-seeking expeditions, which have cost him on the aggregate a sum of 70,000 roubles.

In your last number your correspondent at Rotterdam announces the death of Colonel von Siebold. It is unfortunately but too true, and an irreparable loss to the scientific world, in which he held so high and distinguished a position. He was a Bavarian by birth, having been born on the 17th of February, 1796, at Wurtzburg on the Maine, and he died at Munich on the 18th of October last, of typhus fever, having therefore completed his seventieth year. When attacked by the disease he was engaged in arranging his Japanese ethnographical collections. His fortunes during his first residence in Japan, from 1822 to 1830, are well known. In 1854, on his last return from that country, and after retiring from the Dutch service, he took up his abode at the university town of Bonn, on the Rhine, but his principal collections are in the museum at Leyden. His chief works are, "Epitome Linguæ Japanicæ," published at Batavia in 1826; his Atlas of Sea Charts and Land Maps of the Empire of Japan; "Nippon," a description of Japan; and last, though not least, his celebrated "Fauna et Flora Japanica."

A Binturong (*Arctites Binturong*) has been received at the Hamburg Zoological Gardens, a present from Mr. Willy Krohn, of Singapore.

COMMERCIAL.

COFFEE.—Prices have not risen, though the deliveries continue large, and stocks are much reduced. Sales of the week 25,000 bags.

SUGAR.—Raw, 8 sch. bco. lower. Refined, calm, with but few transactions, owing to absence of ready goods.

RICE.—Market firm, the late advance being fully established. Nothing done in rough.

SPICES.—Cassia Lignea in great demand at rising prices, and 2,000 chests sold by importers. Pepper commands an easy sale at high rates.

SPELTER.—More animation in the market, and rather better prices paid. Sales of the week 15,000 centners.

DISCOUNT.—Without alteration, though money is not so plentiful.

SHIPPING.—ARRIVED.—Oct. 28, Johannis, from Maulmain; Nov. 3, Laura, from Manila.

SAILED.—Oct. 28, Kali Maas, to Hong Kong; 29, Voladora, to Manila 31, Formosa to Hong Kong.

Digitized by Google

NOTICES TO CORRESPONDENTS.

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be authenticated by the name and address of the writer, not necessarily for publication, but as a guarantee of good fait .

A REGISTER is kept of the addresses of all persons connected with the FAR EAST and reference can be made to the same by personal application at the office or by letter.

Any information required by Subscribers, in reference to Commercial or General matters in CHINA, JAPAN, SINGAPORE, *and other parts of the* FAR EAST, *will be supplied on application at the Office, where files may be seen of the Journals published in those countries.*

THE LONDON AND CHINA EXPRESS.

PUBLISHED on the departure of the Mails *via* Marseilles on the 10th, 17th, and 26th, contains a Summary of European, American, and General News; Commercial and Shipping Reports, and Special notices of Trade with the FAR EAST.

Subscription 54s. per annum, including Postage. Export Supplement 12s. extra.

The London & China Telegraph.

LONDON, MONDAY, NOV. 12, 1866.

KOREA.

IN writing of this country, which appears likely henceforth to assume a prominent position in our record of progress in the Far East, we shall take leave once for all to dispense with that intrusive particle with which most writers have hitherto thought proper to define it. The origin of the phrase "*The* Korea" was probably geographical, and was intended to express "The Korean Peninsula;" but in treating of it as a kingdom we have nothing to do with geographical definitions, and should therefore say simply "Korea" as we would say "China" or "Japan." And having demonstrated this, at all events to our own satisfaction, we will proceed to consider the probable and possible results of those impending operations by his Imperial Majesty's forces of which this jealously guarded land is to be the scene. Korea is to be "opened up." Early in last year* we pointed out that events were tending slowly but surely to this end. The necessity of finding new channels for our increasing trade, the knowledge that in Korea would be found extensive markets for our cotton and woollen manufactures, and its known mineral wealth, to say nothing of the expediency of gaining a footing there as a counterpoise to Russian encroachments, all served to indicate that an attempt to establish intercourse with the Koreans could not long be postponed. Ten years ago Sir JOHN BOWRING, when Plenipotentiary in China, was empowered to visit Korea, but did not find a suitable occasion; lately, Mr. MORRISON, H.M.'s Consul at Tang-chow, paid an unofficial visit to its shores; and Sir RUTHERFORD ALCOCK has for some time had full authority to open negotiations should a favourable opportunity offer; but nothing has yet been done. In the meanwhile events have been precipitated in a way not altogether new in the history of the East. When a small band of devoted missionaries or of bold traders find their way into an unknown land, their temerity is sooner or later sure to meet its punishment in the shape of persecution, ending too often in torture and assassination. Then follows a demand for redress on the part of the nation thus outraged; this being backed by an armed force cannot long be resisted, and the affair terminates with the signing of a Treaty of Peace—and Commerce. In the present instance the grievance is a very serious one; no less than the brutal murder of a large number of French missionaries and a wholesale massacre of their converts. A telegram via Kiachta informs us that the French Admiral has declared war, and has no doubt by this time commenced active operations. So far, the cause of quarrel was of a purely sectarian nature, and did not directly implicate any other nationality; but the telegram above mentioned also tells us that the American vessel *General Sherman* having been unhappily driven ashore on the coast, forty of her crew and passengers were murdered by the Koreans. This is an outrage which calls for interference on the part of every European Power having any interests to protect in China waters, and we should imagine that neither the English nor American Government will hesitate to join in inflicting the punishment it so richly merits.

In truth, it will not do to be over-scrupulous in this matter. It must not be forgotten that the more quiescent the attitude of Russia may be in Europe, the more reason we have to apprehend further territorial encroachments in Eastern Asia. A few years ago the beautiful island group of Tsu-sima was barely saved from the Russian grasp; and even should France be disinclined to pursue a policy of annexation, so glorious a prize as this group might well tempt her to continue it. For Tsu-sima lies midway between Kiu-siu and the southern coast of Korea; commands the highway between the China sea and the Gulf of Tartary; is rich, fertile, and has a magnificent climate; and, finally, possesses a splendid harbour. Even with a view only to the ultimate fate of Tsu-sima, it clearly will not do to allow France to stand alone in her operations in Korea. With regard to the benefits to be derived from commercial intercourse with the Koreans, they are obvious. The population is 9½ millions, and the natives are, generally speaking, fully alive to the advantages of trade, and would readily avail themselves of it if allowed by their Government. King-kia-tao, the capital, is situated in the centre of the peninsula, on a navigable river whose mouth is on the west coast, opposite the Shantung promontory. Here one suitable position might be found for a foreign settlement, while Deer Island, situated at the entrance of a fine harbour in a thickly populated district on the south coast, offers an excellent site for another. At these ports a ready sale would be found for cotton and woollen manufactures and other articles of European production; while in exchange, copper, lead, iron, coal, silk, tobacco, hemp, and cotton, as well as timber and furs, would be obtainable. In addition to this there is already a lucrative trade between Korea and Japan, in rice, ginseng, seaweed, &c., which might be largely increased and extended to the various China ports. Let Government procure access for us, and we will answer for it that out of these materials British enterprise will soon build up an important trade.

* See article "British Trade with the Korea" in the *London and China Express* of Feb. 27, 1865.

FRANCE AND KOREA.

The *Moniteur*, in commenting upon the report that France has declared war in Korea, says:—

"In consequence of a Palace reactionary intrigue, several missionaries in Korea have been put to death. The French Government is but imperfectly acquainted with the facts, and has therefore been unable as yet to take any decision on the subject. Admiral Roze has been sent to cruise off the coasts of Korea, and will doubtless be able to ascertain the real state of things."

The above cautious and rather ambiguous announcement in the official organ the *Moniteur* is in allusion to the telegram published by us and noticed in another column. There has been an impression that the opportunity would be availed of to enforce a treaty of commerce on the Koreans, and that Her Majesty's Government would be asked to join in the same, but we are able to state that no such representation has yet been made by the French Government.

THE STRAITS UNDER THE COLONIAL-OFFICE.

THE Order in Council for the Government of the Straits Settlements by the Colonial-office has not yet been drawn up, but arrangements are we believe in progress for assuming the Government in next March. Several changes are in progress, in order to establish the future Government more in accordance with colonial regulations. In the first place, the Governorship has been offered to and accepted by one of the Governors of another colony nearer home. There will be no Lieutenant-Governors for Penang and Malacca, but simply agents. The appointment of Attorney-General has been conferred on Mr. BRADDELL, an Irish barrister, who has held office as Government prosecutor in Singapore and went out by last mail. The officers who have served under the Indian Government will have the option, we presume, of retiring on what pensions they may be entitled to. It is of great importance that the new Government should be possessed of vigour. For the past year all measures that could possibly stand over have been left, and there is now an accumulation to be energetically and wisely carried out. It is to be hoped that, in the first place, the present system of keeping accounts will be altered, and that dollars and cents will be adopted, this being the actual currency. A currency of small silver and copper coins is also much wanted, and can easily be produced by the Mint at Hong Kong.

In the formation of the Government we understand that economical views will prevail. The question of the greatest impor-

Digitized by Google

tance in the expenditure, is that of the military and the convict establishments. Many persons are in favour of the abandonment of the convict system, but we are of opinion that it would be a mistake to abandon it. Properly regulated, the convicts are extremely useful in the repairs of roads, &c., and a source of saving instead of a loss. The garrison is, we believe, to consist of three batteries of Royal Artillery and a wing of the Ceylon Rifles, and the total cost to the Straits Government is not to exceed £59,300. This is a very heavy item, and we should think capable of being reduced. In the civil establishments of the respective settlements there is room for economy in more than one of the departments.

THE P. AND O. COMPANY'S SERVICE.

We understand that it is the intention of the directors of the P. and O. Company to commence an extra fortnightly service between Suez and Bombay early in January next. This, with the present contract, will give communication four times a month. It is intended as a trial service in order to determine what increase of traffic can be secured, and with a view to enable the directors to form an opinion as to its cost, and what amount of subsidy it will be necessary to ask should the Post-office decide on inviting tenders in accordance with the recommendation of the Parliamentary Commission. The Company have contracted for another large steamer with Messrs. Denny and Co., of Dumbarton.

THE GREAT REQUIREMENT OF CEYLON.

Ceylon might be considered fortunate in the possession of a surplus revenue, but for the litttle account to which it is put. With this colony as with others, it is only by the administration. taking time by the forelock, and anticipating in a manner the requirements of the future, that the evils attendant on widespread pauperism, and a taxation too heavy to be sustained with anything like equanimity can be avoided. The Government should set itself about the work of productive expenditure, instead of satisfying itself with a mere financial investment, and the attendant percentage. The thousands of Indians pouring into the colony and unable to find work constitute a monition to be heeded. Cannot the Government turn this surplus labour together with surplus revenue to profitable account? Agriculture must constitute for a century to come the true wealth of Ceylon; but so far her productive powers are singularly backward in all articles but coffee. Her old character for specialities clings to her; and if the saying of a British Admiral, that she "could not provision a cockleboat in distress" is no longer true, it is unfortunately the case that she is a large receiver of produce which she should herself raise. The Crown lands now covered with jungle might be made to yield vast supplies of rice and maize, if only properly irrigated, a work which the Government might well undertake. There are the evidences, in gigantic tanks now in ruins, that the irrigation of those lands was the leading idea of Ceylon's former masters. The production of rice on a scale sufficient for the requirements of the colony would give a vast stimulus to the production of coffee, and solve the problem which now engages the attention of planters—that of reducing the prime cost of the berry. It is not improbable that at no distant date Ceylon may meet with very serious competition notwithstanding present superiority; at all events, supplies will be on a scale necessitating closer attention to charges. Let the food of the coolie be cheapened, and more labour can be absorbed on the estates and these proportionately extended. Larger incomes will be realised and fewer bankruptcies recorded. It is, we conceive, for the Ceylon Government to take the initiative in the matter. The step is bold, but the issue is certain. A larger revenue may thus be derived from a given sum than in any other mode; and, what is more, there will be no difficulty in realising any desired portion of the principal. Agriculturists in this country and in India are casting about for more desirable locations, and a host of buyers would present themselves for these now profitless jungle lands when the occasion offered. There exist in districts of the colony the best facilities for irrigation and estimates made by skilled hydrographers would come near the mark. Thus there would be nothing problematical in the undertaking; the thousands upon thousands of pounds now lost annually to Ceylon, would vivify new branches of home and foreign trade, increase the circulating medium, and place her future prosperity on a yet more stable basis. Sir Hercules Robinson is far too clear-headed a man not to see the force of our representations. Objections may be no doubt started as to the propriety of thus applying revenue waiting to be disposed of, but true statesmanship will not fail to overrule them in the interests of the colony.

COMMERCIAL BANK CORPORATION OF INDIA AND THE EAST.

The following letter has been published in *The Times*:—

"THE COMMERCIAL BANK CORPORATION OF INDIA AND THE EAST.

"Sir,—I do not observe that you have noticed the report of the official liquidator on this bank, which suspended payments on the 15th May last, and whose report was issued on the 25th of October. Nevertheless, there are matters connected with it well worth public notice, and a question arises concerning creditors, which it behoves men of business to attend to.

"The bank, which was founded on a successful establishment of somewhat similar name at Bombay, was established in 1865 by Royal charter, with a London direction, a paid-up capital of one million sterling, and a reserve fund of £238,802. In little more than seventeen months after its commencement it suspended payments with liabilities of £3,150,839. But the official liquidator gives an estimate of assets amounting to £3,332,447, which would leave a reasonable prospect of a surplus to shareholders of £181,608; and he announces that there is every probability of a considerable dividend being declared early in next year. So far so good; creditors are to be paid in full, and shareholders are to have a small surplus. Even Shylock would have been satisfied with the arrangement. But, on looking more closely into the accounts from a creditor point of view, these flattering prospects vanish. For the official liquidator states that his estimate of assets is founded on the assumption that ample time will be allowed for realising the doubtful securities, consisting of shares in land and reclamation companies in Bombay and of land and house property in China. It may be wise not to force sales of Bombay Land Company shares and such like at the present moment, but this is a question for the shareholders which they alone should settle, and with which the creditors have nothing to do. If, after 'ample time' has been given, these securities find no better market than at present, then the deficiency will have to be made up by a call on the shareholders, who are liable to the extent of another million; and I submit that, as a sound principle of official liquidation, this call should be made at once, and the creditors be paid off. The creditors have had nothing to do with the imprudent advances, the establishment of branches in so many different parts of the world, the official mismanagement, all of which are brought to light in the official liquidator's report, and therefore they ought not to be made to wait for the collection of contingent assets solely for the benefit of the shareholders who have had the management of these things. Moreover, when the 'ample time,' which may mean many years, has expired, and a call has to be made, how many of the shareholders will have followed the walk of Premchund Boychund into the Insolvent Court, or have made safe their property in the manner so often practised successfully in the East.

'Nov. 5." "A Creditor.

LANCASHIRE COTTON-SPINNERS AND LIVERPOOL COTTON MERCHANTS.

The quarterly meeting of the Manchester Chamber of Commerce took place on the 24th ult., when an interesting conversation took place relative to a proposed alteration in the terms of payment for cotton, with a view to remedying certain evils which had crept into the trade as conducted for some time past.

Mr. Malcolm Ross, the President, said that an interview had taken place between sub-committees of the American Chamber of Commerce at Liverpool, the East India and China Association of Liverpool, the Cotton-spinners' Association at Manchester, and of this Chamber, in reference to an alteration of the terms of payment for cotton. The usual course in buying cotton at Liverpool was for cash in ten days, or a banker's bill at three months. These bankers' bills had been sent to Liverpool when the rates of interest had advanced above 5 per cent., though they were only chargeable by the practice of trade at 5 per cent. During the recent panic parties selling cotton refused to receive these bills except at the current price, and thus in the same market on the same day prices varied as much as ¼d. to ½d. per lb., those having cash being able to buy so much cheaper. It was felt that some arrangement should be made by which prices would not fluctuate with the rate of discount. A meeting of the representatives of the different bodies he had named accordingly took place on the 18th inst., when the matter was discussed in all its bearings. The Liverpool people wished to convert all payments into cash payments. They said cotton was the only colonial produce imported that was not paid for in cash, and they wished to place cotton on the same footing as coffee, tea, sugar, and other things. It was, however, represented, that that would be a direct interference with the customary mode of dealing in the cotton trade, and, after a long conversation, the following terms were agreed to:—"That a discount of 1¼ per cent. be deducted for cash, in ten days, buyers having the option of paying in approved bankers' bills not exceeding three months, such bills to be received at the Bank of England rate of the date of tender." He had since received communications from the American Chamber of Commerce and the East India and China Association at Liverpool ratifying on their part the agreement which their representatives had made. (Hear, hear.)

Mr. Fergusson suggested that the terms of payment for yarn in the Manchester market should also be considered. The practice in Manchester had been consequent upon the practice which had obtained in Liverpool, to accept these bankers' bills taking the rate of interest at 5 per cent., although it might have been absolutely as high 10 per cent. If the arrangement described by the president was to be carried out, it was only fair the spinner should receive payment on similar terms. (Hear.)

Mr. Wright Turner, Mayor of Salford, endorsed the sentiments of Mr. Fergusson. Under the new arrangement the cotton broker and the manufacturer would be safe, and nearly all the risk would fall upon the

Digitized by Google

spinner. If they could shorten the present terms of payment, which was cash in a month, to cash in fifteen days, it would be some advantage.

The PRESIDENT observed that in the home trade these bills were not recognised at all. They were only used in the foreign trade. He thought the moment was not opportune to reduce the present term until it could be ascertained whether the whole trade, including buyers and sellers, would be unanimous in agreeing to the change.

Mr. DORRINGTON (of Fraser and Co., merchants) agreed with Mr. Fergusson that a similar alteration should take place in the yarn trade. He thought they had come to a valuable conclusion between spinners and sellers of cotton in placing cash and bills on a fair relative footing, because it would tend to destroy that spirit of speculation which had been so very injurious to the interests of Manchester. He thought, however, it would be premature to discuss the question of an alteration until the matter had been discussed at a special meeting of the Chamber. He suggested that a special meeting should be called for that purpose.

Mr. HUGH MASON, cotton spinner, thought the first step had now been taken to remedy a grievance which rested upon the cotton-spinners and sellers of twist and cloths. The spinner and manufacturer had been comparatively indifferent about receiving payment in cash for bills, because it had been the rule to receive bankers' bills in payment for cotton at Liverpool, and therefore the spinner had been enabled to take a bill he had received at Manchester to Liverpool next day, and pay for his cotton with it, so that he had not suffered, whatever might be the rate of discount. But under the new arrangement, if he took a bill to Liverpool, which he had received in Manchester at 5 per cent. when the Bank rate was at 10 per cent., he would suffer a loss of 5 per cent. No spinner henceforward, however, would be so foolish as to do anything of the kind. Many people—himself among the rest—were regularly in the habit of buying bills in Liverpool at the best terms they could get, and handing these bills to the sellers of cotton at 5 per cent., so that if he paid 8½ per cent. for them, he pocketed the 3½ per cent. difference. That was a grievance the Liverpool merchant had a very good right to complain of. He had been told, on Liverpool authority, that during the exceptional time of the 10 per cent. rate for money, spinners had taken their cash down to Liverpool to pay for their cotton, and that certain brokers had been in the habit of receiving that cash and going into the open market and buying bills at 8 or 9 per cent. and then pocketing the difference. ("Shame.") That was deserving of reprobation. Certainly, if a spinner took his cash to Liverpool he had a right to that, and no broker had a right to take his cash and go into the market to buy bills and pocket the difference. This new arrangement would stop all that, because bills would not be a tender for cotton except at the Bank rate of the day.

The discussion then dropped, the PRESIDENT observing that he would adopt the suggestion of Mr. Dorrington to call a special meeting on an early day.

THE CONDITION OF LYONS.

(FROM OUR OWN CORRESPONDENT.)

Recent accounts have in no way reduced the anxiety respecting the condition of the silk trade of Lyons; on the conrary, they have strengthened former accounts, and prove that the great silk centre is in a most deplorable condition, and the working classes in a position from which nothing but aid from without can release them. The abandonment by fashion of figured for plain silks is cited as the cause of the terrible falling off in the Lyons trade; but changes of this kind are of constant occurrence, as the ribbon weavers of St. Etienne and other places know to their cost. We fear there are other causes which operate, or, in three words, we do think the Lyonese manufacturers have exhibited sufficient courage and breadth of view in grappling with the difficulties which have for a long time surrounded them. The dearness of silk and the revolution in the market demanded a complete change in the system, and the trade has not shown itself possessed of the means or the boldness necessary under the circumstances, and have waited for better times while the poor weavers of Lyons have sunk into despondency, and rivals abroad have taken advantage of the fact.

The Emperor has come forward handsomely in aid of the workmen of Lyons; he has placed £12,000 from his private purse at their disposal, and the Society of the Prince Imperial, of which the Empress is Lady President, offers them a loan of equal amount. The Minister of the Interior favours the idea of the workmen that the best means to be taken to meet the change of fashion which at present prefers plain to figured silks is to form co-operative societies; but as the law of 1856 confines societies *en commandite* with shares of four pounds each to a maximum capital of £8,000, the Minister recommends the other form of association, that of the *Societe Anonyme*, which requires a semi-official controlling council, and ministerial examination and recognition, and promises them all possible assistance. There is little doubt that the position of the manufacturing population of Lyons will cause the law of commercial associations, which has been so long under consideration, to be revised during the coming session, and it is to be hoped that a change in the law may stimulate the exertions of the capitalists and manufacturers. The whole commercial world, and England especially, is interested both in the Lyons manufacture and in the law of association in France, and we trust that out of the serious affliction which now weighs upon Lyons some good may come by way of compensation.

EMIGRATION FROM THE MERSEY.—The emigration officials at Liverpool have completed their usual returns of the exodus from Liverpool, and, although the fact is not stated in the statistics, a large number of the emigrants have gone to Texas direct. During the month of October there sailed to the United States 24 ships under the act, with 7,091 passengers, of whom 606 were cabin and 6,485 steerage; of this number 2,612 were English, 208 Scotch, 2,454 Irish, and 1,211 foreigners. To Canada there were four ships with 1,061 passengers, of which 163 were cabin and 898 steerage: of this number 380 were English, 52 Scotch, 188 Irish, and 278 foreigners. To Victoria there were two ships, with 701 passengers, of which 94 were cabin and 607 steerage; of this number 252 were English, 23 Scotch, 304 Irish, and 28 foreigners. In "short ships" there sailed to the United States 1,024 passengers: to South America 73, to Victoria 34, to Africa 401, and to the West Indies 35. From a rough calculation it appears that during the past month upwards of 3,600 Irish emigrants have left Liverpool for America.

EXPORT OF COAL FROM THE UNITED KINGDOM.—The exports of coal, writes the *Daily News*, from the northern ports of Great Britain during September last amounted to 440,086 tons, an increase over same month of 1865 of 30,096 tons; from the Yorkshire ports, 34,383 tons; from London, 2,497 tons; from Liverpool, 48,652 tons; and from the Severn ports, 236,845 tons. The total exports of coal during September were 821,585 tons, showing an increase as compared with September, 1865, of 18,900 tons. The exports from January to September, inclusive, were 7,159,431 tons, an increase over same period of 1865 of 647,171 tons. Messrs. Higginson and Co., of Liverpool, in a report just issued, state that exports of coal coastwise from the port of Liverpool during September, 1866, were 13,297 tons, an increase over September, 1865, of 657 tons. The total imports of South Wales and other coals into the port of Liverpool from 1st January to 30th September, 1866, amounted to 53,730 tons, a decrease as compared with same period of 1865 of 12,916 tons; for the same period the imports of coal into London were 2,176,292 tons, a decrease of 168,603 tons. The imports of sea-borne coal in London during September amounted to 243,887 tons.

THE LONDON SHIPBUILDING TRADE.—The late commercial panic has had a seriously depressing effect on this branch of industry, and the aspect of our usually busy waterside in the neighbourhoods of Greenwich and Blackwall is, and has been for the past three or four months, of a particularly depressing character even to the uncommercial observer. The London iron shipbuilding trade is now at a dead lock, and the large yards that skirt the banks of the Thames from Millwall to Bar Creek, show now vast desolate spaces, occupied only by poles and scaffolding. In this long reach, from whence formerly the din of ironworkers proceeded night and day, six or eight iron vessels only are slowly rising into existence. These outward and visible signs indicate also a great amount of distress among the inhabitants of the adjacent parishes. In Greenwich and Debtford alone about 10,000 men are out of employment, and this large body by no means represents the total number of those whose wages entirely depend upon the activity of the shipbuilding trade. Extensive strikes among these men, the dull state of the money-market, and the important fact that London has, in shipbuilding, a very formidable rival in Glasgow, are all causes tending to this very unsatisfactory state of things, which, if it lasts long, will bring a vast amount of misery upon the working classes living in the neighbourhoods above mentioned.

THE EAST INDIA ASSOCIATION.—It has frequently been remarked that whenever any important question concerning India is brought forward in the House of Commons, it is regarded with so much indifference that there is rarely a quorum of members present, and the reason of this is that, with a few exceptions, they are personally ignorant of all that concerns India. At present there are many members of both Houses who are eager to obtain sufficient knowledge to enable them to understand the various Indian questions that are from time to time brought before the House; they complain, however, that they cannot obtain that knowledge without laborious reading up of dry records, blue books, or parliamentary returns; that they do not know where, or how, to get it readily, and that, therefore, they take no interest or part in debates on Indian questions which are only comprehended by those few members of the House who have been in India, or who make them their special or official duty. To remedy this, several members of Parliament, members of the civil and military services, European and native merchants, and other gentlemen more or less connected with or interested in Indian affairs, have formed an Association in London, called the East India Association. Its chief objects are to collect accurate information on all the subjects connected with India and Indian questions that may be before Parliament; to arrange, classify, condense, and hold that information readily available to those who may require it, to strive to form public opinion; and to advocate by every legitimate agency the interest and welfare of all classes of British subjects in India. In order to carry out these objects, it is proposed to hire rooms as near as possible to the Houses of Parliament, where a permanent committee will conduct the business of the association, and where members of Parliament can meet natives of India, or members of the association who have been in that country, and thus obtain an amount of special knowledge which can be so much more readily and easily acquired in conversation or discussion than by laborious research. To the natives of India this association will offer that channel of communication with the Government and people of England which they have so long been in need of, and of which they will doubtless readily avail themselves, seeing that the association is principally composed of those who profess, or have already proved themselves, to be their friends. It is proposed that every member of the Association shall pay an annual subscription of not less than £2.

M. BERTHEMY, the French Minister Plenipotentiary in China, is about to be transferred to the United States. His successor is not yet announced.

Monetary and Commercial.

It is with great regret that we have to announce that the bills of Messrs. Dent and Co., China, to the extent of about £30,000, have been refused by Messrs. Dent, Palmer, and Co., London. Of course it is impossible to say what course the firm will pursue on receipt of this intelligence, but it is assumed that it will suspend and liquidate its affairs. The present partners are John Dent, Francis Chomley, Henry Dent, Alexander Turing, and H. P. Hanssen. The firm has been established over thirty years; in the first instance by Mr. Thomas Dent, succeeded by Mr. Lancelot Dent and Mr. Wilkinson Dent, and subsequently by Mr. John Dent;

Digitized by Google

numbers of partners have retired from the firm in turn with fortunes, and it enjoyed a prestige until lately of the very highest order. The Chinese trusted it to any extent long before a bank was ever established in China, and to hear of such a disaster will we fear have a most important effect on transactions with other firms. Not only was the credit of the house nearly immeasurable, but its known liberality was a household word. Every visitor to China left it with high enconiums on the hospitality of Dent and Co. The fall of this house, if it should be so, will be a blow to the trade which can hardly be estimated. We cannot of course know their precise position, but the liabilities are roughly believed to be over £2,000,000; neither do we know their resources or capabilities for meeting so great a misfortune as the dishonour of their bills by their London agents. Messrs. Dent, Palmer and Co. were simply their financial agents, and were not connected with the firm in partnership. During the week ending on the 3rd rumours were current that the firm had stopped, but on inquiry at Messrs. Dent, Palmer and Co.'s we were assured that this was not the case, and that all their bills had been duly honoured, and on this assurance we penned the comments which appeared in our issue of the 5th. The bills were refused on the 6th, but it was not made public until the 8th.

The *Daily News* had the following on the subject. *The Times* simply announced their drafts had been refused :—

"The drafts of Messrs. Dent and Co., the influential and well-known merchants of China, have been refused acceptance by their London agents, Messrs. Dent, Palmer, and Co. The house, which has been established many years, and has always occupied a position of the first rank, has agencies at Hong Kong, Shanghai, and Foo-chow-Foo. Its partners are Mr. John Dent, Francis Chomley, Henry W. Dent, Alexander Turing, and H. P. Hanssen. The business of the firm was of great magnitude up to about twelve months ago, and, though it has since been considerably curtailed, the engagements are roughly estimated at from two to three millions sterling. Mr. John Dent, the head partner, returned to London three years ago with a fortune of about £800,000, which he had amassed in China. Upon the formation last year of the Blakely Ordnance Company (which is now being wound up) he joined that concern as chairman, and his engagements in connection therewith are said to reach £120,000. The partners have always been considered very wealthy, but about a year ago they suffered a loss of no less than £200,000 by the malversations of a Portuguese clerk in their employment at Shanghai, who was sentenced to seven years' imprisonment. It is fully expected that the creditors will receive the whole of their claims, the resources of the house being still large. It will be proper to add that the firm of Dent, Palmer, and Co., of London, is a totally distinct and separate concern from that of Dent and Co., of China."

The *Post* says :—

"It is reported that an eminent English house in China has failed, and owing to telegrams their agents here have deemed it necessary to decline the acceptance of their drafts. Other China houses are stated to be in difficulties. The general feeling seems to be that the Bank will reduce its rate of discount to-morrow, unless the reported failures in China are considered of sufficient importance to induce the directors to continue the present rate until more precise intelligence comes to hand."

The *Herald* has the following :—

"Rumour has been extremely busy the last few days with the name of a house of standing in China, which was stated to have made enormous losses in tea. To-day it transpired that the drafts of Messrs. Dent and Co., of China, had been refused acceptance by their agents here, Messrs. Dent, Palmer, and Co., of London, except so far as relates to this agency. Of course, though there may be difficulties, it does not follow that suspension is inevitable, and we must now wait and see what will be the result of the return of the acceptances. Mr. John Dent, the head of the firm, has been connected with some of the late public companies, and in one it is feared he has been compelled to sacrifice a considerable amount of money. The house, it is believed, is one of the largest in China, and Mr. Dent, being dissatisfied with recent management, had gone out to look into the position of affairs."

The prospectus of the Agra Bank to carry on the business of the late Agra and United Service Bank, which has been fully noticed in previous numbers, has been issued, and will be found in our advertising columns. The following circular also has been issued. It will be perceived that meetings of creditors have been convened to be held at the London Tavern, on Monday, the 12th (this day), at two o'clock, for creditors above £100; and on Tuesday, the 13th, at two o'clock, for creditors below £100 :—

"Having been appointed a committee for carrying into effect the resolutions printed on the other side, we now beg to submit to you for your consideration the enclosed copy of the proposal therein referred to, and draw your special attention to the modifications appearing at the foot thereof. We have further to ask the favour of your attendance at a meeting of the creditors of Agra and Masterman's Bank (Limited), to be held at the London Tavern, Bishopsgate-street, London, as follows, viz., as to creditors above £100, on Monday, the 12th November, 1866, at two o'clock in the afternoon. As to creditors of or below £100 on Tuesday, the 13th November, 1866, at two o'clock in the afternoon. This division is necessary in consequence of the large number of creditors. We enclose a card of admission, which should be signed by you before being presented at the door. If you should be unable to attend the meeting, but approve of the proposal, may we ask the favour of your signing and returning the enclosed form of assent, prior to the meeting. We intend to sit daily at the board-room of the bank, No. 35, Nicholas-lane, Lombard-street, London, from three to five o'clock P.M., on each day, between this date and the days of meeting, in order to afford information and explanations to creditors, and if you would favour us with a call we shall be happy to give you every explanation in our power.

"The following are submitted as some of the advantages to creditors of the proposed arrangement, which has been framed in a spirit of fairness and equity towards all interests. 1. They will receive 5s. in the pound (making with the 5s. already paid, 10s. in the pound), with interest on the whole 10s., from the date of stoppage, to be paid in cash in Jannary next. 2. The balance of 10s. in the pound will be payable by instalments at the fixed dates mentioned at the foot of the enclosed proposal, with interest added to each instalment, viz., 3s. in the pound, in July, 1867; 3s. in the pound in April, 1868; 4s. in the pound in October, 1868. 3. Each instalment will be represented by a negotiable instrument available for discount. 4. They will have the additional security of the new capital of £400,000. 5. The existing liability of the present shareholders will remain unaffected. All communications may be addressed to Messrs. Chadwick, Adamson, M'Kenna and Co., No. 40, Old Broad-street, London, E.C., or to the shareholders' committee, No. 35, Nicholas-lane, London.—We are, your obedient servants,

"W. Bracken, B. Burt, Proby T. Cautley, H. B. Dalzell, E. H. Morland, G. Paton, Henry W. Peek, Geo. Pollock, M. Richardson, James Spicer, Jas. Thomson, E. Wilmot."

The following notices have appeared in *The Times* on the scheme, and we trust that the new bank will meet with all the success which is expected :—

"The completed prospectus for the resuscitation of the Indian portion of the Agra and Masterman's Bank has been issued. The board of direction is a thoroughly sound and respectable one, and the London agency has been undertaken by Messrs. Glyn and Co. Of the proposed new preference capital of £400,000 considerably more than half has already been subscribed, and the only material alteration in the scheme as originally planned is for the payment of the creditors at an earlier date than was then thought practicable.

"A meeting of the principal creditors is convened for the 12th and 13th. The object is to obtain consent to the terms of liquidation proposed, and which may perhaps be regarded as the most satisfactory ever presented in the case of the suspension of a large public establishment. By January next 50 per cent. will have been paid, with interest, and the remaining moiety is to be discharged by three instalments, extending over about 21 months, such instalments being represented by promissory notes, which, as they will also carry the ample interest of 5 per cent., and be secured by the resuscitated institution, with its new capital, may be expected at all times to prove readily convertible. The number of other banks lately cleared away in India opens the best field for the revived establishment, and the fact that instead of drawing upon itself in London it will henceforth draw upon Glyn's affords the most direct practical security against the possibility of mismanagement. Under these circumstances all the parties concerned may count upon cordial co-operation, more especially bearing in mind the character of the Stock Exchange operations by which the stoppage was brought about, and ruin inflicted on the shareholders. At the same time, it is to be hoped that both creditors and shareholders will recognise the disinterested efforts of the professional liquidator, Mr. Cannan, by which the present result has been accelerated and rendered possible."

In reference to commerce with Western China, the *Manchester Guardian* says :—

"The new movement of the Chambers of Commerce to bring about the commercial opening of the Shan States before the French reach them from Cochin China, and raise impediments to British trade with those countries, is progressing under the advocacy of the project by its originator, Captain Sprye. The Bradford Chamber last week addressed to the Earl of Derby another memorial, which refers to and quotes a previous memorial on the subject, dated upwards of six years since, to the late Viscount Palmerston, then Prime Minister. The present memorial further shows, from Parliamentary letters from which it quotes, that between June, 1860, and February, 1864, twenty-six memorials advocating the opening of this new Eastern trade were sent up to Viscount Palmerston, as Prime Minister, or to members of his Cabinet, from the chief commercial bodies of the kingdom, and this without any result." The same paper adds—'It is to be hoped that the present memorial may draw Ministerial attention to this long proposed and too long neglected plan for the extension of British commerce over extensive, rich, and populous portions of Eastern Asia."

A meeting of the shareholders of the China Steamship and Labuan Coal Company has been called for the 26th inst., to consider the proposals of the directors for reconstructing the company according to the plans already noticed in our columns.

The biddings for £300,000 in bills on India took place on the 7th. The proportions allotted were — to Calcutta £145,800, to Madras £4,200, and to Bombay £128,700. The *minimum* price was fixed at 1s. 11¼d. for all the Presidencies, an advance of 2 per cent. on the previous terms. Tenders on Calcutta and Madras at 1s. 11 3/32d. will receive about 80 per cent., and on Bombay at 1s. 11 3/32d. in full. These terms show a slight increase in the demand for means of remittance to Calcutta, and a diminution in the demand for Bombay.

The appearance of the telegram, "War declared by France in Koroa," in our last issue gave rise to the following comments in *The Times* :—

"The telegraph and courier service through Russia and Mongolia *via* Kiachta, the frontier town, appears to have greatly improved. The time occupied by the couriers between Kiachta and Tienstin has now been

Digitized by Google

reduced to twelve days. The telegraph wires are complete from London to Kiachta and seem to work well, a telegram having just been received in fourteen hours. From Tientsin messages are conveyed by steamers to all other parts of China. The cost of a message of twenty words is about £4 5s., and the agency is at the *London and China Telegraph* Office, 12, George-yard, Lombard-street."

A project is on foot for establishing a company for the purpose of trading with different countries in Asia, and several eminent bankers have promised to support it. The belief is that French commerce is capable of great extension in that part of the world.

The amount of bullion by the P. and O. Company's steamer *Massilia*, from Southampton on the 4th inst., was,—in gold to Alexandria, £20,175; to Madras, £791; in silver to Calcutta, £10,150; to Singapore, £5,940; to Hong Kong, £990; total in gold £20,966; in silver, £17,080.

BANK AND MISCELLANEOUS SHARES.

Shares.	Joint-Stock Banks.	Paid.	Prices. Oct. 29.	Prices Nov. 10.
£50	Agra and Masterman's	£25	—	—
20	Asiatic Bank Corporation, new shares	10	—	—
25	Bank of Egypt	All	28 to 30	28 to 30
20	Chartered Bank Ind., Aust., & China	All	17 to 18	16¾ to 17¼ x.d.
25	Chartered Merc. of India and China	All	34 to 36	34 to 36
20	City Bank	10	15 to 16	15 to 16
20	Eastern Exchange	5	4 to 2 dis.	4 to 2 dis.
100	Hindustan, China, and Japan	28	¼ to 1¼	26 to 24 dis.
20	Land Mortgage Bank of India	4	1¾ to 1¼ dis	1¾ to 1¼ dis.
50	London and County	20	61 to 62	61 to 63
50	London Joint Stock	15	41 to 43	41 to 43
100	London and Westminster	20	93 to 94	93 to 95
25	Oriental Bank Corporation	All	44 to 45	41 to 43 x.d.
50	Union of London	15	44 to 46	44 to 46
	MISCELLANEOUS.			
5	Bombay Gas	All	3¾ to 4¼	3¾ to 4¼ x.d.
—	Ceylon Deb., Nov. 1868, 6 per cent.	100	102 to 104	103 to 105
—	Do. Do. 1878	100	105 to 107	106 to 108
20	Ceylon Company	10	1 dis. to par	1¼ to ¼ dis.
20	Do. A shares	2	1 dis. to par	1¼ to ¼ dis.
10	Ceylon Coffee Estates Co.	10	—	—
20	China Steamship & Labuan Coal Co	11	10¼ to 9¼ dis.	10¼ to 9¼ dis
10	Credit Foncier & Mobilier of England	8	4¼ to 4¾ dis.	5¼ to 4¾ dis.
20	Egyptian Com. & Trading Company	9	5¼ to 4¼ dis.	5 to 4¾ dis.
20	General Credit & Finance Company	6	1¾ to 1¼ dis.	2¼ to 2 dis.
10	Hong Kong Gas	All	8 to 10	8 to 10
20	International Finance Society	5	1¾ to 1¼ dis	1¾ to 1¼ dis.
5	Oriental Gas	All	5 to 5¼	4¾ to 5¼
10	O. Inland Steam	All	1 to 2	1 to 2
50	P. and O. Steam Company	All	62 to 64	61 to 63
50	Do. New	40	10 to 12 pm.	10 to 12 pm.
5	Singapore Gas	5	par	—
20	Société Financiére d'Egypte	10	7 to 6 dis.	7 to 6 dis.
10	Upper Assam Tea	7½	7 to 5 dis.	7 to 5 dis.
10	Do.	All	3 to 5	3 to 5
100	West India Steam Company	60	105 to 108	103 to 106

PRODUCE MARKETS.

TEA.—Our market remains in the same dull and depressed state, with increased anxiety on the part of holders to realise, and the steady determination of the trade to buy only for immediate wants from public sales have day by day become more difficult to make, and prices for nearly all descriptions have again given way. The continued large export from China in the face of the money difficulties here and the very discouraging accounts sent from this side surprises every one, and until some decided check is shown in the export there can be no revival of confidence, as the quantity afloat and to arrive the next few months is so largely in excess of our deliveries that we must have a large addition to our already heavy stock, whilst the losses are such as must open the eyes of all shippers to the folly so long carried on of hurrying forward shipments in the early part of the season at a rate nearly approaching double that of our requirements, and at prices which would only be safe upon an export about half equal to our wants. In Congous, siftings remain much as before, some parcels of new, with fair quality, have been sold from 8d. to 9d. per lb. Broken-leaf and leafy kinds have sold ½d. per lb. lower. Fair to good common have been sold at public sale from 11d. to 11½d. per lb. Fair flavory kinds, of old import, from 11¾d. to 1s. 1d. per lb. Fair to good Kaisows have sold at a further reduction of 1d. per lb. Fine meet only with a slow sale, but as the trade want them, they are willing to pay fair prices. Finest show no alteration. Pak Lings remain much as before. Common to fair black-leaf have lost the ½d. per lb. improvement last quoted; the fair to good qualities of this import have been sold from 1s. 2d. to 1s. 8d. per lb., fine from 1s. 9d. to 2s. 2d., showing a decline of fully 2d. per lb. New-make Canton kinds show a decline of fully 1d. per lb. In Oolongs there is no change to notice, they having been only in limited request. Some few parcels of fine Souchong have been sold at relatively full prices. Flowery Pekoes are without alteration. In Scented Teas there has been a moderate amount of business, but prices have again ruled rather in favour of buyers, especially for the fair to good kinds, both of Canton and Foochow make. In Greens there has been a steady, though limited demand, confined exclusively to home requirements. The new Ping Sueys, mostly by steamer Agamemnon, have sold at full rates, the No. 1, or extra fine Gunpowders, at 3s. 10d. to 4s. per lb., and other grades in proportion, but with further supplies such prices cannot rule. The Chanticleer, from Yokohama, has brought about 2,000 half-chests uncoloured leaf of fair to good quality; an average price of 1s. 4½d. per lb. has been offered for 1,500 of the better qualities; a few good common have sold at 1s. 3d. per lb. In coloured sorts but little is passing. The public sale of this week comprises 50,700 packages, of which 49,500 packages are without reserve. The following comments are from the *Produce Market Review*:—It has been a general remark in reference to the late panic that the commercial failures were few, and that the produce markets were less immediately affected than is usual in periods of dear money. This may have been the case, but the value of produce has steadily declined throughout the summer and autumn, and if commercial failures have not absolutely resulted from the long-continued pressure for money, great difficulty must have been experienced amongst importers, and loss of an almost unprecedented character must have fallen upon the consigners of Tea to this country, by the great depreciation in value throughout the year. Thus, although everyone expected that the price of Tea could fall no lower, the announcement this week of difficulties amongst China houses has broken confidence, and may have led, when coupled with the continued want of prosperity in the trade, to an anxious desire on the part of the merchants here to realise. This may be easily understood when it is considered that a large proportion of London merchants act as agents for the sale of Tea for houses abroad, their transactions involving considerable expense. Any long-continued want of confidence must therefore influence the conduct of business of this kind, and increase the desire to turn consignments into money. At the public sales this week prices have fallen materially, and although, as is usual, the preponderance was of kinds below 1s. 6d. per lb., and the better qualities may therefore not immediately be affected, it is acknowledged that a fall of at least 1d. per lb. has taken place in common Congous; and our belief is, that if careful comparison were made of the prices obtained at former sales, a fall of 2d. to 3d. would be found to have taken place in numerous instances. It might be argued that, after a series of such severe trials, the low price of Tea would make it a safe purchase; but it is to be remembered that the increase of supply during the last ten months has been more than three-fold the increase of delivery during the same time. The character of the Tea trade is rapidly changing, the exporters of Tea from China are much more numerous; the days in which there was a monopoly in the trade by a few large houses appear to have passed, never to return, and with them the fluctuations in the value of Tea. The necessities of the more modern houses that have taken their place make prompt realisation a necessity, and hence the continued tendency to sell by public auction.

SILK.—We have a very quiet market in silk. The latest telegram, under date 8th October, seems to adhere to the notion that the total export from China will not reach 28,000 bales. The prices advised too would indicate full confidence in these figures. Still the demand having been once checked has never been resumed, and the business doing is upon a very moderate scale. An unloading of 1,800 bales, including 400 bales of the new Japan Silk, is just taking place, but at present nothing has been done—some of the Japan Silk is really fine as regards quality and size, but the present rates very much check business. Deliveries for October are 2,858 China and 505 Japan, and from 1st November to 8th 482 China and 111 Japan. China Silk Piece Goods: The only goods in the Sales yesterday were 501 demi pieces Pongee Handkerchiefs. 100 pieces of Figured white, 8 yds. × 28 in., 11¾ oz., beautiful goods, sold for 31s., 100 Figured Crimson, 11 oz., useful goods, at 23s., and 50 Plain White, 8 yds. 12½ oz., fine goods, at 32s., all high rates, and the result of scarcity; the remaining 250 pieces were bought in. The only transaction by private contract during the past month was that of 500 pieces of Black Silk Handkerchiefs, which found buyers immediately on arrival at very extreme rates.

CHINA.	Usual Imports. s. d.		s. d.
CHINA:—Tsatlee, No. 1 & 2	33 0	to	34 6
„ No. 3 & 4	29 6	to	32 0
„ Hangchow	28 0	to	29 0
Yuenfa and Hamin, No. 1 & 2	30 0	to	31 0
„ No. 3 & 4	17 0	to	29 0
Taysaam, No. 1 & 2	28 6	to	30 0
„ No. 3 & 4	19 0	to	26 6
Long Reel	22 0	to	24 0
Skems	23 0		
Canton	21 0	to	24 0
JAPAN:—Mibash & Sinchew, No. 1 & 2	35 6	to	37 6
No. 3 & 4	32 6	to	34 0
Ida, Bricks, No. 1 & 2	31 0	to	35 0
No. 3 & 4	25 0	to	31 0
Sodai, No. 1 & 2	31 6	to	32 6
No. 3 & Inf.	27 0	to	31 6

COTTON.—The extreme and continued dulness of the Manchester market has not been without its effect on those of London and Liverpool, and the cotton market since our last report has been extremely dull, with business only of the most limited description. Prices have declined ¼d. to ½d. per lb. for all kinds, Tinnivelly and China being the last to succumb. The sales in London during the week ended 3rd November amounted to 2,180 bales, including 150 bales China ex Western Chief, classed as "fully fair," very few bales being of lower quality. These sold as follows:—middling fair, 9½d.; fair to fully fair, 10¼d. to 10¾d.; good, 11d. The stock of China and Japan cotton in the United Kingdom on the 1st November amounted to 5,846 bales, against 2,548 at the same period of last year. The closing quotations as given by the London Cotton Brokers' Association are as follows:—Dhollerah: middling fair, 10½d.; fair, 11¼d.; good fair, 11½d. Tinnivelly: middling fair, 9½d.; fair, 10¾d.; good fair, 11¾d. to 12d. The quotation for China remains the same as above. At Liverpool Middling Orleans has declined ½d. per lb. and is now quoted at 15¼d. There are telegraphic advices from New York up to the evening of the 7th inst. which place middling Upland at 40 cents. At the close of the market of the 8th inst. there was a sale reported of 50 bales fully fair China at 10d. and of 5 bales Penang at 11¼d., also 20 bales same description in the seed at 3d. per lb.

COIR YARN.—There has been a good demand, and all lots have met with ready sale at full prices. At auction 453 bales Cochin realised, for good medium £38 per ton, medium, £35 to £35 5s. Of Ceylon at public sale 83 bales were offered, nearly all of which sold, fine, £48 to £57 15s.; good, £43 10s. to £44 10s.; and privately 78 tons have been placed, good medium, £37 to £39; medium, £35; common to good common, £30 15s. to £33 15s. per ton.

COIR FIBRE.—The demand for this import is also good, and of 72 bales Cochin offered all sold, fine £47 5s.; good medium, £39 10s. per ton. Of Singapore 50 bales realised for brush, £41 to £42 5s.; and for mattress, £25 15s. per ton.

COFFEE.—Up to the close of the weekly market on the 3rd inst. there was a moderate supply with strong demand, and prices were well sustained Since that date there has been an alteration, the market has been over stocked, and no demand existing for the increased quantity offered. Price

Digitized by Google

have consequently declined, and with the exception of the better kinds of coloury Plantation the quotations average 1s. per cwt. lower than at the date of our last. Native Ceylon ranges, according to quality, from 62s. to 72s. per cwt., and Plantation 73s. to 83s. Of Manila 435 bags were offered at auction, and all withdrawn.

SUGAR.—The following remarks are from the Circular of Messrs. Carey and Browne:—"The easier position of monetary affairs has had no favourable influence on this market, the general tone of which has lately been one of extreme quietness and depression. Continued disinclination to operate, combined with some appearance of desire on the part of holders to realise, has caused the value to recede, and the moderate business concluded has been mostly at a nominal decline of 6d. to 1s. per cwt. on previous quotations." Mauritius has been but sparingly offered, and of Manila only trifling lots have been placed. Clayed being worth nominally 27s. to 27s. 6d., and Unclayed, 24s. to 25s. Of Penang 4,293 bags have sold at auction, ordinary to good brown, 26s. 3d. to 28s. 6d.; low to good yellow, 30s. 6d. to 33s per cwt. Privately, the only sale reported is of 1,000 bags Penang at 29s. 6d. to 32s. per cwt.

RICE.—There is no further improvement in this market, and no arrivals of Java at present. There is, on the other hand, no decline to report, Nekranzie being still quoted 11s. to 11s. 3d. Of Rangoon there has been a sale at Liverpool of 6,635 bags at 11s. 6d. per cwt., which is the only sale in any quantity that has taken place.

PEPPER.—Black: Sales of Singapore and Penang descriptions have been in fair quantities, but prices have declined about ⅛d. from those of last report. At auction 3,759 bags Singapore were offered, about three-fourths selling at 3⅛d. to 3¼d. per lb. Of Penang the quantity offered was 2,461 bags, of which about half sold at 3d. to 3⅛d. per lb. Private transactions extremely limited. White: Very flat, and also declined ⅛d. to ¼d. per lb. One-third of 1,105 bags Singapore at auction was taken, realising 5⅞d. to 6⅛d. for ordinary to good.

SAGO.—This import is flat, with a slight decline in price. Of 3,379 bags and boxes offered at auction only a small portion sold at 17s. 6d. to 18s. per cwt. for good bold, and 17s. for middling small. Sago Flour: Quiet, and of 2,925 bags at auction a few only sold at 14s. to 14s. 6d. per cwt. for middling old.

TERRA JAPONICA.—Market flat, and prices lower. Of 370 bales Cutch Pegue at auction a few only sold at 30s. 6d. to 31s. for middling, and a parcel of first-class sea-damaged realised 30s. to 30s. 6d. Gambier is also cheaper, 1,637 baskets Cubes having sold at 30s. to 30s. 6d.

MANILA HEMP.—The quantity offered has been more in proportion to the demand, but a still further supply is needed. The whole of the quantity at auction, consisting of 2,500 bales Albay quality, sold at £51 10s. to £52 10s. per ton.

SPICES.—Cloves: Penang rather cheaper; of 69 cases at auction, two-thirds sold at 1s. to 1s. 0¼d. per lb. for good; later 27 cases were bought in at 1s. 1d. per lb. Nutmegs: Fine bold are scarce, and alone maintain their value, commoner sorts being cheaper. At auction there were offered 129 cases Penang, 11 cases Singapore, and 18 casks Batavia, of which about half sold at 3s. 10d. to 4s. per lb. for good to fine bold, and 1s. to 1s. 11d. for ordinary small to good medium. Ginger: Rather dull, the only sale being 29 cases very low dark Cochin at 54s. per cwt. Mace: The demand is only for good qualities, ordinary and common being neglected. At auction there were 26 cases Singapore and 26 casks Batavia, about one-fifth of which sold at 3s. 1d. to 3s. 7d. per lb. fair to good palish, and 1s. 6d. to 1s. 10d. middling to good reddish.

CINNAMON.—At the quarterly sales 1,882 bales were offered, an account of which is thus given in Messrs. Lewis, Peat, and Mackay's Circular:—Superior was abundant, in very little request, and declined 6d. to 9d. per lb.; 1st sort ruled at par to 3d. decline; 2nds, 3rds, and 4ths at previous value for really good, and a 1d. to 3d. decline on common to middling. 466 bales 1st sort at 1s. 1d. to 2s. 9d. including the "superior;" 737 do. 2nd at 1s. to 2s. 6d.; 399 ditto 3rd at 1s. to 2s. 1d.; 288 ditto 4th and Jungle 10d. to 1s. 6d. At a small subsequent auction higher prices were realised.

COCOA-NUT OIL.—The market has continued steady at previous rates but the demand is limited and the business done trifling. Only 55 casks Ceylon at auction, quotation £48 10s. to £49 per ton.

OILS.—Anniseed: Selling slowly at previous quotations. Cinnamon: steady, and only one case sold out of five offered at auction for 2s. 3d. per oz. Citronelle: Without change, two-thirds of 4 cases offered sold at the former price of 3½d. to 3¾d. per oz. Lemon Grass: 7 cases offered at auction, all retired.

JAPAN WAX.—Good qualities continue scarce and are much wanted. Of 485 boxes at auction two-thirds watery saucers sold at 54s. to 64s. per cwt.

INDIA RUBBER.—Very quiet, no demand and but little offer. At auction 42 caskets Penang were bought in at 1s. 9d. per lb.

GUTTA PERCHA.—The market continues very flat. At auction 55 tons were offered, of which a small portion only sold at 11½d. to 14d. per lb. for ordinary to middling mixed and reboiled. Arrivals are expected and sales advertised.

GUMS.—Benjamin: 57 cases Siam at auction sold at £29 to £30 10s. per cwt. for 2nd to 1st size tear in block; £13 to £15 dust and seed in block; and £16 to £18 dark rough. Sumatra retains for the most part its former value. Of 117 cases at auction, 10 cases good seconds realised £13 2s. 6d. to £13 5s. per cwt.; 12 cases middling seconds, Singa- £10 2s. 6d.; and 13 cases brown thirds. £5 to £5 5s. Copal: 137 cases pore coated and unsifted were bought in at 40s., and 54 boxes sold at 35s. Damer: Scarce and firm; 30 cases at auction retired. Gamboge: This import which advanced so suddenly to double the previous value has again receded, and out of 9 cases offered, one only sold at £25 per cwt. for fair pipe but broken, being little more than half our last quotation.

TIN.—This market since our last report has exhibited great improvement, and prices for Foreign have advanced from 20s. to 40s. per ton with fair business doing. The latest quotations are, for square Straits, £81 to £81 10s. per ton; for round bottom, £81; and for Banca, £83. At Liverpool, Straits is held at £81 to £82.

GALLS.—Of Japan, 128 cases were bought in at 64s. to 65s. per cwt., very small 60s.; 5 cases broken sold at 57s. Of China, 57 cases sold, one lot at 62s. 6d., remainder, 62s. per cwt. The stock of China and Japan amounts to 1,730 cases against 950 at the same period of 1865. The imports during the past 10 ten months of the present year have been 5 165 cases against 3,320 during the corresponding period of last year.

HIDES AND SKINS.—The sales of East India Hides during the past month have been large, and amount to 320,736 Hides. Batavia: 985 Buffalo Hides have been offered at the sales, but without finding buyers. Singapore, &.: The sales comprise 1,918 Singapore and Penang Buffalo Hides which realised full prices. Best 5½d. to 6d. per lb.; Seconds 4¾d. per lb. Manila Buffalo: Meet little inquiry. 449 Hides have been sold; heavy 4¾d. per lb.; thirds 3¼d. per lb.

HORNS.—The quotation for Singapore Deer Horns is 45s. to 50s. per cwt.

MISCELLANEOUS.—Blacklead: Very quiet, and 223 barrels at auction all retired. Ebony Wood: Nothing doing. Sapan Wood: 14 tons Ceylon sold at £9 10s. per ton. Musk: 1 caddy Tonquin bought in at 35s. Soy: Remains flat; 12 casks China and 97 cases Japan at auction all retired. Tortoiseshell: 1 case (92 lbs.) of Penang sold at 12s. 6d. per lb. good middling, and 2 cases Manila partly sold at 16s. per lb. Turmeric: Of 95 bales China offered at auction, 20 bales good with some bulbs sold at 40s. per cwt. Rattans: Steady; of 11,272 bundles Penang, and 8,175 bundles Rangoon at auction, two-thirds sold at 3s. 1d. to 5s. 6d. per 100. Cubebs: 59 bags sifted Singapore bought in at 75s. Japan Cassia: 47 bales and 60 cases bought in at 50s. to 60s. and 160 mats bought in at 45s. Anniseeds: Of 75 cases China Star offered 53 sold, mouldy 79s. to 82s. per cwt., and 3 cases fair sound 85s. per cwt. Preserves: 97 cases China chiefly Chylong Ginger sold at 1s. 1½d. to 1s. 1¾d. Isinglass: Manila quoted at 1s. 4d. to 1s. 9d. Indigo: At Liverpool 8 chests East India sold at 5s. 10d. to 7s. 5d. per lb.

ARTICLES OF EXPORT.

IRON.—The quotations in London are for Welsh bars £6s. 5s. to £6 10., nail rod, £8 5s. to £8 15s.; hoops, £9 10s. to £10; sheets, single, £10 10s. to £10 15s.; Staffordshire bars, £8 7s. 6d. to £8 15s.; rails £6 5s. to £6 10s.

STEEL.—Swedish keg, £15 15s. to £16.

COPPER.—Sheet and Sheathing, £88 to £93 per ton; yellow metal, 7¼d. to 7¼d per lb.

TIN.—£82 to £85 for block; £83 to £86 for common bars. Tin plates, best charcoal I.C., 33s. to 34s.

LEAD, &c.—English pig, W.B., £22 10s.; shot, patent, £23 10s. to £24; sheet, £21 5s.; spelter, £21 5s. to £21 15s.; zinc, English sheet, £28; quicksilver, £6 18s. to £7.

The following is from the Circular of Messrs. French and Smith:—Our markets have dragged heavily during the past month, buyers taking only for immediate needs, speculation being almost forgotten in the trade. Iron: Scotch pig remained with scarcely any variation in price until within the last few days, when the market became more depressed. We quote warrants 52/9. The price is now reasonable enough; a few of the choice brand are very scarce. The disclosure just made in the Glasgow Bankruptcy Court of the operations of the late pig iron "rig" is not very creditable to any concerned, but is particularly dishonourable to the brokers engaged, as in the agreement signed by each party he binds himself "to give no advice, hint, or information, directly or indirectly, to any outside party, with regard to operations in Scotch pig iron warrants," consequently the brokers must have sacrificed their old and regular customers for the interest of this clique. However, the result to all concerned was heavy loss. Welsh iron is in moderate demand; for Staffordshire also there is a fair inquiry. Copper: For this metal the market continued depressed throughout the month. In some descriptions of foreign there has been a little more inquiry within the last few days. The quantity of Straits tin afloat for Europe is about 442 tons, against 1418 in 1865, and 1110 tons in 1864. Tin Plates: The shipments for October were 125,000 boxes, against 105,000 in the same month last year. The work continue full of orders, and it is difficult to obtain deliveries in anything like reasonable time. Lead continued firm in price, and as there is scarcely any foreign Soft on the market the price seems likely to be well maintained. Spelter: Advanced £1 per ton, the present quotation being £21 5s. to £21 15s. The stock on the 31st ult. was 4896 tons, against 6,684 tons the same period in 1865. Quicksilver: No change.

EXPORT OF BULLION TO CHINA &c.

The following return shows the shipments of bullion from Southampton from the 1st January by the P. and O. Company's mail steamers.

	Gold.	Silver.
Shanghai	—	£92,863
Foo-chow-	—	4,446
Amoy	—	—
Hong Kong	—	141,156
Singapore	£5,650	55,850
Penang	—	—
Yokohama	—	1,230

FROM MARSEILLES.

(BY THE P. AND O. COMPANY'S STEAMERS.)

	Gold.	Silve
Singapore	£144 ...	—
Penang	— ...	—
Hong Kong	— ...	—
Foo-chow-Foo	— ...	—
Shanghai	— ...	£61,470
Yokohama	— ...	11,282

PER FRENCH MAIL STEAMERS.

	Gold.	Silver.
To Singapore	£11,098 ...	£93,800
To Saigon	— ...	113,996
To Batavia	7,237 ...	8,791
To Hong Kong	— ...	277,835
To Shanghai	— ...	77,116
To Yokohama	— ...	

GOLD AND SILVER.

Bar Gold (per ounce)	£3 17 9
Spanish Doubloon	3 16 0
United States Gold Coin	3 16 4
Silver in Bars	0 5 0¼
Mexican Dollars	0 4 11½

Digitized by Google

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Oct. 24	Emily	—	Akyab	Deal.
— 23	Moravia	Patten	Do.	Antwerp.
— 23	Queensbury	Low	Penang	London.
— 22	Emilie	Schweers	Akyab	Bremen.
— 23	Walsoken	Cox	Do.	Helvoet.
— 25	Boyne	Jones	Colombo	London.
— 23	Mercur	Brandorff	Akyab	Bremen.
— 24	Koffyboom	Fokkens	Batavia	Helvoet
— 23	Immaculee Conception	Raiford	Singapore	Gironde.
— 26	Crusader	Gronsund	Galle	London.
— 25	Van der Palm	v. D. Woude	Batavia	Helvoet.
— 25	St. Jan	Lommerse	Do.	Bronwershaven.
— 28	Jeanette Cornelia	—	Do.	Deal.
— 28	Laura	Genitz	Manila	Falmouth.
— 13	Henry Buck	Nichols	Rangoon	Boston.
— 25	Huidecoper	Blok	Batavia	Off Dungeness.
— 26	Senior	Bakker	Do.	Texel.
— 26	Argo	Ankringa	Do.	Brouwershaven.
— 26	Zeemanshoop	Reinerson	Bassein	Do.
—	Washington Irving	—	Maulmain	Falmouth.
— 28	Jeanne Cornelia	Romyn	Batavia	Brouwershaven.
— 28	India	Vouck	Do.	Do.
— 31	John R. Worcester	Brown	Shanghai	London.
— 29	County of Renfrew	—	Sourabaya	Off St. Alban's.
— 31	Prince of Wales	—	Akyab	Liverpool.
Nov. 1	British Banner	Griggs	Bassein	Falmouth.
Oct. 28	Frederick VII.	Hoyer	Singapore	Bremen.
— 29	Alfred Ray	Alexander	Do.	Bristol.
— 30	Emilie	Gardes	Do.	Bremen.
— 31	Hindostan	Renauland	Yloilo	Hamburg.
Nov. 6	City of Aberdeen	Gerrie	Shanghai	London.
— 6	Sir Lancelot	McDougall	Hankow	Do.
— 6	Lennox Castle	Dobbie	Foochow	Do.
— 4	Everest	Jack	Do.	Liverpool.
— 5	Tamana	Main	Do.	Deal.
— 5	Hamlin	Wheelwright	Akyab	Falmouth.
—	Raleigh	—	Rangoon	Queenstown.
Oct. 21	War Hawk	Dunbar	Do.	New York.
— 22	Industry	Linnel	Padang	Do.
— 22	Castlebow	Strachan	Yokohama	Do.
— 12	Ann Holzberg	—	Manila	Pernambuco.
Nov. 6	Lochiel	Monkman	Gaele, &c.	London.
— 4	Kosmopoliet II.	Bouren	Java	Off Dungeness.
— 2	Bernard and Agnes	Ordeman	Batavia	Texel.
— 7	William Cundall	Semple	Manila	Falmouth.
— 6	Presto	Benjer	Java	Off Dungeness.
— 7	Hurry Puddemsey	Poole	Singapore	Liverpool.
— 8	Marianne	Ogier	Yloilo	Falmouth.
— 9	Laurel	Woodbie	Foochow	Downs.
— 9	Herbert	—	Manila	Do.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Oct. 26	Corea	Brown	Galle & Swansea	London.
— 25	Europa	Hansen	Hong Kong	Swansea.
— 25	Vanguard	Scott	Do.	Shields.
— 25	Amedine	Farrow	Yokohama	Sunderland.
— 27	Geo. Douthwaite	Davie	Galle	Deal.*
—	Otto	Gronbeck	Hong Kong.	Hamburg.
— 31	Whiteadder	Moore	Shanghai	London.
— 25	Foam	Watt	Singapore	Glasgow.
—	Martin Luther	Barfred	Amoor River	Copenhagen.
— 10	Costa Rica (str.)	—	Hong Kong	New York.
Nov. 1	Bahia	—	Galle	Shields.
Oct. 30	Eleutheria	—	Japan	Shields.
— 31	Fiscella	Murray	Batavia	Glasgow.
Nov. —	Corsock	—	Samrg & Sourabaya	Do.
— 8	Thetis	Prytz	Batavia & Sourabaya	London.
— 9	Ziba	Bowes	Batavia & Singapore	Liverpool.
— 9	Amazon	Bamberg	Batavia & Sourabaya	Do.
— 8	Wealth of Nations	Waters	Singapore	Do.

*After repairing.

(See Commercial Postscript.)

LOADING.

At LONDON.—For Yokohama: Medina, Eliza Shaw. For Nagasaki and Yokohama: Rifle. For Shanghai: Maitland, Hoang Ho, Lenox Castle, Chinaman, Sir Lancelot. For Hong Kong: John Milton, Black Prince. For Hong Kong and Canton: Dora, Belted Will, Min. For Hong Kong Amoy and Foo-chow-Foo: Argonaut. For Singapore: Newcastle, Belle of Southesk. For Singapore and Penang: Spirit of the Deep. For Manila: Ogono. For Colombo: Palestine, Aboyne, Abdul Medjid, Boyne, Medway. For Colombo and Cocanada: Brockham. For Amoy and Foo-chow-Foo: Cymbeline. For Batavia, Samarang and Sourabaya: Pteter Adolf.

At LIVERPOOL.—For Shanghai: Maiden Queen. For Singapore: Advance, George and Henry, Patriot Queen, Twilight. For Manila: Sales, Trinidad. For Mauritius, Penang, Singapore, Hong Kong, and Shanghai: Agamemnon (s.). For Batavia and Sourabaya: Caroline, For Galle: Hemisphere. For Hong Kong: Everest.

At GLASGOW.—For Singapore: Wemyss Castle. For Batavia and Sourabaya: Sea Wave.

SPOKEN.

SOOLOO, Sunderland to Shanghai, Sept. 2, 142 days out, 14 N., 118 E.
JOHN LIDGETT, London to Shanghai, 116 days out, 16 N., 116 E.
ABEL TASMAN, Newcastle to Batavia, Sept. 25, 12 N., 26 W.
GRANVILLE (barq.), London to Trincomalee, Oct. 25, 23 N, 21 W.
JOHANNES MARTINUS (D. barq.), Rott. to Sing., Sept., 28, 8 N., 24 W.
ELIZABETH KATE, Liverpool to Galle, Nov. 2, lat. 49, lon. 8.
ASSYRIAN, London to Shanghai, Sept. 9, 16 N., 115 E.
ADELIA CARLTON, Foo-chow-Foo to New York, Sept. 10, 22 N., 115 E.
ROTA (Dan. ship), London to Batavia, Sept. 27, 13 S., 33 W.
FERONIA, from Foo-chow-Foo, Oct. 22, 24 N.
HENRIETTA, Padang to Amsterdam, Oct. 20, 25 N., 39 W.
CAPE CITY, Colombo to London, Oct. 3, 12 N., 26 W.

FREIGHTS AND CHARTERS.

Outward berth freights still remain low, and there seems but little likelihood of a speedy improvement. Homeward transactions are nominal.

Current Rates of Freight for Vessels on the Berth:—To Yokohama: 40s. weight, 50s. meast. To Nagasaki: 50s. weight or mea. To Shanghai: 45s. weight, 45s. to 47s. 6d. meast. To Hong Kong: 40s. weight or meast. To Singapore: 30s. weight or measurement. To Penang: 40s. weight or measurement. To Ceylon: 25s. to 30s. weight, 35s. meas.

The current quotations for coal, &c., are as follow:—From Wear or Tyne per keel. For Hong Kong: £41. For Singapore: £31. For Shanghai: £50. For Saigon: £50. For Yokohama: £51. From Newport, Cardiff or Swansea, per ton. For Hong Kong: £2. For Singapore, £1 9s. For Shanghai: £2 10s. For Saigon: £2 8s. For Yokohama: £2 7s. 6d. Batavia: £1 6s.

The Admiralty have invited tenders, and subsequently ordered the Argonaut to be surveyed, for the conveyance of 288 tons navy provisions from Deptford to Hong Kong.

CASUALTIES.

The Iddo Kimball, Gillespie, from New York to Shanghai, put back to New York, Oct. 22, having sprung a leak during a hurricane experienced on the 18th Sept., in lat. 15, lon. 29.

Advices from Mauritius, dated 18th Oct., report that the Jan van Schaffelaar, which had arrived there from Batavia for Rotterdam, was leaky.

The Excelsior, Maxwell, from London to Colombo, &c., arrived at St. Vincent, Oct. 1, leaky, and with damage to stern-post, which was being repaired, had thrown overboard about 30 tons of cargo.

Intelligence has been received that the Westminster, from Shanghai to London, has been wrecked on the Prata shoal.

The Costa Rica (steamer), which left New York on 10th of October for Hong Kong, was obliged to put back to New York, leaky and disabled.

The Senior, Bakker, from Batavia to Amsterdam, has twice been in collision in the Great North Holland Canal.

MISCELLANEOUS.

At ST. VINCENT.—Oct. 1, Excelsior, Maxwell, from London for Colombo, &c.; 6, Erl King (str.), Pinel, from London, and left 7th for China, &c.

On the 3rd instant Messrs. Randolph, Elder, and Co. launched from their shipbuilding-yard at Fairfield, the Govan, the *Satara*, a screw steamship 1,230 tons, builders' measurement, and 250-horse power (nominal), of the following dimensions:—Length over all, 245 ft.; breadth, 32 ft.; and depth (moulded), 22 ft. The *Satara* has been built to the order of the British India Steam Navigation Company, and is intended as an addition to their extensive fleet. Her engines, which are being supplied by the same firm, are direct-acting, with surface condensers.

The P. and O. Company's new screw steamship *Surat*, Captain G. Dunn, sailed from Southampton on the 7th inst. for Calcutta, via the Cape of Good Hope, to be employed in the mail service on the India station.

JAPAN & CHINA NEW MAIL ROUTE
VIA PANAMA.

THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel Steamers from NEW YORK on the 1st, 11th, and 21st, and from PANAMA on the 9th, 19th, and 29th of every month for SAN FRANCISCO, calling at ACAPULCO, MANZANILLO, MAZATLAN, *en route* thence to YOKOHAMA and HONG KONG. Passengers from England may connect with this line at New York by any of the various steamers from Liverpool, Southampton, or Falmouth, to that port, or at Panama by the steamers of the Royal Mail Steam Packet Company leaving Southampton on the 2nd and 17th of every month.

For particulars of Freight, through passage rates, &c., &c., apply to

H. STARR & CO.,
GENERAL EUROPEAN AGENTS, 145, CHEAPSIDE, LONDON.

SADDLERY, HARNESS, AND SADDLERS' IRONMONGERY
FOR HOME OR EXPORTATION.

ESTABLISHED 1750 (AS A BIT AND SPUR MAKER).

JENKINSON'S Saddlery, Harness, Horse Clothing, Bit, Whip, Spur, and General Saddlers' Ironmongery Manufactory and Warehouses.

THE BEST AND CHEAPEST TO BE OBTAINED AT

44. LONDON WALL, E.C., & ALBION HALL (OPPOSITE
To Saddlers, Merchants, and all Wholesale Purchasers, this Establishment offers the greatest advantages.

BASS AND ALLSOPP'S INDIA PALE ALES
GEORGE JONES, No. 8, Billiter-street, London.

Present prices, 7s. 3d. per dozen quarts, and 4s. 9d. per dozen pints. Free on board, protected by his own and the Brewer's Labels and Patent Capsule.

WIGGINS, TEAPE, AND CO.,
MANUFACTURERS AND EXPORT STATIONERS
10, ALDGATE LONDON.

ALL kinds of Paper and Stationery supplied in quantities on the lowest terms. NEWSPAPER PROPRIETORS SUPPLIED WITH PAPER FOR THEIR JOURNALS. Samples forwarded on application. References to the Proprietors or Agents of this Journal.

PIGNATEL & CO.,
STOREKEEPERS,
GENERAL MERCHANTS
AND
COMMISSION AGENTS
NAGASAKI
JAPAN.

Digitized by Google

PRELIMINARY PROSPECTUS OF

THE EASTERN ASIA TELEGRAPH COMPANY

(LIMITED).

(TO BE REGISTERED UNDER THE INDIAN COMPANIES' ACT, 1866.)

CAPITAL £150,000 (with power to increase), in SHARES of £10 each.

Provisional Directors.

WILLIAM PATERSON, Esq., Singapore (Messrs. Paterson, Simons, and Co.)
W. H. READ, Esq., Singapore (Messrs. A. L. Johnston and Co.), Consul for the Netherlands.
J. J. GREENSHIELDS, Esq., Singapore (Messrs. Guthrie and Co.)
ALEX. FRASER, Esq., Batavia, Managing Director of the Netherlands India Steam Navigation Company.
J. J. E. BROWN, Esq., Pinang (Messrs. Brown and Co.)
LAWRENCE NAIRNE, Esq., Pinang (Messrs. Nairne and Co.)
SAMUEL VAN HULSTIJN, Esq., Batavia.

(With power to increase their number.)

Interim Secretary—A. LOGAN, Esq., Singapore.

It is intended to form a Board of Directors in London; meanwhile, communications may be addressed to W. W. Ker, Esq., 101, Cannon-street, E.C.

It is proposed to construct a line of Telegraph by land from Moulmein or some other point in the Tenasserim Provinces where the British Indian line terminates, passing down the Malay Peninsula to Singapore, touching at Penang and Malacca. A branch line to be carried from Tavoy to Bangkok, the capital of Siam, and thence (with permission of the French Government) to Saigon in Cochin China. The length of these lines, it is estimated, will be about 2,000 miles. The main line will also be joined with that of the Netherlands India Government by means of a cable from Malacca to Bankalis in Sumatra.

The Governor-General of India in Council is prepared to give every reasonable assistance and facility to the construction of that portion of the line which will pass through British territory, and the Governor-General of Netherlands India has expressed himself in very favourable terms in regard to the proposed junction with the Netherlands India Telegraph system.

Concessions, for ninety-nine years each, of the exclusive right to carry the lines through their respective territories, have been granted by His Majesty the King of Siam, the Sri Maha Rajah of Johore, and the Sultan of Salengore, and have received the sanction of the Government of India and the approval of the Foreign Office. The protection of the several native Governments has been formally promised in the construction and working of the lines.

From inquiries which have been instituted, it is believed that the proposed lines from the Tenasserim Provinces to Singapore and Bangkok could be erected within one year from their being commenced, and from the progress which is being made with the line of the Netherlands India Government through Sumatra, it is expected that it will be completed before the end of 1867, so that there would be no delay in bringing the two lines into conjunction and immediate working.

The proposed lines would form important links in the establishment of telegraphic communication between Europe, via India, with the Australian Colonies on the one hand and with China on the other. Negotiations have, indeed, been opened with the several Governments of the former, which have promised every assistance and encouragement to the extension of the line in that direction. It is believed that the sanction of the King of Cochin China could be obtained to the construction of a line from the Siamese frontier to his capital, Hué, on the Gulf of Tonquin, whence by submarine cable an extension to Hong Kong could be completed with stations at the island of Hainan if thought necessary.

The advantages of a land over a submarine line of Telegraph are obvious. The much smaller cost of placing such a line (less than two-thirds), the greater facilities for effecting repairs and their trifling expense, as compared with the employment of steamers, &c., in the case of submarine lines, need scarcely be pointed out, and, in fact, the cost of erecting the 2,000 miles of lines proposed, with all other necessary outlay, is estimated not to exceed £50 per mile. By small gratuities to the local chiefs of the districts through which the lines will pass their perfect security may be effectually assured, whilst the experience of the persons engaged in laying the Dutch lines through Java and Sumatra, countries in all respects similar to the Malay Peninsula, has shown that there are no great physical difficulties to be overcome, and no danger to be dreaded from the hostility of the natives, or from the destructive habits of wild beasts.

General No. 943 of 1866.—No. 133.
From the Deputy Secretary to Government, Straits Settlement, to Messrs. Paterson, Read, and Greenshields, Singapore.
Dated Penang, the 28th August, 1866.

Gentlemen,—With reference to previous correspondence on the subject of the intended establishment of telegraphic communication between Moulmein and the several stations in the Straits, I have been desired, by His Honour the Governor, to inform you that His Excellency the Governor-General in Council has no objection to the concessions offered to the proposed Telegraph Company by His Majesty the King of Siam and His Highness the Tumongong of Johore, and a recommendation will therefore be made to Her Majesty's Government for the ratification of the terms conceded by the former, whilst the necessary communication will, at once, be addressed by this Government to the latter Ruler.

The Governor-General in Council is prepared to give every reasonable assistance and facility to the Company, when formed, in erecting the portion of the line which will pass through British territory, and, in regard to the terms to be given to the Company, will be ready to consider specific proposals, based upon the [following] stipulations (marginally noted), whenever they may be duly submitted:—

1st. A guarantee of the monopoly as far as a British territory is concerned for a prescribed number of year only.
2nd. A limited rate of charge.
3rd. Completion of the line within a specified time.
4th. Government to be empowered to cancel the agreement in the event of the telegraphic service not being conducted to its satisfaction.

I have the honour to be, &c.,
M. PROTHEROE, Lieut., Dep. Sec. to Govt.

Extract of a letter from H.M. Consul at Bangkok, dated Aug. 23, 1866.

"I have received from Lord Clarendon an answer to my despatch about your Telegraph line, and am willing to give you any assistance in my power."

Copy of letter from India Office to Foreign Office.
India Office, June 14, 1866.

Sir,—I am directed by Lord de Grey to acknowledge the receipt of your letter of the 8th inst. with its enclosures from H.M. Consul at Bangkok, relative to the proposed construction of a line of Telegraph from Rangoon to Singapore and Bangkok; with respect to which he has no observation to offer, further than that it would be gratifying to him to learn that the project has been successfully accomplished.

J. STANSFELD.

Genl. No. 335 of 1866.—No. 32.
From the Deputy Secretary to Government, Straits Settlement, to Messrs. W. Paterson, W. H. Read, and J. J. Greenshields, Singapore.
Dated Singapore, March 23, 1866.

Gentlemen,—I have the honour to acknowledge the receipt of your letter of the 22nd inst. on the subject of the establishment of a telegraphic line between this and Moulmein, and to state in reply that His Honour the Governor will have much pleasure in recommending the measure to the favourable consideration of His Excellency the Governor General in Council.—I have the honour to be, &c.,
M. PROTHEROE, Lieut., Dep. Sec. to Government.

DISTANCES.

Moulmein to Tavoy	140 miles.		Tavoy to Bangkok	150 miles.
Tavoy to Tenasserim	120 „		Bangkok to Saigon	425 „
Tenasserim to Pinang	440 „		Bangkok to Hué	475 „
Pinang to Malacca	260 „		Hué to Tin-hosa (Hainan)	200 „
Malacca to Singapore	125 „		Tin-hosa to Hong Kong	300 „

Digitized by Google

THE CAPE, INDIA, AND CHINA AGENCY.

ORDERS for GOODS of all descriptions executed, and Shipped by the Overland Route or by Clipper sailing vessels. Consignments of Produce realised. The Goods are selected by parties who have had personal experience of the requirements of the markets at the

CAPE COLONIES, INDIA, CHINA, AND JAPAN.

TERMS:—One-half the estimated cost to be remitted with the order, and the balance on receipt of Bill of Lading and Invoice.

Commission, 2½ per cent. on Orders over £50 and 5 per cent. on amounts under £50

Orders and remittances should be addressed to the MANAGER.

Office. 12, George-yard, Lombard-street, London E.C.

PALMER & Co's LAMPS FOR INDIA

SUSPENSION, BRACKET, & TABLE LAMPS

OF THE BEST CONSTRUCTION.

ORIGINAL PATENTEES OF THE CANDLE LAMPS

MANUFACTURERS OF

LUSTRES, CHANDELIERS, AND GAS FITTINGS

ADAPTED FOR INDIAN AND COLONIAL USE.

COOKING, COACH, and CARRIAGE LAMPS and LANTERNS.

SHIPS' CABIN LAMPS, PARAFFIN AND MODERATOR LAMPS, &c.

SHOW ROOMS,

SUTTON STREET CLERKENWELL LONDON.

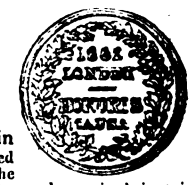
Prize Medal 1862. Prize Medal 1862.

HARMONIUMS.

W. E. EVANS,

THE ORIGINAL INVENTOR AND MANUFACTURER OF HARMONIUMS IN ENGLAND,

RESPECTFULLY draws the attention of intending purchasers to his Unrivalled Instruments, in which he has recently introduced several important patented improvements. Amongst which may be specially mentioned the "double-action expression wind movement," by means of which the wind is supplied with half the usual exertion, and the most perfect expression realised; thus superseding the use of the "Expression Stop," so difficult of management in all Harmoniums. The advantage to purchasers is obvious, in selecting an instrument of a manufacturer whose whole life has been devoted to perfecting the Harmonium, and who finishes with his own hand every Instrument that leaves his Manufactory; whilst the prices charged are no higher than those of other makers. Every Instrument is Warranted. The undermentioned, SPECIALLY PREPARED FOR INDIA, are recommended:—



No. 1.—With One Stop, in Oak or Mahogany... ... ... 11 Guineas.
(Tinned Packing-case, and delivery at any home port, 35s. extra).

No. 3.—With Four Stops, in Oak or Mahogany ... ... 21 Guineas.
(Tinned Packing-case, and delivery at any home port, 40s. extra)

No. 5A.—With Twelve Stops, in Oak or Mahogany ... ... 29 Guineas.
Tinned Packing-case, and delivered at any home port, 42s. extra).

No. 6A.—With Fifteen Stops, in Oak or Mahogany ... ... 43 Guineas.
(Tinned Packing-case, and delivery at any home port, 45s. extra).

No. 9.—With Nineteen Stops, and Two Rows of Keys, in Oak or Mahogany... ... ... 80 Guineas.
(Tinned Packing-case, and delivery at any home port, 63s. extra).

THE "EVANS" IMPROVED HARMONIUMS

Are remarkable for the entire absence of the nasal and reedy tone which has hitherto been the great impediment to the general adoption of the Harmonium in private houses whilst the sluggishness of speech, another great defect in most Harmoniums, has been entirely overcome by W. E. EVANS' improvements, without any MECHANICAL appliances. Fully detailed Price List, with Testimonials from the most eminent Musicians, &c., may be obtained of the Sole Manufacturer and Patentee,

W. E. EVANS, 2B, MARKET-PLACE, GREAT PORTLAND-STREET, LONDON, W.

Mr. Evans is in no way connected with any other House in London.

DYSENTERY, CHOLERA, FEVER, AGUE, ETC.

CHLORODYNE.

DR. J. COLLIS BROWNE'S CHLORODYNE. Vice-Chancellor Sir W. Page Wood stated publicly in Court that Dr. J. Collis Browne was undoubtedly the Inventor of Chlorodyne; that the whole story of the defendant Freeman was deliberately untrue, and he regretted to say it had been sworn to.—See *The Times*, July 13, 1864.

DR. J. COLLIS BROWNE'S CHLORODYNE. The Right Hon. Earl Russell communicated to the College of Physicians and J. T. Davenport that he had received information to the effect that the only remedy of any service in Cholera was Chlorodyne.—See *Lancet*, Dec. 31, 1864.

DR. J. COLLIS BROWNE'S CHLORODYNE. Extract from *Medical Times*, Jan. 12, 1866.—"Is prescribed by scores of orthodox medical practitioners. Of course it would not be thus singularly popular did it not supply a want and fill a place."

DR. J. COLLIS BROWNE'S CHLORODYNE is the best and most certain remedy in COUGHS, COLDS, ASTHMA, CONSUMPTION, NEURALGIA, RHEUMATISM, etc.

DR. J. COLLIS BROWNE'S CHLORODYNE is a certain cure in CHOLERA, DYSENTERY, DIARRHŒA, COLICS, etc.

DR. J. COLLIS BROWNE'S CHLORODYNE. EXTRACT *from the* GENERAL BOARD OF HEALTH, *London, as to its efficacy in Cholera*—"So strongly are we convinced of the immense value of this remedy, that we cannot too forcibly urge the necessity of adopting it in all cases."

From A. MONTGOMERY, Esq., *late Inspector of Hospitals, Bombay*.—"Chlorodyne is a most valuable remedy in Neuralgia, Asthma, and Dysentery. To it I fairly owe my restoration to health after eighteen months' severe suffering, and when all other remedies had failed."

DR. J. COLLIS BROWNE'S CHLORODYNE. CAUTION.—None genuine without the words "Dr. J. Collis Browne's Chlorodyne" on the Government Stamp. Overwhelming medical testimony accompanies each bottle. Sole Manufacturer, J. T. DAVENPORT, 33, Great Russell-street, Bloomsbury, London. The immense demand enables the proprietors to reduce the price; it is now sold in bottles, 1s. 1½d., 2s. 9d., 4s. 6d., and 11s.

AGENT: Hong Kong, Mr. A. S. WATSON.

J. T. DAVENPORT, 33, GREAT RUSSELL-STREET, LONDON, W.C.

Be not misled by the statements of unscrupulous persons, as the Defendant was termed by the Vice-Chancellor

Digitized by Google

PRIZE MEDAL—INTERNATIONAL EXHIBITION, 1862.

BENBOW AND SON'S
PURE GLYCERINE SOAP.

ELDERFLOWER, HONEY, ALMOND, BROWN WINDSOR, &c.; also their celebrated ESS BOUQUET, JOCKEY-CLUB BOUQUET, EXTRACT of VIOLET, and other perfumes for the Handkerchief. Manufacturers of HAIR, TOOTH, and NAIL BRUSHES.

PERFUMERY and POMATUMS of every description made expressly for Foreign Climates.

12, LITTLE BRITAIN, LONDON, E.C.

GELLÉ FRÈRES' PERFUMERY.

CHIEF ESTABLISHMENT, 35, RUE DES VIEUX AUGUSTINS, à PARIS.

THE house of GELLE FRERES, celebrated for the superiority of its Perfumery, addresses itself to the fashionable world as much for its essentially hygeianic, refreshing, and tonic preparations as for its delicate and distingué perfumes.

STEAM WORKS AT NEUILLY SUR SEINE

1st Class Exhibition Paris Medal.

DEPOT: BLUMBERG & CO., 55, CANNON-STREET WEST, LONDRES.

DEPOT: H. BRULÉ, 23, RUE DE L'HOPITAL, BRUXELLES.

1st Class London Exhibition Medal.

Commission. Articles specially Recommended. Exportation

REGENERATEUR GELLE FRERES, a superior pomade for preserving, beautifying, and reproducing hair.
EAU D'ALBION for the toilet, an exquisite production from the juice of flowers and aromatic plants.
CARBOQUINA ROSE superior toothpowder, composed of carbon quinine and Province roses.
CUCUMBER SOAP for softening the skin, the best of all toilet soaps.
LAIT PROPHYLATIC to remove freckles and improve the appearance of the skin.
COMPOSITION ZOUAVE, for the instantaneous dyeing of the whiskers and moustache.
COLD CREAM, AU LOTUS LE LYBIE, to soften and refresh the skin.
NIGRITINE VEGETALE, an incomparable dye for the hair and beard, not staining the skin.
VIOLET ESSENCE and VIOLET WATER for the handkerchief.
CONCENTRATED EAU DE COLOGNE for the toilet.

SPECIAL PERFUMERY WITH A BASIS OF GLYCERINE,
SOAP, TOOTH-PASTE, POMMADE, CREAM FOR THE COMPLEXION, EAU DE TOILETTE.

To be obtained of all the principal Perfumers and Hairdressers in Europe and other parts of the wor

HUBBUCK'S PATENT WHITE ZINC PAINT.

THE most durable and beautiful paint known, is cheaper than White Lead, and is proved to be superior for all purposes than the pernicious Lead Paint, and equally adapted for all climates.

Its whiteness is unaffected by bilge water, boiling sugar, or noxious gases.

It is free from any poisonous ingredient, and suited in all respects to the use of the painter.

Each Cask of Pure White Zinc is Stamped "HUBBUCK, LONDON PATENT."

Inferior Zinc Paint, so marked, having been sold in Foreign Markets, the Patentees offer a Reward of FIFTY POUNDS for information which will lead to the conviction, in an English or Colonial Court, of those who have pirated their Mark. Both Exporters and Retailers are liable for its sale.

THOMAS HUBBUCK AND SON,
HIT E LEAD, OIL, PAINT, AND VARNISH WORKS,
24, LIME-STREET, LONDON.

HUBBUCK'S ANTI-CORROSIVE PAINTS

Are very durable, and the most valuable protection to Iron Roofs, Bridges, Piers, Ships and Buildings, exposed to stormy weather and scorching sun; they soon become extremely hard, and do not blister.

They are made of Stone, Slate, Copper, White, Blue, Green, or any other Colour that is desired.

HUBBUCK'S ANTI-OXIDATION COMPOSITION,

For Coating Iron and Wood Ships' Bottoms; a preservative against fouling and corrosion. This Composition is ready for immediate use, and obviates the waste of carrying unmixed Paints, Oils, Driers, &c. It is also applicable to all the purposes of other Paints.

HUBBUCK'S PALE BOILED OIL

Has less colour than Raw Linseed Oil, is a quick, hard and certain drier for White and Light Coloured Paints.

PAINTS AND OILS PROPERLY PACKED FOR EXPORTATION.

PEACOCK & BUCHAN'S COMPOSITION FOR IRON SHIPS.

THIS is now established as the best and cheapest Composition known for keeping the Bottoms of Iron Ships CLEAN and free from Corrosion or GALVANIC ACTION. Apply to the Manufacturers direct, at SOUTHAMPTON, or to their accredited Agents at all the principal sea ports of the world.

From Captain John Ralph Engledue, Managing Director of the Thames Iron Works Ship Building, Engineering, and Dry Dock Company, Orchard-yard, Blackwall:—

"The Thames Iron Works, Ship Building, Engineering, and Dry Dock Company (Limited),
"Orchard-yard, Blackwall, E., September, 26th, 1865.

"Messrs. Peacock and Buchan.

"Gentlemen,—I shall at all times have much pleasure in bearing testimony as to the value and superiority of your Compositions for Ships' bottoms.

"I have used the No. 2 extensively for the last fifteen years, more particularly on the bottoms of the iron ships belonging to the Peninsular and Oriental Steam Navigation Company, and in every instance successfully. It is easily applied, economical, keeps the bottom CLEAN, and also has the property of preserving the iron.

"I visited, in dock, an iron SAILING vessel, called the 'Chile,' a few weeks since, and found her bottom perfectly clean, which had been coated with your Composition for upwards of twelve months, having made a voyage to New Zealand and back, and in salt water the whole time.

"I have also used your No. 1 Composition for the bottoms of wooden ships, coppered, and found it most advantageous, making the copper last double the usual time, and then only taken off to recaulk.

"I have at various times tried preparations of copper on iron ships, and in every case found the iron and rivet damaged.—I am, Gentlemen, yours faithfully,

"(Signed) J. R. ENGLEDUE."

"Egyptian Navigation Company, Azeeziah Mussriah, 61, Mark-lane, 7th July, 1865.

"Messrs. Peacock and Buchan, 39, Upper East Smithfield.

"Dear Sirs,—I have received orders to send to Egypt three tons of your patent Composition for ships' bottoms, same as supplied me in July, 1864. I now wish to know the soonest time you could have this packed and ready for shipment, as there is one of the Company's steamers leaving London about the end of next week. Please reply by return, and state price.—I remain, yours obediently,

(Signed) D. ABDUL HAMID BEY,
"I. FRICKEN."

OUR SPECIALTY
PETROLEUM LAMPS.

DIETZ & Co.,

MANUFACTURERS and EXPORTERS of KEROSENE LAMPS in great variety, and as GOODS APPERTAINING TO THE LAMP TRADE.

DIETZ & CO.'S
CELEBRATED
FLAT-WICK KEROSENE BURNERS
Are too well known and appreciated in
INDIA, CHINA, AND JAPAN
to need further commendation.

DIETZ & Co.'S
LARGE CATALOGUE,
Containing 500 Illustrations of KEROSENE LAMPS will be forwarded on application.

DIETZ & CO.,
4, ST. PAUL'S BUILDINGS,
CARTER LANE,
LONDON.

ENGLISH GARDENS IN THE EAST.

THE Fourth Season has now confirmed the complete success of MR. CHRISTY'S Cases for conveying Fruit Trees, Vines, Plants, Flowering Shrubs, and Seeds, to the East, when shipped in the holds of Steamers like ordinary Case Goods. Mr. John Waterer, junr., the American Nursery, Bagshot, Surrey, or Mr. Christy, 28, Pall Mall, London, are prepared to execute orders for gentlemen in the East, and beg to call attention to the list of prices and conditions. FRUIT TREES, including PEARS, APPLES, PLUMS, CURRANTS, GOOSEBERRIES, PEACHES, NECTARINES, APRICOTS, CHERRIES, and QUINCES, per case, 10 Guineas.

	Guineas.
20 FRUIT TREES, with Ten venes, per case	14
ROSES of the best kinds ... ... „	15
RHODODENDRONS and AZALIAS, &c.	15
GARDEN SEED (various) ... ... „	5 upwds.

The number depends on the size of the roots; the cases average 30 plants each.

All the above prices include freight, insurance, and all charges to any port where the P. and O. steamers call. The season for shipment commences about September and ends in January. All orders must be accompanied by a remittance or orders for payment. The name of the agent at the port of arrival must be furnished, to prevent delay in forwarding.

IMPORTANT ANNOUNCEMENT.

JOSEPH GILLOTT,
Metallic Pen Maker to the Queen,

BEGS to inform the Commercial World Scholastic Institutions, and the Public generally that, by a novel application of his unrivalled Machinery for making Steel Pens, he has introduced a NEW SERIES of his useful productions, which, for EXCELLENCE OF TEMPER, QUALITY OF MATERIAL, and above all, CHEAPNESS IN PRICE, must ensure universal approbation, and defy competition.

Each Pen bears the impress of his name as a guarantee of quality; they are put up in boxes containing one gross each, with label outside, and the fac-simile of his signature.

At the request of numerous persons engaged in tuition J. G. has introduced his WARRANTED SCHOOL and PUBLIC PENS, which are especially adapted to their use, being of different degrees of flexibility, and with fine medium, and broad points, suitable for the various kinds of Writing taught in Schools.

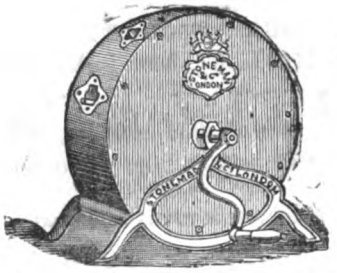
Sold Retail by all Stationers and Booksellers. Merchants and Wholesale Dealers can be supplied at the Works, Graham-street, Birmingham; at 91, John-street, New York; and 37, Gracechurch-street, London.

PRIZE MEDAL
SODA-WATER MACHINERY.

THE Book for 1865, containing twenty-eight leaves of Illustrations descriptive of all the Machines now in use, with advice before purchasing, to be obtained of any of the Agents of this Paper, price 6d., and through whom Orders can be sent.

For Larger Advertisement see th LONDON AND CHINA EXPRESS, 26th of each month.

Digitized by Google



THE CHEAPEST AND BEST

ROTARY KNIFE CLEANING

AND

POLISHING MACHINE

EVER INTRODUCED TO THE PUBLIC.

MANUFACTURED BY

MESSRS. STONEMAN & CO.,

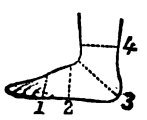
(FROM KENT'S),

No. 3, POSTERN-ROW, TOWER-HILL, LONDON

1st Size, to Clean	9	Knives &	1	Carver—High Stands	£9	9	6th Size, to Clean	4	Knives &	1	Carver—High Stands £4 4
2nd "	8	"	"	"	8	8	7th "	4	"		Low Stands 3 3
3rd "	7	"	"	"	7	7	8th "	3	"		" 2 2
4th "	6	"	"	"	6	6	9th "	2	"		" 1 10
5th "	5	"	"	"	5	5					

A VERY LIBERAL DISCOUNT ALLOWED TO MERCHANTS AND SHIPPERS

Orders can be sent direct or through any of the Agents for this Paper.

ELASTIC  BOOTS.

W. SPARKES HALL & CO. beg to call attention to their PANNUS CORIUM BOOTS which are peculiarly adapted for India or any warm climate. They have the appearance of leather, and are cleaned with ordinary Blacking, but the material is much softer than any leather ever introduced. Pannus, Corium Boots are now coming into general use in India, and will be found a great luxury to Ladies and Gentlemen in any climate with tender feet.

A Printed Circular, with full particulars of Prices, forwarded free to any part of the world.

W. SPARKES HALL & CO.,

BOOTMAKERS TO THE PRINCE AND PRINCESS OF WALES,

310, REGENT-STREET, LONDON.

N.B.—SELF-MEASUREMENT.—Stand on a sheet of paper and mark round the outline of the foot. Take the size of the foot in the places marked in the above drawing.

The Greatest Luxury in a Hot Climate!

PEARS'S TRANSPARENT SOAP

HAS enjoyed the highest reputation amongst the aristocracy for the past half century on account of its absolute PURITY and MILD and SOOTHING Properties. It renders the skin beautifully SOFT, WHITE, and CLEAR, and for its delightful perfume stands unrivalled. For Nursery use, and in all cases of delicate skin, it is strongly recommended by the Medical Profession.

PEARS'S TRANSPARENT SOAP is sold for WASHING, in Tablet Balls and Square Cakes at 1s., 1s. 6d. and 2s. 6d. each. The 2s. 6d. size Tablet and Square Perfumed with Otto of Rose.

SHAVING, in Round Cakes or in Sticks (in neat cases), at 1s., 1s 6d., and 2s. 6d. each.

MANUFACTURED BY THE INVENTORS,

A. & F. PEARS, Soap Refiners, and Perfumers,

DEPOT:—91, GREAT RUSSELL-STREET, LONDON.

MANUFACTORY:—LANADRON WORKS, ISLEWORTH, NEAR LONDON.

Shippers Supplied on Liberal Terms.

PRIZE MEDAL,

INTERNATIONAL EXHIBITION, 1862.

AWARDED TO

F. MORDAN,

FOR

IMPROVEMENT IN WRITING MATERIAL

F. MORDAN'S EVERLASTING GOLD PEN is now established in reputation as the most beautiful, useful, and truly economical Pen ever manufactured. Thirty years' experience has only increase, the estimation in which it is held, and tested the value of the warranty given with it. F. MORDAN can now proudly point to a sale of upwards of 90,000.

F. MORDAN'S PATENT PNEUMATIC INKSTANDS, the most useful and simple ever offered to the public perfectly protecting the ink from dust or evaporation.

F. MORDAN'S WRITING, COPYING, BLUE, BLUE BLACK, BLACK, COLOURED, and MARKING INKS, in bottles of new and useful designs, with patent spouts and stoppers. These bottles are rapidly superseding all others, there being no increase of price for these improvements.

F. MORDAN'S PERFUMED MAUVE INK for Ladies' writing.

F. MORDAN'S SCENTED SEALING WAX in fancy colours; also HARD INDIA WAX for warm climates.

F. MORDAN'S LIQUID GLUE, for mending Glass, China, Wood, Metals, &c.

F. MORDAN'S PREPARED LIQUID GUM, for Office use, and general purposes.

Merchants and Shippers can obtain Illustrated Catalogues on application at the Manufactory,

LBION WORKS, 326, CITY ROAD, LONDON.

SOLID MAHOGANY FURNITURE FOR INDIA, CHINA AND THE COLONIES.

HEAL and SON are Manufacturing, ESPECIALLY FOR use in EXTREME CLIMATES BEDROOM FURNITURE, which is entirely Free from Veneer. A general Assortment always in Stock.

IRON AND BRASS BEDSTEADS

Suitable for all Parts of the World. Their Stock consists of 2,500 Bedsteads.

HEAL AND SON'S PATENT HORSEHAIR MATTRESS.

HEAL and SON have Patented an Improvement in the Manufacture of Mattresses, which prevents the materia from felting into a mass, as is the case with all Mattresses made in the ordinary way. The Patent Mattresses are made of the very best Horsehair, are rather thicker than usual, and the prices are but a trifle higher than those of other good Mattresses.

HEAL AND SON'S ILLUSTRATED CATALOGUE

For INDIA, CHINA, and the COLONIES, of Bedsteads, Bedding, and Bedroom Furniture, SENT FREE TO EVERY PART OF THE WORLD to which there is Book Post.

HEAL and SON, Bedstead, Bedding, and Bedroom Furniture Manufacturers

196, 197, 198, Tottenham-court-road, London, W.

ROBERT COCKS & CO.'S NEW MUSIC.

HAMILTON'S MODERN INSTRUCTIONS for the PIANOFORTE. 547th Edition, 4s.; free for 28 stamps. "It is unapproached by anything of the kind that has hitherto been produced."—"Oriental Circular," March 26.

THE BRIDGE: Song. Words by LONGFELLOW; music by Miss M. LINDSAY (Mrs. J. W. Bliss). Available for all who sing to amuse themselves or their friends. 3s., free by post for 19 stamps.

FRED. GODFREY'S NEW DANCE MUSIC for PIANO. Helena Waltz (every one should hear these elegant waltzes); United service Quadrille, Waltz, and Galop; Coldstream Guards Waltz; Princess of Wales Waltz; Royal Cambrian Waltz; Harlequinade Quadrille; Colleen Aroon Quadrille, 4s. each; free by post for 26 stamps each.

HELENA WALTZ, for piano solo, 4s.; duet, 5s.; quadrine band 3s. Each free for half-price, with two extra stamps. Performed fifteen times with splendid success at Mr. Alfred Mellon's Concerts.—London: ROBERT COCKS and Co., New Burlington-street, W.

NEW SONGS.

HELENA. Song. Adapted to the melody of the "Helena Waltz," by FRED. GODFREY, 3s., free for 19 stamps.

"We need not proclaim the merits of this waltz which the public have settled long ago; it is, however, destined to gain still further popularity through Mr. Thirlwall's words, which are well suited to their object."—"Orchestra," Oct. 13.

SHYLIE BAWN.—Sung at the Saturday Evening Concerts, Glasgow.

" . . . . Madame Lemmens-Sherrington, whose warbling of the ballad 'Shylie Bawn' was truly charming, and called forth an enthusiastic encore."—Glasgow "Daily Herald," Jan. 30.

Price of the Song, 3s.; free for 19 stamps.

I MET HER in the SPRING-TIME. Poetry by John Streakes. Music by Franz Abt. 2s. 6d.

HAPPY BE THY DREAMS. Ballad. Sung by the Christy Minstrels. 3s.

I BUILT A BRIDGE OF FANCIES. By the Composer of "Fading Away." 2s. 6d.

THE LIQUID GEM. Ballad. Sung by Madame Lemmens-Sherrington. 3s.

GRIEVE NOT FOR ME. Sung by Madame Parepa. 3s.

THEY TELL ME I AM QUITE FORGOT. Sung by Madame Parepa. 3s.

GOD BLESS the PRINCE of WALES. Sung by Sims Reeves. 3s.

All at half-price, with an extra stamp for postage.

London: ROBERT COCKS and Co., New Burlington street; and of all Musicsellers.

THE EXPORT TRICHORD PIANETTE, Manufactured in Solid Mahogany, with extra bolts and bracings for extreme climates, 6¾ octaves, check action, price 28 guineas.

London: ROBERT COCKS and Co., New Burlington, street, Regent-street, publishers of the Helena Waltz, &c.

REVUE ORIENTALE,

Conducted by M. LEON DE ROSNY,

Professor of Japanese in the Imperial School of Living Oriental Languages of Paris.

DEVOTED specially to Ethnography, History, Literature, and Commerce of Asia, Africa, and Oceana.

The last issue (No. 57) contains, amongst other matters,—

THE INEXORABLE COURTESAN, a Hindoo Story translated by M. Garcin de Tassy, Member of the Institute of France.

COMMERCIAL RELATIONS of the EAST and WEST in Ancient Times, by M. A. Castaing.

OCEANIC STUCIES, by G. Delonore.

VOYAGE in the HOLY LAND, by M. F. de Saulcy, of the Institute.

ORIGINAL CORRESPONDENCE.

MISCELLANEOUS NEWS relating to the East.

Agents in London: TRUBNER AND CO.

DINNEFORD'S FLUID MAGNESIA.

THE Medical Profession for Thirty Years have approved of this pure solution of Magnesia as the best remedy for Acidity of the Stomach, Headache, Heartburn, Gout and Indigestion; and as a mild aperient it is especially adapted for ladies and children. Prepared by

DINNEFORD & CO.,

CHEMISTS, &c.,

172, NEW BOND-STREET, LONDON

And sold throughout the world by all respectable Chemists.

CAUTION.—See that "Dinneford & Co." is on each bottle and red label over the cork.

HOLLOWAY'S OINTMENT AND PILLS.—Much watchfulness must be exercised as winter advances, and the earliest evidences of ill-health must be immediately checked and removed or a slight illness may result in a serious malady. Relaxed and sore throat, diphtheria, quinsey, throat cough, chronic cough bronchitis, and most other pulmonary affections will be relieved by rubbing this cooling Ointment into the skin as near as practicable to the seat of mischief. This treatment, so simple and effective, is admirably adapted for the removal of these diseases during infancy and youth. Old asthmatic invalids will derive marvellous relief from the use of Holloway's remedies, which have brought round many such sufferers and re-established health after every other means had signally failed.

Digitized by Google

THE AGRA BANK, LIMITED.

To be incorporated under the Companies' Act, 1862, For the purpose of carrying on the Business of the Old Agra and United Service Bank.

CAPITAL, ONE MILLION STERLING,

Of which £400,000, in 40,000 Shares of £10 each, to be fully paid-up, are now offered for Subscription.

These are the Shares described as "A" Shares in the accompanying Statement.

Upwards of one-half of these Shares has been already agreed to be subscribed. Deposit on application, £1 per share; payment on allotment, £2 per share; payment 15th July, 1867, £3 per share; payment 15th January, 1868, £4 per share. With power to pay up in full at any of these periods, dividends being allowed on all payments *pro rata*.

DIRECTORS.

CHAIRMAN—JAMES THOMSON, Esq., Chairman of the Madras and East India Irrigation Companies.

James Spicer, Esq. (Messrs. J. Spicer and Sons), Vice-President and Trustee of the Equitable Assurance Society.

Robert Slater, Esq. (of the late firm of Morrison, Dillon, and Co.), Director of the Fore-street Warehouse Company.

John Stewart, Esq., Director of the Imperial Ottoman Bank.

J. Carrington Palmer, Esq. (Messrs. McKillop, Stewart, and Co.)

Col. the Hon. H. B. Dalzell, late Bengal Artillery.

(With power of increase as mentioned below.)

BANKERS.

Messrs. Glyn, Mills, Currie, and Co.

MANAGER.

Macintosh Balfour, Esq.

SOLICITORS.

Messrs. Ashurst, Morris, and Co.

AUDITORS.

David Chadwick, Esq.; and second Auditor to be appointed.

The objects of the Bank are:—

To take over the assets and liabilities of The Agra and Masterman's Bank (Limited), and liquidate the same as a working Bank, and to continue that portion of the business formerly carried on by The Agra and United Service Bank (Limited).

The proposed plan for this purpose is explained in the accompanying statement, which has been already circulated, and which, at a numerously attended meeting of the shareholders of The Agra and Masterman's Bank (Limited), held at the London Tavern, on the 18th Oct., 1866, was unanimously and cordially adopted, and a committee of shareholders appointed to "carry out the necessary arrangements to give effect to the proposal, with power to make such modifications therein as the committee may find necessary."

Attention is drawn to the modifications already agreed to by the committee, as appearing at foot of the accompanying statement.

The Committee have nominated the six above-named Directors, and it is intended to add, not exceeding three additional Directors, to be selected by the Board from the subscribers to the new capital, making the number of original Directors not exceeding nine, but with power to increase afterwards, if found desirable.

The business which it is proposed to carry on has been tested by the experience of the past to be both safe and profitable. From the establishment of The Agra and United Service Bank in 1833, up to the end of 1863, when it changed its name and entered upon an extended field of operations, it proved itself a growing and unchecked success, and during the years 1862 and 1863 respectively paid to the Shareholders clear net dividends of 18 and 20 per cent.

The advantages which the proprietors of the shares now offered will receive are:—

(1.) The benefit of an old established and profitable business, without any payment for goodwill.

(2.) They will have a preference dividend out of profits for two years of 10 per cent. per annum on their paid up capital.

(3.) They will have the option at once, or at any of before-named periods, of paying up the whole amount of £10 per share; dividends being allowed on all payments *pro rata*. The liability on the Shares will therefore be *actually*, and not nominally, *limited*.

TO IMPORTERS.

The undersigned beg to remind Importers of Wearing Apparel, and Boots and Shoes, of the many advantages which their long experience as Manufacturers and Shippers, their vast resources, and their intimate knowledge of the requirements of Foreign and Colonial Markets enable them to offer.

ASSORTED SAMPLE CASES FORWARDED ON RECEIPT OF REMITTANCE OR ORDER ON LONDON AGENT.

E. MOSES AND SON,
CORNER OF MINORIES AND ALDGATE LONDON

THE BANK OF HINDUSTAN, CHINA AND JAPAN (Limited).

1, BANK-BUILDINGS, LOTHBURY, LONDON.

CAPITAL	... ...	... £4,000,000
Subscribed	... ...	... 3,696,100
Paid-up	... ...	... 893,682

DIRECTORS.

William Ferneley Allen, Esq., Alderman.	James Levick, Esq.
William Frederick Baring, Esq.	Sassoon David Sassoon, Esq.
James Nugent Daniell, Esq.	J. Mackrill Smith, Esq.
William Harrison, Esq.	Richard Spooner, Esq.
	Philip Vanderbyl, Esq., M.P.
	Henry Young, Esq.

BANKERS.

The Bank of England. | The National Bank.
The Alliance Bank.

EDINBURGH BRANCH.

DIRECTORS.

William Forbes, Esq., of Medwyn.
Patrick Arkley, Esq., of Duninald.
James Mackintosh, Esq., jun., of La Mancha, and late of Calcutta.
John A. Macrae, Esq., W.S., 39, Frederick street, Agent

BRANCHES.

Bombay	Colombo	Shanghai
Calcutta	Hong Kong	Yokohama

Deposits received, subject to ten days' notice, on the usual terms, and for fixed periods at rates subject to special agreement.

Drafts issued, and Bills negotiated, payable in India, China, &c. Circular Notes and Letters of Credit, payable throughout Europe, are also issued for the convenience of Travellers per Overland Route.

The purchase and sale of Indian and other Securities, and the safe custody of the same, undertaken. Dividends, Pay, Pensions, Interest, or other moneys realised, and the registry of Indian Government Loan Notes effected, so that the interest may be paid in England.

Every other description of Banking and Agency business in connection with India, China, &c., conducted on the most favourable terms.

JOHN OUSELEY, General Manager.

THE BANK of HINDUSTAN, CHINA, and JAPAN (Limited).

NOTICE IS HEREBY GIVEN, that an EXTRAORDINARY MEETING of the Company will be held at the London Tavern, in the City of London, on MONDAY, the 19th day of November next, at 12 o'clock; and that the business to be transacted thereat will be the receiving of an audited Statement of the affairs of the Company.

By order of the Board,
R. SWIRE TOMLIN, Secretary.

1, Bank-buildings, Lothbury, London,
October 15, 1866.

CHARTERED BANK of INDIA, AUSTRALIA, and CHINA.

Head Office—20, Threadneedle-street, London.
Incorporated by Royal Charter.
Paid-up Capital £800,000.

COURT OF DIRECTORS, 1866-7.

CHAIRMAN.

THOMAS ALEXANDER MITCHELL, Esq., M.P.

John Allan, Esq.	Thomas Lancaster, Esq.
James Fraser, Esq.	Wm. Macnaughtan, Esq.
John Jones, Esq.	Joseph R. Morrison, Esq.

LONDON BANKERS.

The Bank of England. The City Bank.

BRANCHES AND AGENCIES.

Bombay	Rangoon	Hong Kong
Kurrachee	Singapore	Shanghai
Calcutta	Batavia	Hankow

The Corporation buy and sell, and receive for collection, Bills of Exchange, payable at the above-named places; issue letters of credit; undertake the purchase and sale of Indian Government and other Securities; hold them for safe custody, and receive interest or dividends as they become due.

Deposits of money are received for not less than twelve months, bearing interest at five per cent. per annum, and for longer periods at a higher rate.

COWASJEE DINSHAW.

lose to the Landing Place. Depot of

EUROPEAN, CHINA, AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality. Bombay-made Soda Water and Lemonade. Perfumery, Confectionery, Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c.

STEAMER POINT, ADEN.

Drawing and Reading-room free to Passengers.
THE "LONDON AND CHINA EXPRESS" ON SALE

Bottled Ales and Wines, &c.

"NO BUYERS for the BEST BRANDS, unless RE-PACKED," in consequence of repeated BREAKAGE.—Melbourne Journal of Commerce, Nov. 16. Heating and Breakage entirely prevented, and 15 per cent. saved in Freight of Cases by using SEYMER'S BOTTLE PACKINGS AND COOLERS.

Price 7½d. per doz. Bottlers contracting for large quantities effect so great a saving in labour, &c., that they can supply them at one-fourth less in price to Shippers, who will find it most profitable to order their goods to be so packed in future. In use by all the leading London houses.—T. WHITEHEAD, 37, EASTCHEAP, E.C. Sole Manufacturer.

TUPPER AND COMPANY.

MANUFACTURERS OF PATENT GALVANISED IRON in Sheets, Tiles, Iron Roofs heds, Cisterns, Pails, Gutters, Wire for Fencing, &c.

WORKS AT BIRMINGHAM AND LONDON.

OFFICES: 61A, MOORGATE STREET, LONDON.
Merchants' orders executed with despatch.

CHARTERED MERCANTILE BANK of INDIA, LONDON, and CHINA.

Incorporated by Royal Charter.

Paid-up capital, £750,000. Reserve Fund, £250,000.

BRANCHES AND AGENCIES.

Bombay.	Colombo.	Penang.	Shanghai.
Calcutta.	Kandy.	Singapore.	Hankow.
Madras.	Galle.	Hong Kong.	Yokohama.

The Bank negotiates and collects bills and grants drafts payable at the places above mentioned, issues letters of credit and circular notes for the use of travellers by the Overland Route, terms for which can be ascertained at the Head Office in London.

The Bank will effect the purchase or sale of Indian securities, undertakes the safe custody of same, and the receipt of interest, dividends, pay, pensions, and other moneys for remittance through the Bank or otherwise.

The Bank receives money on deposit, on which interest will be allowed according to the length of time deposited. Particulars as to rates can be ascertained at the Head Office, 65, Old Broad-street, London, E.C.

Office hours from 10 a.m. to 3 p.m.; Saturdays, from 10 a.m. to 2 p.m.

No. 65, Old Broad-street, London, E.C.

PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's Establishments at the above Port afford every facility for REPAIRING and SPARRING VESSELS, and for CLEANING and PAINTING Iron and Steam Ships.

Their large Granite Dock, 286 feet long on the blocks, is in complete working order, and at average spring tides can take vessels drawing 16 to 17 feet water. The Dock is fitted with a Caisson Gate and with a Centrifugal Steam Pump of great power, ensuring despatch in all states of the tide. An ample stock is kept on hand of Timber, Oregon Spars, Sheathing Copper and Yellow Metal, and of every description of material for Dockyard use.

The premises comprise an Engineer's Workshop, Brass Foundry, a large Smithy and Carpenter's Workshops, and the works are superintended by Resident Europeans, viz. a Shipwright, an Engineer and a Blacksmith. Dry Godowns for the reception of vessels, stores, &c., when requiring to discharge them.

Amoy, March, 1865.

THE MONEY MARKET REVIEW

A WEEKLY JOURNAL OF THE HIGHEST CLASS,

EXCLUSIVELY DEVOTED TO THE DISCUSSION OF COMMERCIAL AND FINANCIAL TOPICS.

PUBLISHED EVERY SATURDAY

TERMS OF SUBSCRIPTION.

PAYABLE IN ADVANCE.

Single Paper ... ... 6d. Yearly ... ... £1 6s.

BY POST.

Single Paper ... ... 7d. Yearly ... ... £1 10s.

*** Post-office orders to be made payable to FRANCIS FISHER, 23, Birchin-lane, Cornhill, London, E.C.

THE CHINESE COMMERCIAL GUIDE.

CONTAINING Treaties, Tariffs Regulations, Tables, &c., useful in the trade of China and Eastern Asia, with an Appendix of Sailing Directions for those Seas and Coasts, by S. WELLS WILLIAMS, LL.D. Fifth Edition.

Hong Kong, SHORTREDE and Co.; London Agent, F. ALGAR, 11, Clement's-lane, E.C. Price Two Guineas.

"CHINA MAIL" OFFICE.

No. 2 WYNDHAM-STREET (back of the Club):—

1.—THE EVENING MAIL,

A DAILY PAPER.

PRICE.—2 dols. per month.

TERMS OF ADVERTISING.—First insertion, Ten lines and under, 1 dol.; each additional line, 10 cents. Subsequent insertions, per week, 50 cents and 5 cents—"Auction" Notices are excepted, for which only One Charge per week is made).

2.—THE CHINA MAIL,

AN ORIGINAL WEEKLY PAPER.

(Every Thursday Night.)

PRICE.—15 dols. per annum; Single Copies, 44 cents.

ADVERTISING.—First insertion, Five lines, 1 dol.; each additional line, 20 cents. Subsequent insertions, 50 cents. and 10 cents.

The "China Mail" has been permanently enlarged in size, namely, from 4 to 6 full pages. It is the only weekly paper published in China which contains a complete summary of Hong Kong news as well as that from the treaty ports of China and Japan, and from Manila, Australia, India, and the Straits. Its circulation, which has of late considerably increased, extends throughout the coasts of those countries as well as to various parts of Europe. Great facilities are thus afforded to advertisers in this newspaper.

3.—OVERLAND CHINA MAIL.

Containing 8 FULL PAGES, and consisting of a reprint of the articles in the EVENING and CHINA MAILS, with Summary of News and Commercial Summary.

ONCE A FORTNIGHT.

(The Morning of the Mail's despatch.)

PRICE:—To Subscribers to the Weekly issue, 8 dols to Non-subscribers, 12 dols. Single copies, 50 cents.

ADVERTISING.—The same as in the Weekly. All "Notices of Firms" appearing in the Weekly will be inserted in the *Overland*, and charged for, unless otherwise ordered.

A. SHORTREDE & CO.

Hong Kong, May 17, 1866.

Digitized by Google

THE SHORTEST ROUTE TO AND FROM MANILA AND THE PHILIPPINES.

NOTICE to SHIPPERS and PASSENGERS by the OVERLAND ROUTE :—

The CHINA STEAM and LABUAN COAL COMPANY (Limited), in pursuance of an agreement entered into with the Government of Manila, have arranged to despatch the steamships "MONA" and "JAPAN," or other of their first-class steamers, with the mails and passengers monthly between Singapore and Manila, and Manila and Singapore, in correspondence with the Messageries Imperiales Over-and Route.

By a special permit all goods by these steamers from the 1st August, 1866, will be admitted into Manila at the reduced duty of 10½ per cent.

The Company's agents at Singapore will take charge of goods for transhipment. For further particulars apply at the Offices of the Company, Ethelburga-house, 70 and 71, Bishopsgate-street, London, E.C.

OVERLAND ROUTE.

COMMUNICATION by STEAM to INDIA, AUSTRALIA, &c., *via* EGYPT.—From SOUTHAMPTON and MARSEILLES.—The PENINSULAR and ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels for Gibraltar, Malta, Egypt, Aden, Ceylon, Madras, Calcutta, the Straits, China, and Japan (Yokohama), by their steamers leaving Southampton on the 4th and 20th of every month. For Gibraltar, Malta, Egypt, Aden, and Bombay by those of the 12th and 27th of each month; and for King George's Sound, Melbourne, and Sydney, by the steamers leaving Southampton on the 20th of every month. The steamers leave Marseilles on the 5th, 12th, 20th and 28th of the Month.

For further particulars apply at the Company's Offices, 122, Leadenhall-street, London, E.C., or Oriental-place, Southampton.

OVERLAND ROUTE VIA MARSEILLES.

SERVICES MARITIMES DES MESSAGERIES IMPERIALES.

FRENCH MAIL STEAM PACKETS.

The 19th of every Month, at 2 P.M for—

MESSINA, ALEXANDRIA, ADEN, POINT DE GALLE (Ceylon), PONDICHERRY MADRAS, CALCUTTA, SINGAPORE, BATAVIA, SAIGON, HONG KONG, SHANGHAI, and JAPAN.

The 9th of every Month for—

MESSINA, ALEXANDRIA, ADEN, SEYCHELLES REUNION, MAURITIUS

For passage, freight, and information apply to B. W. and H. HORNE, 4, Moorgate-street, London; G. H. FLETCHER and Co., Liverpool; at the offices of the Services Maritimes des Messageries Imperiales in Paris, Lyons, Bordeaux, and Marseilles: or to SMITH and Co., Rotterdam.

*** Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.

STEAM to INDIA, via the CAPE.—The UNION STEAMSHIP COMPANY (Limited) have entered into an arrangement with the Government for the extension of the Packet Service from Mauritius to Ceylon. Passengers can proceed from Southampton on the 8th of every Month to Point de Galle, where a junction is formed with steamers proceeding to India, China, Australia, &c. Rates of freight and passage very moderate.

Apply to FALCONER and MERCER, 23, Leadenhall-street, London; or THOMAS HILL, Southampton.

ORIENTAL, AUSTRALIAN, AND GENERAL STEAM AGENCY, AND GLOBE PARCEL EXPRESS.

PARCELS, PACKAGES, and MERCHANDISE forwarded, and PASSAGES engaged to all parts of the world. Baggage collected and shipped, insurances effected, &c.

CALCUTTA, MADRAS, CEYLON, and ADEN—Overland, 4th and 20th of every month.

BOMBAY and ADEN—Overland, 12th and 27th.

CHINA, JAPAN, SINGAPORE, and EASTERN SEAS—Overland, 4th and 20th.

AUSTRALIA, TASMANIA, and MAURITIUS—Overland, 20th.

NEW ZEALAND and AUSTRALIA via PANAMA, 2nd

INDIA, CHINA, and AUSTRALIA—Via Cape of Good Hope. Clipper Ships, weekly.

Prospectuses, with through rate to a thousand places free on application.

G. W. WHEATLEY and Co. (late Wagnorn), 150, Leadenhall-street, E.C.; CHAPLIN'S, Regent-circus, W., and 82, Regent-street, S.W.

INDIA, CHINA, AND JAPAN.

ROBERTSON and CO. will despatch the following first-class VESSELS to their respective destinations:—

Destination.	Ships.	Class.	Docks.	To Sail.
Manila ...	Ogono ...	3-3d=A1	W.I.D.	With des.
Hong Kong ...	Blk. Prince	A1 13 yr.	S.K.D.	With des.
Hg. Kong, Amoy, & Foo-chow Foo	Argonaut .	New ship	E.I.D.	With des.
Kanagawa & Yokohama ...	Medina ...	A1 13 yr.	W.I.D.	With des.
Singapore and Penang ...	Spirit of the Deep	A1 13 yr.	W.I.D.	With des.

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.

CHINA, JAPAN, and SINGAPORE.—The following splendid first-class CLIPPER SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	Last Shipping Day.
Shanghai ...	LennoxCastle	A1 14 yr.	E.I.D.	Nov. 20.
Shanghai ...	City of Aberdeen ...	A1 14 yr.	E.I.D.	Dec. 5.
Hong Kong & Whampoa ...	Min... ...	A1 13 yr.	E.I.D.	With des.
Kanagawa (Yokohama) ...	Eliza Shaw...	A1 15 yr.	E.I.D.	Nov. 20.
Nagasaki and Kanagawa ...	Rifle ...	A1 13 yr.	W.I.D.	With des.
Singapore ..	Newcastle ...	A1 10 yr.	W.I.D.	With des.

For Freight or Passage apply to KILLICK, MARTIN and Co., 28, Nicholas-lane, Lombard-street, E.C.

INDIA, CHINA, AND AUSTRALIA.

SHAW, LOWTHER, & MAXTON will despatch the following first-class SHIPS as under:—

Destination.	Ships.	Class.	To sail.
Hong Kong & Whampoa	John Milton	A1 14 yrs.	With des.
Ditto	Melbrek ...	A1 14 yrs	To follow.
Shanghai	Sir Lancelot	A1 14 yrs.	Nov. 25.
Melbourne	Reigate ...	A1 12 yrs.	Nov. 25.
Colombo & Coconada	Brockham...	A1 12 yrs.	With des.

For Freight or Passage apply to SHAW, LOWTHER, and MAXTON, No. 2, Royal Exchange-buildings, E.C.

FROM LIVERPOOL.

Destination.	Ships.	Tons	Class.	To Sail.
Shanghai ...	Maiden Queen	814	A 1 —	Nov.21
Batavia & Sourabaya ...	Caroline ...	462	—	Imm.
Calcutta ...	Waverley ...	1000	—	"

For terms of Freight or Passage apply to McDIARMID, GREENSHIELDS, and Co., Liverpool.

CEYLON, INDIA, AND CHINA.

THE undermentioned will despatch the following magnificent first-class VESSELS:—

Port.	Ships.	Tns.	Class.	Dock.	Date of Sailing.
Colombo ...	Aboyne ...	445	A 1 10 yrs.	L.D.	Nov. 20
Ditto ...	Abd. Medjid	400	AA 1 —	W.I.D.	W. des.
H. Kong'...	Dora	379	A 1 10 yrs.	W.I.D.	Nov. 20
Sadashigur Cannanore, Beypore, & Cochin	Milbrook ...	328	A 1 —	W.I.D.	W. des.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's.

Has a large portion of her Cargo already engaged, and will meet with quick despatch.

FOR HONG KONG and WHAMPOA, the beautiful British clipper ship DORA, A1 ten years, 379 tons register, ELIJAH BROWN, Commander; loading in the West India Docks. This fine vessel, well known for her fast-sailing qualities (having made her last passage home from Colombo in 94 days), offers a favourable opportunity to shippers.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING and BRIGGS, 31, Great St. Helen's Bishopsgate-street, E.C.

Regular Line of Packet Ship.—To follow the Belted Will.

FOR HONG KONG AND WHAMPOA, the very fast, new clipper JOHN MILTON, A 1, 14 years, 618 tons register, A. PIROUET, Commander; lying in the East India Docks. This ship, built last year, made the passage to China against the Monsoon in 104 days. Has good accommodation for passengers.

For Freight or Passage apply to SHAW, LOWTHER, AND MAXTON, 2, Royal Exchange-buildings, London E.C.

FOR SHANGHAI, to follow the MAITLAND, the celebrated clipper ship SIR LANCELOT, A 1 14 years, 886 tons register, RICHARD ROBINSON, Commander; to load in the East India Docks. This beautiful ship was built last year, on the lines of the Ariel, by Messrs. Robert Steele and Co., of Greenock. Has superior accommodation for passengers.

For Freight or Passage apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings, E.C.

Last Shipping Day the 24th November.

DIRECT for SHANGHAI, the magnificent Clyde-built clipper ship HOANG HO, A 1 fifteen years, 565 tons register, J. CARRINGTON, Commander; loading in the East India Docks. This splendid high-classed ship, built in 1864, is strongly recommended to shippers of fine goods.

For Freight apply to GELLATLY, HANKEY, SEWELL, and Co., 27, Leadenhall-street, E.C.

FOR SHANGHAI Direct (last shipping day 8th December), the magnificent China clipper ship LAUREL, A 1 thirteen years, 638 tons register, GEORGE MOODIE, Commander; lying in the East India Docks. This well-known ship (owned by Messrs. John Willis and Son (is strongly recommended to shippers of fine goods.

For Freight or Passage apply to GELLATLY, HANKEY, SEWELL, and Co., of 27, Leadenhall-street, E.C.

Will sail, full or not full, 28th November.

FOR SINGAPORE, BELLE OF SOUTHESK, A 1 ten years, Captain MCKENZIE; W.I. Docks. This beautiful Scotch-built clipper, just returned from her first voyage, made the quickest passage from London of the season.

For Freight or Passage apply to the owners, Messrs. MACTAGGART, TIDMAN, and Co., 34, Great St. Helen's; or to TIDMAN, LANGMORE, and Co., 2, Great St. Helen's.

COLOMBO (CEYLON) Direct (to follow the Palestine), having all her dead weight engaged, and only room for light measurement goods, the new clipper ship BOYNE, AA 1, 618 tons register, R. P. JONES, Commander; loading in the West India Docks. This splendid vessel has a full poop, with magnificent accommodation for the comfort and convenience of passengers.

For passage apply to the owner, W. H. TINDALL, 5 Tokenhouse-yard, E.C.; or for freight or passage to F. TALLACK, 23, Birchin-lane, Cornhill, E.C.

FOR COLOMBO and COCONADA (under engagement to H.M. Council for India, will have quick despatch), the splendid clipper ship BROCKHAM, A 1 twelve years, 1,048 tons register, R. J. BARROW, Commander; lying in the East India Docks. Has excellent accommodation for passengers.

For Freight or Passage apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings.

FOR COLOMBO Direct (under engagement to Colonial Government), to sail on the 23rd November, the fine British-built ship MEDWAY, A 1 12 years, 612 tons register, T. GRIEVES, Commander; loading in the Victoria Docks. This fine vessel is strongly recommended to shippers. Has splendid cabin accommodation.

For Freight or Passage apply to the owner, GEORGE MARSHALL, 3, Cross-lane, St. Mary-at-Hill.

To follow the FRANCES.

And will meet with the usual quick despatch.

DIRECT for COLOMBO, the beautiful fast-sailing ship ABOYNE, A 1 ten years, 444 tons register, JAMES GRANT, Commander; lying in the London Docks. This splendid clipper ship, built in 1864, offers a first-rate opportunity to shippers of fine goods.

For Freight or Passage, apply to JOHN C. CAMPBELL 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

To follow the FRANCES.

Will meet with the usual quick despatch.

DIRECT for COLOMBO, the well-known fast-sailing ship, ABDUL MEDJID, AA 1, (owned by Messrs. Vanner Prest, and Lyth), 400 tons register. J. PITON Commander, West India Docks. This magnificent vessel offers a first-rate opportunity to shippers of fine goods Has elegant accommodation for passengers.

For freight or passage apply to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

Will meet with very quick despatch.

FOR SADASHIGUR, CANNANORE, BEYPORE, and COCHIN.—The beautiful clipper ship, MILBROOK, A 1 9 years; 328 tons register, JOHN BARRON, Commander; West India Docks This fine little vessel has been especially selected to take the place of the Star of Ceylon—lately lost.

For Freight or Passage apply t JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate street, E.C.; or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

Steam to Calcutta.

Leaving the East India Docks Nov. 24, last Shipping Day 22nd.

Outward Passage Last Year 64 Days.

DIRECT FOR CALCUTTA, the splendid River-built Twin Screw Steam Ship, "FAR EAST," A 1 12 Years, 1,260 Tons Register, horse power—150 nominal, 600 indicated, HENRY JONES, Commander. This magnificent Ship built in 1864 by Messrs. J. and W. Dudgeon, of Millwall, has a full poop, and her Cabin Accommodation cannot be surpassed.

For Freight or Passage, apply to Captain HENRY JONES, on board; or to GELLATLY, HANKEY, SEWELL and Co., 27, Leadenhall-street, E.C.

Bills of Lading to be had on application to Messrs. Smith, Elder and Co., Cornhill.

Printed for the Proprietors by WOODFALL and KINDER Milford-lane, Strand, W.C., and published by JOHN ELLISON, at the Office of the "LONDON AND CHINA TELEGRAPH," 12, George-yard, Lombard-street, E.C., in the parish of St. Edmund the King—Monday, Nov. 12, 1866.

Digitized by Google

The London and China Telegraph.

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON ARRIVAL OF THE MAILS, about the 4th, 14th, and 28th, in connection with the "LONDON AND CHINA EXPRESS,"
A SUMMARY OF NEWS FOR THE OUTWARD MAILS OF 10th, 17th, and 26th.

VOL. VIII.—No. 228.] LONDON, WEDNESDAY, NOV. 28, 1866. [Price 9d., with Sup., 1s. 3d.—Sub. 30s. per ann. postage included, Sup. 12s. extra.

Latest Advices.

	From London.	Arrived out.	Homeward. Arrived in London this day.
JAPAN—			
Yokohama	July 26	Sept. 16	Sept. 30
Nagasaki			Sept. 28
Hakodadi			
CHINA—Peking			
Tien-tsin			Oct. 1
Chefoo			
New-chwang			
Hankow			Oct. 8
Kiu-kiang			
Chin-kiang			
Shanghai	Aug. 17	Oct. 3	Oct. 9
Ningpo			
Foo-Chow			Oct. 10
Formosa—Tamsuy			
Amoy			Oct. 12
Swatow			
Hong Kong	Aug. 27	Oct. 2	Oct. 15
Canton			
Macao			
PHILIPPINES—			
Manila	Aug. 10	Sept. 26	Oct. 6
COCHIN-CHINA—			
Saigon			Oct. 12
SIAM—Bangkok			Oct. 5
BORNEO—			
Labuan			
Sarawak			
JAVA—			
Batavia			Oct. 16
MALACCA STRAITS—			
Singapore	Sept. 17	Oct. 19	Oct. 23
Penang	Sept. 10	Oct. 10	Oct. 25

The Malta and Alexandria cable is again out of order, and we have consequently no news of the French mail from Suez; but it is expected here on the 5th prox. Telegrams via Galle have been received in advance of the mail of 30th Oct. from Hong Kong.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per P. and O. str. Massilia.—From Yokohama: Messrs H. James, E. Seyd, E. J. Spence. From Shanghai: Messrs. T. H. Cheshire, J. B. Hallam, C. Glover, A. White, two Japanese and child. From Hong Kong: Mrs. Lambert and servant, Messrs. R. Deacon, H. H. Severs, E. H. Lavers, C. Medina, J. Ellis. From Singapore: Messrs. C. V. Sagade, D. Alexander, R. De Montigny, Lieut. F. Vanderzee. From Penang: Messrs. H. Brand, E. Courtaux, B. Lemmann. From Chiua, via Bombay: Mr. Rennie. From Singapore, via Bombay: Mr. Oppert and infant.

To Malta.—From Hong Hong: Mr. Weld.

To Gibraltar.—From Hong Kong: Miss Acibel. From Singapore: Mr. De Castro, Mr. Mourales.

To Southampton, per P. and & O. steamer Syria, expected to arrive.—Dec. 2. From Hong Kong: Mr. and Mrs. Davidson, child, and servant, Mr. Guild, Mr. Lambert and servant, Mr. Martin, Mr. Caldwell, Mr. Mourilyan, Mr. Howell, Mr. Jameson, Mr. Nicholson.—From Singapore: Mrs. Venn and child, Mr. Christian.—From Galle: Mr. Leake, three children, and two servants, Rev. J. Clowes.

PASSENGERS OUTWARD.

Per P. and O. steamer Ceylon, from Southampton, Nov. 20.—To Singapore: Miss Jury, Mr. H. K. Bilby, Mr. J. C. Morris. To Penang: two second-class passengers. To Ceylon: Mr. G. Hamner, Staff Assist.-Surgeons Gillespie and Dr. Brown, Mr. O. E. Pennyerwick, Mr. H. Banner. To Hong Kong: Rev. D. B. Morris, Mr. W. Stock, Mr. T. Pitcher. To Shanghai: Mr. R. H. Boyce. To Calcutta: Major F. Corbett, Mr. A. Ross, Mrs. Babington, Miss Tweedie, Miss Woodthorpe, Mr. N. Grieve, Mrs. George, Mrs. Hamner, child, and servant, Capt. and Mrs. H. T. Forbes, two children, and servant, Mr. Studd, Mr. T. A. Shaw, Miss M. Jones, Mr. G. F. Barnard, Mr. G. F. Taylor, Mrs. Wright, Miss Delpratt, Mr. T. Gracey, Mr. Clifford, Col. B. Boyd, Miss Davies, Miss Kellner, Mr. and Mrs Dudley, Mrs. Southward, Major and Mrs. Forster, two children, and servant Mr. T. D. Wise, Mr. H. F. Wilson, Miss Pakenham, Mr. J. M. Courtney, Staff Surg-Maj. Ivey, Asst.-surg. Boult, Mr. N. Luard, Mr. W. C. Miller, Capt. Bell Mr. Kavanagh, Lieut. and Mrs. T. H. C. Taylor, and one second-class passenger. To Madras: Miss Hunter, Col. R. Jones, Mr. Tasker, Mr. J. Broughton, Col. Wilson, Mrs. Stradiot, two daughters and son, Capt Harrison, Mr. F. A. Cook, Mr. F. A. Cook, Mr. F. B. Hanna, Mr. and Mrs. A. M. Rainey and child, Mr. A. N. Combe, Mr. G. Smith, Mr. and Mrs. Wright and servant, and one second-class passenger.

From Marseilles, Nov. 28.—To Ceylon: Mr. W. H. De Saram, Mr. M. H. Moss. Mr. James Brander, Dr. J. and Mrs. and Miss Loos, Mr. G. W. Falconer, Mr. and Mrs. Pilkington, Mr. and Mrs. A. W. Bayliss, two children and servant. To Hong Kong: Mr. G. Newton, Mr. Red. To Yokohama. Mr. J. Thurburn. To Calcutta: Mr. W. O Law, Major and Mrs. Hamilton and two children, Mrs. Craster, Miss Pugh, Dr. Liddersdale, Captain and Mrs. Lloyd Bronne, Captain Rowcroft, Mr. and Mrs. A. Young and child, Mr. N. K. Clementson, Mr. and Mrs. F. M. Phillips, Mr. and Mrs. Eldridge, child, and servant, Lieut. and Mrs. Thornton, Miss Taylor, Mr. J. Dickie, Mr. Grubb, Col. Dodgson, Miss E. Parker, Major W. Revely, Mr. and Miss Pugh, Mr. Balfour, Mrs. Bolders, Miss Parry, Lieut. L. K. Scott, Mr. Moran, Mr. Carnac, Hon. Justice Peterson, Miss Smith, Mrs. Duff, Captain F. H. Goold. To Madras: Major and Mrs. Clephane, Mrs. N. E. McLeod, Miss Mein, Mr. P. Macfadyen, Mr. A. McIver, Miss Nicholls, Mr. and Mrs. N. C. Ellis, Mr. Fortey, Captain J. and Mrs. Vertue, Mr. A. G. Dodson, Dr. J. H. Orr.

Per P. and O. steamer, from Southampton, Nov. 27.—To Hong Kong, via Bombay: Capt. Edmonds.

Per P. and O. steamer from Southampton, Dec. 4.—To Ceylon: Mr. H. Irwin, Mr. E. Fuller, Mr. A. N. Davidson, Mr. P. Le P. Bookey, Miss Bookey, Mr. J. H. Maclean, Mr. Hippesley, and brother, Mr. and Mrs. G. Armitage. To Shanghai: Miss Luprark. To Singapore: Miss Gale. To Hong Kong: Miss Roy, the Rev. J. Kingston, R.N.

From Marseilles, Jan. 12.—To Penang: Mr. H. J. D. Padday. To Ceylon: Mr. and Mrs. Boustead. To Hong Kong: Mr. Still.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

From this port we have advices to the 30th September. The English mail of 26th July arrived out on the 16th September. The P. and O. steamer, *Nepaul*, which conveyed it to Yokohama, encountered a severe typhoon, and was in considerable danger during some portion of the voyage. The skill and courage displayed by Captain Hector, under very trying circumstances, induced the passengers to address the following letter to him:—

"We cannot leave the steamer *Nepaul*, after the short but trying passage from Shanghai, without expressing our high appreciation of your abilities as a commander, which have been so signally displayed in the heavy gales we have experienced, seconded as they have been by the able co-operation of the officers subordinate to you.

"We will take it as a compliment to ourselves if you will accept the accompanying purse, with which to purchase for yourself some lasting memento of our voyage and of the dangers from which we have escaped.

"We would be glad if you would have inscribed upon the testimonial which you may choose for yourself, a few words suggestive of the circumstances under which it has been offered to you."

The death of the late Shiogoon is now fully confirmed, although the fact has not yet been officially promulgated. The usual course is for the Gorogio to send in their recommendation to the Mikado, who, if he approves their choices makes it known to the elected Shiogoon and confirms him in his office. The Shiogoon then informs the Gorogio officially of his appointment, and they forthwith issue a decree making it known to the Daimios and the people. In the present case the Gorogio have unanimously voted for Stotsbashi, who was well known at the time the mail left to be in full charge of the Government, although the prescribed formula had not been entirely completed. A rumour had been published by the *Japan Times* to the effect that Stotsbashi had been murdered, but the *Herald* decisively contradicts this on the authority of the Gorogio.

Stotsbashi, an ambitious and powerful statesman, is the son of Mito, who has always been regarded, *par excellence*, as the determined foe to foreign intercourse, and who was condemned to "life-retirement" for the part played by him on the first admission of foreigners. The *Herald* says however that in reality the Prince is suffering for the faults of his Kerai or retainers. In Japan, a daimio has but nominal sovereignty over his retainers; for they are a troublesome set of fellows, and often force their master into a course of action he himself would disapprove of, or, as in the case of Mito, commit deeds and depredations for which he has to bear the punishment. The *Herald* reminds us that lately Choshiu has been thus overruled by his Kerai. He had accepted the terms of the Tycoon, and on a certain day was to have made his submission; but on that day he sent a message to declare that his retainers would not allow him to act up to his written engagement, and they were prepared to abide the issue of war.

Digitized by Google

The new Shiogoon is described as being able, energetic, and in all respects suited to hold the reins of Government; he is dignified, yet kindly and courteous in his manner, and favourably disposed towards foreigners. Until lately, Stotsbashi and Satsuma have been very friendly—both being desirous of introducing reforms into the country, and two such men working together to such ends might have had an immense influence for good. After a while Stotsbashi perceived that not only a reformation in government was Satsuma's design, but a change of dynasty, and on this point the difference of opinion was so great that a more limited intercourse between them was the result. Three powerful daimios, Iwami, Bizen, and Inshiu, whose territories are between Kioto and Nagato—and who hesitated to join the late Tycoon—have not only sent in their adherence to Stotsbashi, but also a contingent to aid his cause.

The *Herald* gives the following account of the death of the late Shiogoon from a disorder which, although described as peculiar to Japan, would appear to be only an aggravated form of dropsy:—"The Shiogoon who a little more than a year ago went forth from Yedo in all the pomp and panoply of war before the eyes of foreigners, died at Osaca about three weeks since of a disease unknown in Europe, but to which Japanese seem to be very liable—and called by them Kake. It commences by the swelling of the knees and thighs, and so long as it is confined to them there is no danger; but if it is unchecked and reaches the abdomen or more particularly the kidneys and bladder it is certain death. Before the late Shiogoon left Yedo he had suffered more than once from dropsical affection and he was anything but strong and healthy. This may account for his inertness; and although we must feel a certain degree of sympathy at his dying so young and just as family endearments were commencing with him, we cannot but declare our opinion that, for the good of the country, a much more able and active man was requisite."

It is believed that the change now taking place in the Government will be the means of putting an end to the war in the South. The *Japan Times* says that the Gorogio themselves have officially acknowledged the defeat of their forces, and that the Prince of Kanga, one of the most important Daimios of the Empire, has offered his services as mediator between the contending parties, and has made to Chosiu overtures for an honourable peace. In reply, the Prince of Nagato has issued a manifesto in which he states the terms upon which he will consent to lay down his arms. He commences by recapitulating the victories he has won and the towns and villages which he has either burnt or taken, and the amount of treasure, guns, munitions of war and stores which have fallen into his hands. The Shiogoon's troops, this curious state paper proceeds to say, have only gained one and that a temporary success—one, too, which reflects more disgrace upon the arms of the Yedo chief than any of the defeats which his generals have suffered. This was at the isle of Ooshima, which was bombarded for five days and finally taken without resistance, there being in the place no soldiery, none but inoffensive peasants and fishermen, who, with their women and children, were massacred without mercy. Chosiu reprehends in the strongest language this shameful deed, and proceeds to show how on the approach of his own people to the relief of the place it was immediately evacuated by the Shiogoon's men and remains at this moment in his possession. Considering himself, therefore, master of the situation, he states that the terms on which he will consent to lay down his arms are:—

1. A public acknowledgment of his innocence of the crimes imputed to him by the Shiogoon.
2. An apology from that chief for having aspersed his character before the Mikado and foreigners, and
3. Permission to retain all his conquests.

Should this last demand be acceded to, Chosiu will be left in possession of a considerable part of the Province of Geyshiu, the whole of Iwari, and of that part of Kokura opposite Simonoseki, giving him entire and absolute command of the Straits. The *Times* thinks that these terms must be accepted, lest harder ones should be proposed. Chosiu boasts, with but little exaggeration, that he has five rifles to the Shiogoon's one. For two years past he has been drilling his troops, and his victories have been won by force of superior arms and discipline. At the same time, it is more than suspected that serious disaffection exists in the ranks of the Shiogoon's army.

A passenger by the *Nepaul*, in a letter to the *Japan Times*, says:—

The trip was a chapter of accidents from beginning to end, but there occurred several episodes which brought out in strong relief the good qualities of the ship, of her commander, and his officers. A most evil omen inaugurated our voyage. None but those who have heard the cry of "a man overboard," witnessed the excitement which it causes, and felt the breathless suspense which follows—can appreciate these sensations from any description. In this case we had none but the experience of sadness. Within a quarter of a minute from the first cry of alarm, the engines were reversed, and in five minutes a boat was lowered; but the poor fellow had fallen over apparently on the wrong side of the ship, and there is little doubt that his life was either beaten out of him by the heavy sea dashing him against her side, or entangled him with the screw, long before the boat was even launched. After half an hour's search she returned without him.

Just before dinner again the cry "Man over board" rang through the ship. Instantly the engines were reversed, and in an incredibly short space of time a boat was lowered, manned by an officer and four men. The launch was successfully made in an exceedingly heavy sea, and to those who watched it the idea must have occurred that five lives were being risked to save one. Happily on this occasion the boat returned, after a most anxious quarter of an hour, with the man, and with the utmost peril and difficulty she was secured in the davits. The sea which washed this man overboard swept another off the deck at the same time, but he was thrown on board again by the returning wave. This fact alone will give you some idea of the state of the sea at the time, and of the skill and daring shown in launching the boat.

During the gale which followed a sudden squall split the main trysail into ribbons, while it was being shifted, and the Malays, panic-struck, let go the halyards and huddled together in the waist. The sea was then breaking all over the ship from stem to stern and rolling frightfully, and the main boom, uncontrollable by the two or three hands that remained at their posts, swayed about and threatened destruction to the deck-house and the life-boats. But here it was that Captain Hector showed to advantage. In his sleeping dress, and with only his officers and the few English sailors to help him, he handled the ropes, managed to secure the dangerous spar, and before long a new sail was bent and set. We were clearly in for bad weather, and the orders to "batten down hatches and skylights" (and even the coal bankers) and to the men to stand by the boats with hatchets and "*in case of emergency not to stick at a trifle*" (which meant cutting away everything), showed us all clearly that we were in great danger. Thus we fared all through the long and anxious night of the 15th—wind and sea constantly increasing—barometer steadily and ominously falling and that sickly oppressive heat prevailing, which is so characteristic a sign of a typhoon. During the hurricane we lost three boats and a man was drawn in by the machinery and crushed to death—but the good ship herself suffered no damage, not making an inch of water and established her character as one of the best sea boats afloat.

The English, Dutch, and French Ministers had been in Yedo for some days—it was supposed on business connected with the late Convention, some provisions of which are not carried out, nor indeed is any intention shown of their fulfilment. In Article VII. was promised a radical reform of the many and flagrant abuses from which the mercantile community suffers in the matters of boat and coolie hire, and also that, to protect merchandise from exposure to the weather, the hatobas (landing places) should be covered in. Three months had elapsed since this Convention was signed, and no steps have been apparently taken for its fulfilment.

During the stay of Sir Harry Parkes in Yedo he was permitted to see the Japanese Mint, with the whole process of turning out the coinage on the old time-honoured system of the country. This is the first time the old exclusive spirit has been broken through in this quarter. Indeed, the Japanese Government seem by every possible mark of civility and respect, to show the British Minister the esteem in which he is held by them. The friends of H.E Sir Harry Parkes will hear with pleasure that Lady Parkes was safely delivered of a son on the 16th September.

The racecourse is fast approaching completion, and when it is in perfect order it will be difficult to find a better in the East. For the present, the residents have to be content with the newly filled-in swamp (now nearly finished) for a recreation ground, but as soon as brighter times dawn upon the Government a better one may be looked for.

NAGASAKI.

By late advices from Nagasaki we learn that H.M.S. *Argus* had left for the Inland Sea, where she will remain to watch proceedings. The *Aviso* has been sold to the Prince of Imo, but not yet delivered. For the present she is still under charter. The *Margaret Campbell* has sailed for England with 76,756 lbs. of green, and 46,281 lbs. of black tea. The *Martin White* and *Emperor* had both arrived safely. The price at which the *Aviso* was sold is said to have been $40,000. Our correspondent points out a singular fall in the value of the tempo. Until recently, an ichibou had been considered worth only 16 to 17 tempos, it is now changed at 25 to 26.

It is surprising that the Japanese, who have so readily understood the mechanism of steamers, should be so slow in arriving at a correct estimate of their value. Their last purchase has been the *Kestrel*, a condemned English gunboat, for which they are reported to have given $35,000 in cash and the *Mercury*, which they had just bought for $30,000. The *Hiogo* is still under charter to the Japanese Government, and was about to start again to Osaka, whence she had just arrived.

Digitized by Google

CHINA.

PEKING.

There are rumours of difficulties at Peking with the French, in reference to their demand for a site for a cathedral. These reports come by way of Canton, and no reliance can be placed on them.

CHEFOO.

The French Admiral with his squadron had sailed for Korea, but we have no particulars or confirmation of the telegram published in our issue of the 5th. *Via* San Francisco we hear that a part of the crew of the *General Sherman* had arrived at Shanghai.

HANKOW.

A notification has been issued by the Consul at Hankow, cautioning British merchants there against importing illegally coined copper cash. The coins are composed in part of sand and mud; are small, thin, and very brittle, and they have the characters *K'uan yung* on the obverse, instead of the style of the reign of some Emperor of the present dynasty. The merchants are also further cautioned against importing the "sand-skin" variety *sha 'ko*, a still smaller cash of similar properties, under penalty of confiscation.

Mr. Medhurst has also issued a circular (not in his official capacity) inviting the people of Hankow to subscribe towards the erection of a church at that place. The building now hired for church purposes will have to be definitively given up at the end of September, and there is no prospect that a public service will be able to be kept up after that date. It has been suggested that a room at the British Consulate should be placed at the disposal of the church committee, and by others that another building might be procured on a tenure similar to that under which the present one is held. As regards a room at the Consulate, Mr. M. explained that however desirous he is as H.B.M.'s Consul to do all in his power to oblige the community, he does not feel himself called upon to alienate any portion of the Consulate office from its legitimate purpose, when he sees so little prospect of ever having the portion so lent placed again at his full disposal. The other alternative, that of hiring another building in the place of one now about to be given up, seems to be equally out of the question through want of funds. The sum required is tls. 3,000, half of which will be obtained from the home Government, when the other moiety is locally subscribed. The subscription list is now open; a public meeting of subscribers is to be held when the list is filled up.

SHANGHAI.

The P. and O. mail of 10th August arrived out on the 26th Sept., and the French mail of 17th on Oct. 3. Dates are now down to the 9th Oct.

The Returns of Trade for the month of August have been issued by the Imperial Customs. In glancing over that for Shanghai we find the most noticeable feature to consist in the large number of pieces of grey shirtings imported in August this year as compared with the same month last year, there being an excess of nearly 100,000 pieces. The figures are—in August, 1865, 146,258 pieces; same month this year, 245,951 pieces. Of T-Cloths 37,000 pieces have been imported in August, 1866, against 25,000 during the same period last year. There is also a very noticeable difference in rice imported during the month as compared with last year, namely, only 470 piculs in August, 1866, against no less than 174,531 piculs for August, 1865. The re-exports of grey shirtings for the month of August amount in all to 157,850 pieces to all ports; thus making the increase by import to the stock during that month about 68,000 pieces, from which has to be deducted the local consumption of Shanghai. Of the re-exports 112,700 pieces alone go to Tientsin; to Hankow the number of pieces is 22,450.

A placard of a very strange description has been found by a missionary gentleman posted on the walls of a city in Honan. It is a tissue of abuse of foreigners and a recommendation that they should be expelled from the kingdom. The origin of it is not known, but there is no proof that the officials had a hand in it, though such is of course suspected in some quarters.

The Rev. Mr. Wylie, who is well known as one of the most proficient Chinese scholars in Shanghai has started upon a journey of observation. He will, we hear, visit seven or eight different provinces and the results of his investigations will doubtless throw much additional light upon our present knowledge of China and the Chinese. He anticipates being away about three months.

A meeting of shareholders in the Shanghai Wharf Company was held to deliberate on the means of raising a loan of taels 22,000 to pay off a mortgage. It was stated that efforts to obtain this sum from banks had failed, as they all had instructions to advance money on landed security; and a resolution was passed leaving the deeds in the hands of the Commercial Bank to deal with as the liquidators might please. We understand that Captain Patridge has entered into negotiations for purchasing the concern.

The accounts of the Provisional Committee of the French Concession to the 31st August, 1866, have been given out. They show the total receipts from the 1st April to the date to have been tls. 38,707.25, which, together with the balance in hand on the 1st April, namely tls. 6,634.58, and a petty profit in exchange of tls. 5.68, make a total on the side of income of tls. 45,547; from which was to be deducted a total expenditure for the above named period of tls. 44,755.75; leaving a balance in hand of tls. 791.76, of which tls. 513.59 was in the hands of the secretary and tls. 378.87 at the Comptoir d'Escompte.

The accounts show a surplus on the budget of tls. 2,505.42, but, in order to arrive at this result, it has been necessary, in consequence of the diminution which became apparent in the receipts, to make sundry modifications in the budget originally voted; and the following items have, on prudential considerations, been put off to the year 1867-8, namely, the payment on account of furniture for the Town hall, tls. 1,875; arms for the police, tls. 2,454.37; balance due to Lok-Yu-Yu, tls. 5,250; reserve for the police officers arrived from France, tls. 3,358 93; in all, tls. 12,938.30. The diminution in the receipts at the same time amounts only to tls. 9,475—namely, in the Impot Extraordinaire, tls. 7,000; land tax, tls. 900; boats and sampans, tls. 1,575. In consequence of the occurrences in June last, it has been necessary to reduce by nearly two-thirds the Impot Extraordinaire voted last May, and in consequence of a delay in completing the new bund the land tax has been equally subject to diminution. A sum of tls. 1,000 due from the Taoutai as indemnity for closing the gambling houses has to be added, which being payable on the 1st April instead of 1st March, placed it in the budget of 1867-1868. Favourable circumstances may ameliorate this position by tls. 4,000 to tls. 5,000; but it is not prudent to count upon them.

A meeting of creditors for final examination and discharge in the estate of Dow and Co. took place before W. C. Goodwin, Esq., acting as Commissioner in Bankruptcy, when various claims were proved. Mr. Mitchell called attention to a claim on behalf of Messrs. Hooper and Co., which had already been brought forward by their attorney, C. Grey, now deceased. claim was deferred; but as the assignees had notice of it, the commissioner decreed that on any dividend being made sufficient should be reserved to meet it. The creditors' assignees expressed their satisfaction with the accounts, and did not oppose the discharge, which was accordingly granted; and it will be declared on the 25th October.

An interesting case has come before the Mixed Court arising from certain tenants of Mr. E. M. Smith, who were actors and engaged at the theatre in the Maloo, having been induced, by being falsely informed that Mr. Smith, the owner of the theatre, intended to close it, to break an engagement which they had made with the lessee and to go over to an opposition theatre, the property of Mr. Probst; Mr. Smith, therefore, brought a charge against the Chinese who had used his name without authority. In defence it was stated that the actors came over voluntarily and that no such decoy as alleged had been resorted to. Mr. Smith appeared in person and Mr. Lawrence for the defendants. Mr. Probst was also in court, and was invited to a seat on the bench. The case, after a lengthened investigation, was decided by the Chinese magistrate in favour of the defendants; but Dr. Jenkins, who was assessor, did not concur in the judgment and recommended the plaintiff to appeal to his Consul.

A robbery of a box of gold bars to the value of no less than tls. 8,000 had been made from the steamer *Corea*. The treasure appears to have been appropriated either at Tientsin or between Tientsin and this port.

The watchman at Messrs. Dent and Co.'s godowns informed Mr. Ford, the godown keeper, on the morning of the 1st inst. that there were two suspicious looking sampans moored off the wharf. On Mr. Ford's going towards the sampans two men jumped overboard, and escaped to the shore. He found in the sampans six Cantonese swords, one pistol, two guns, a quantity of powder, empty stink pots, caps, shots, balls, bullet moulds,

Digitized by Google

&c. Mr. Ford at once gave information to the police, who have taken charge of the sampans. The circumstance is somewhat significant, and points to a new mode of committing burglaries upon property abutting on the river. It is to be hoped that the timely frustration of the first attempt may have the effect of nipping in the bud a species of crime which would be of the most dangerous nature should it be adopted by the rascally Cantonese in the settlement. We doubt not the police will be carefully on the watch, and that any suspicious looking sampans will be overhauled without delay.

The steamer *Hongkong* has, we hear, been sold to the Governor of Fohkien for the sum of Tls. 11,000.

The Postmaster-General in Hong Kong has received instructions from Lord Stanley of Alderley to alter the departure of the mail from Shanghai on such occasions as it is fixed to leave on Mondays, to Tuesdays, should the alteration meet the approval of the community.

The project of erecting a church for seamen on the Pootung Point is receiving support. It was announced at a recent meeting that upwards of Tls. 1,000 have already been collected, and there is no doubt of the scheme being carried out.

Vicomte Breneir de Montmorand, Consul-General of France, and Sir Edmund Hornby, Chief Judge of the Supreme Court, have returned from Nagasaki.

The Chinese officials have sanctioned a monthly sum of tls. 3,000 to be set aside out of the Customs' receipts for the purpose of erecting lights in the Yang-tse.

From Nanking native reports come to hand speak of disturbances among the soldiery in the provincial capital. After having dissipated their wages in gambling, the men have taken to squeezing and robbing the inhabitants, with a view to recruit their funds. The viceroy has beheaded 54 men convicted of this eccentricity.

Messrs. Vaucher, Freres' Swiss bungalow on the Sikawei-road has been sold for taels 1,650, and the property at the top of Foochow-road, adjoining Mr. C. Thorne's garden, has been sold for taels 4,100. The three *mow* of land opposite were bought in for taels 100 per *mow*, and some shares in the French Gas Company at taels 45 each.

AMOY.

Madame Anna Bishop has arrived at Amoy, *en route* from Manila to Shanghai. Great sympathy has been exhibited among the European inhabitants for this lady, who was on board the *Libelle* when that vessel was wrecked, and who for fourteen days was exposed to the weather in an open boat. A collection has been made and a private entertainment given at the residence of Mr. Swinhoe, the British Consul, assisted by Mr. Lascelles; Madame Bishop also sang at two concerts, which were well attended, the entertainment provided on both occasions giving every satisfaction.

H.M. gunboat *Cormorant* arrived 3rd September to relieve the *Perseus*, Commander Stevens, which vessel has been ordered to proceed to Japan.

HONG KONG.

The French mail of 17th Aug. arrived out on the 28th Sept. The P. and O. mail of 27th on 2nd Oct. Dates are now down to the 15th Oct.

(FROM OUR OWN CORRESPONDENT.)

Some discussion has been again provoked here during the last week or two on the subject of railways and telegraphs in consequence of the appearance of a new project for a railway from Shanghai to Soochow, and the announcement that a Yankee speculator, Macgowan by name, has procured in New York the formation of a company for submerging a telegraphic cable between the Peiho and Hong Kong. Neither of the schemes thus heralded are looked on with much confidence, but the knowledge that projectors in this line are still busy has brought the subject with some prominence before the public, who express some curiosity to learn whether in the year which Sir R. Alcock has now passed at Peking he has been able to make any impression on the Chinese officials in a favourable direction towards such enterprises. Those best acquainted with the character of Chinese policy are, however, heard to declare that the concession of a railway line to any European company is an extreme improbability, but not so the construction of railways for the Chinese Government itself, upon a principle similar to that pursued by the Pacha of Egypt. The travelling mandarin, Pin, who returned from Europe in company with Mr. Bowra, of the Customs' service, by last French mail, is understood to have formed a strong opinion on this point, and will probably lay it before the Board of Foreign Affairs on his arrival at Peking.

The journal kept by this mandarin during his recent tour in Europe is to be published after having been submitted to the Peking authorities, and will then be translated into English by Mr. Bowra and into French by Mr. Deschamps, both of whom were of the party with which Pin travelled. The latter, after visiting Canton, has just left here *en route* for the North, having called on the Governor and viewed the sights of Hong Kong in passing through.

One of the most curious of all the diplomatic tomfooleries that have been recorded of late years is about to be perpetrated, if I am not misinformed, on behalf of his Majesty the King of the Belgians. M. de Meritens, an unquiet spirit of the French order, who has been for the last five or six years in the Customs' service, though acknowledging but a nominal obedience to the successive Inspectors-General (Messrs. Lay and Hart), is on his way back to China, after an absence on leave, with, it is reported, a commission from the King of the Belgians to negotiate at Peking for the cession to that monarch of the Island of Formosa! No one knows better, probably, than M. de Meritens the scorn with which such a proposition would be heard (not listened to) by the Chinese Ministers; but as an excuse for getting to Peking, whence the not unreasonable jealousy of his superiors in the Customs' service has hitherto kept him excluded, the idea is an excellent one. There is something ludicrous in the idea of colonisation in these seas by a shadowy Power like Belgium, even were it in the remotest degree probable that other nations would stand by quietly to sanction a cession of territory to outsiders whilst they themselves stand voluntarily pledged to abstain from the tempting policy of aggrandisement; but it would be by no means surprising were Prussia, during the six or nine months' superiority which she is about to enjoy in virtue of her predominance in the possession of breech loading weapons, to attempt the fulfilment of the schemes in the same direction which Count Eulenberg is believed to have strongly urged upon his Government. In any case, however, although the invitations of Prussia might be listened to more respectfully than those of King Leopold II., there can still be no doubt that an equally decided refusal would meet every proposition for the voluntary dismemberment of the Chinese Empire.

Nothing of special importance has occurred in this colony since the departure of last mail. The excitement against the Stamp Act has in a great measure died away since the preparation of the memorial with which the antagonists of the measure hope (?) to influence the Secretary of State for the Colonies against the measure; and the Chinese traders, who have been much excited by the false reports that were circulated among them with reference to the intended legislation, have taken the lecture and explanations addressed to them by the Governor very fairly to heart.

In the adjacent settlement of Macao the coolie trade is now in full swing, and about two thousand miserablle victims are shipped off weekly to Havana and Peru. It is not too much to say that ninety-nine hundredths of these so-called emigrants leave the port by no will of their own. A magnificent ball is to be given to-morrow at Macao in honour of Governor Amaral, who has done so much for embellishing the place and giving an impetus to the trade on which the settlement thrives. He is to leave by the next steamer, after the arrival of his successor, a Senhor Horta.

The following items are from the *China Mail*:—The report that a committee of inquiry into the capabilities and prospects of the Mint has been appointed is calculated to give general satisfaction at the action taken by the Government. The gentlemen appointed, Messrs. Mercer, Whittal, and Long, may be fully relied on to give an unbiassed report; and the fact that one at least is known to be hostile to the continuance of that establishment would ensure greater attention to any recommendation tending to ensure its vitality which might meet his concurrence. Since the question of the Mint's success or failure has become a matter of public discussion, we have persistently urged the necessity of not only legalising the new dollars, but of rendering illegal the tender of old dollars in payment of account after a certain date. Unless some step be taken to force the circulation of the former upon the Chinese, the prospects of the Mint cannot be said to be bright; but now that we have the means of conferring a real benefit upon commerce, native as well as foreign, it is to be hoped the opportunity will not be lost. Attention should nevertheless be

Digitized by Google

paid to well founded objections of the Chinese to the new dollars as they now are; and surely, in this age of modern miracle, some means could be found to produce a coin which could scarcely be successfully imitated or debased by the Chinese. We commend to the attention of the Commission the fact that the success of the Mint depends on the Hong Kong dollar being accepted by the Chinese outside the colony, and that to gain this end it must possess the qualities above indicated.

Ten cent pieces are being coined daily. Nearly a million have been turned out already, and preparations are being made for an issue of pieces of 20 cents each. Forty thousand is, we have been informed, the number of the smaller coins the Mint machinery is capable of turning out daily, and from 18 to 20 per cent. is the estimated profit on the manufacture of this class of coin, which is not, intrinsically, of the value for which it passes current by law.

An expedition, very strongly equipped with European appliances for warfare, is on the point of leaving Canton, we learn, for the purpose of subduing the insurgent Hak-kas, who have been driven by the Pun-ti clans into mountain fastnesses near the West Coast.

We learn with great regret that the Union Dock Company's chop at Whampoa, occupied as a floating residence by Captain T. B. Rennell, the company's superintendent, was destroyed by fire. The occupants of the chop fortunately escaped with their lives, but no property could be saved. The fire is believed to have originated in the servants' room.

Murders have become unpleasantly frequent here of late, three having taken place in as many weeks. The *Lubra* pirates are, as yet, mostly at large, but strong hopes are entertained of catching them.

The shipping branch of the Harbour Master's department has been transferred to the Sailor's Home, much, we hope, to the advantage of that institution.

The cricket season has commenced in Hong Kong, the first game having been played a few days since, and the event formally inaugurated by a dinner in the evening.

The Portuguese Club-house, now fast approaching completion, will be a noteworthy addition to the architectural edifices of this city. Besides the ordinary accommodation provided in first class club-houses, it includes a very neat and spacious theatre. The club will thus supply a want that has long been felt here. Mr. Story is the architect of the building, and it is creditable to his skill and taste in architecture. It is no less gratifying as an evidence of the liberality and enterprise of our Lusitanian fellow-residents. We understand that it will be opened with a formal demonstration on their part, and that his Excellency the Governor of Macao will be invited to take part in the opening ceremony.

The memorial to Lord Carnarvon against the Stamp Act has been forwarded by the present mail.

We are glad to state that the missing cutter of the *Osprey* with the crew of twelve men and the master, arrived at Hong Kong on the 15th Oct. in a Chinese junk.

We take the Bank Returns of the past month from the *Gazette*:—

ORIENTAL.

Note Issue	$363.520
Reserve Specie	200,000

MERCANTILE.

Note Issue	$272,375
Reserve Specie	150,000

CHARTERED OF INDIA.

Note Issue	$30,120
Reserve Specie	30,120

HONG KONG AND SHANGHAI.

Note Issue	$670.850
Reserve Specie	350,000

THE LATE CRUIZE OF THE "OSPREY."

H.M.S. Osprey was despatched in pursuit of the pirates who had attacked the schooner Lubra. With a mandarin on board, and the gunboat Janus in tow she visited Mirs Bay, Haarlem Bay, and several other places in the neighbourhood; at Capchy Bay the Janus ran on shore, but was got off again in a short time, and both vessels returned to Hong Kong on the 3rd, having been unsuccessful in their search. On the 4th the Osprey again left for the Prattas shoal to assist the ship Westminster, reported on shore at that place. On arrival she found that the weather was too rough to admit of approaching the shoal. Boats were however sent in to assist the wreck, and found a boat belonging to the Westminster with three men in her, who were placed on board the Osprey.

The Shooeyleen arrived at the scene of the wreck on the same day as the Osprey. In endeavouring to close she unfortunately got aground, but by the help of the master (Mr. Christian) and a boat's crew of the latter, was got off without damage. On Sunday, the 7th, a boat was sent from the Osprey to the Shooeyleen to convey the master of the latter ship back from the former, to which vessel he had repaired in the early part of the same day.

On returning from the Shooeyleen, the Osprey's boat observed one of the Shooeyleen's adrift with some men in her, and went to pick her up. The sea being high and the wind strong they were at first unable to effect their object, so another gig (the first) was sent from the Osprey with a couple of small hawsers veered astern so as to relieve the second gig from her heavy pull. This boat being unable to bring up, the first was in her turn assisted by the second cutter of H.M.S. Osprey, manned by twelve of the best men of the ship, and commanded by F. B. Christian, master. This boat was provided with another hawser to attach herself to the first gig, and went after the boats. The wind increased and also the sea, and it is presumed that the boats were unable to make head against it. The second gig (which first went in chase of the merchant boat) reached this port yesterday morning, having succeeded in saving the people in the merchantman's boat; of the other, viz., the cutter, we have as yet received no news. On finding that the boats did not return, the Osprey hauled up the first gig, got under weigh, and cruised to leeward in search of them during the 8th, 9th, and part of the 10th, but without success, although every means was used to make herself known, guns being fired and rockets and blue lights shown at night; on her return here she happily found the second gig, which, though only commanded by an A.B., had steered by the sun and stars, without food, without compass, and without anything, a distance of about 170 miles. We trust that the intelligence shown by the seaman William Tarrant, in charge of this boat, will not go unrewarded. The fate of the cutter is yet unknown, but the gunboat Janus was sent yesterday afternoon in search of her, and the sloop Osprey left this morning on the same errand. Two merchant ships, viz., the Alexander and the Florence Nightingale have been informed of what has taken place, and are on the look out for the boat. It is surmised that the cutter has borne away for the main land, as she had a compass on board, and though they had no food, the land might be reached in time to save all hands.

The short handedness of the ship from the loss of the men away in the boats and the exhaustion of the first gigs, who had been up all night, may be perhaps better understood when we inform our readers that the surgeons, paymasters, and their respective assistants fell in at the capstan and worked as ordinary sailors, every one on board being anxious to assist his shipmates in distress. The Osprey's very weak ship's company was also aided by four of the Westminster's, who fortunately happened to be good seamen.

COCHIN CHINA.

SAIGON.

We extract the following items of news from the *Courrier de Saigon*:—

A great number of curiosities are ready to be sent by the steamship *l'Orne* for the Paris Universal Exposition, and amongst this collection are several beautiful specimens of carving in ebony, which are remarkable not only for the workmanship, but also for the rare and precious wood that has been used in their construction.

The French ship *Oriental* will convey to the Island of Reunion about 150 convicts, who have been sentenced to transportation for rebellion. The authorities have allowed them to take their wives and families with them. No doubt they will be employed upon the different plantations in that island.

MALACCA STRAITS.

SINGAPORE.

Our advices from this port reach to the 23rd October. The English mail of Sept. 10 arrived out on the 12th Oct., and the French mail of Sept. 17 on the 19th.

The *Overland Straits Times* says:—"The political affairs of the Straits remain in abeyance, as it is needless to urge reforms or exclaim against evils in the present transition stage of the Government. According to general anticipation the inauguration of the new regime should take place on the first of the new year;

Digitized by Google

but this seems now very unlikely, in so far that we have been informed no official notification whatever has yet reached the Indian authorities here of the coming change; and but for the newspaper reports they might conclude that no alteration on the present system was dreamed of. The impression seems to be, that if the rule of the Colonial-office is not established on the 1st of January, 1867, it must bide over to the same date in 1868. History goes to disprove this, however, as no particular date seems to have prevailed for the foundatoin of the various colonies which are subject to the Imperial Government.

"Local interest during the fortnight has been centred upon the transactions of our criminal court. Two most important cases, one for murder and the other for barratry of a ship and cargo, occupied the chief part of the quarterly criminal session, and, singularly enough, in both cases the jury failed to arrive at a verdict, and had to be discharged. Had such an event been of exceptional occurrence, perhaps little attention would have been directed to the subject; but the failure of our juries on all important cases to arrive at a verdict has become notorious. there scarcely having been a trial involving extended interests or serious consequences in which a second jury has not had to be empanelled. The cause of this seems to be the heterogeneous material of our petit jury list, which as well as embracing the younger European residents includes a large section of the Eurasian population, whose intellects run in a groove peculiar to themselves. One of the cases in which a failure of justice has arisen from this cause, namely the charge of barratry against the master and mate of the British schooner *Erin*, may possess some interest for the insurance offices at home, in so far as, it is said, the cargo of the vessel was covered there to the extent of $60,000."

PENANG.

From Penang we have intelligence to the 25th October. The *Penang Gazette* informs us that Penang has not for many years had such a rainfall as this season. For several weeks there has been rain fall, night and day, sufficient to nearly swamp everything. When it will stop it is impossible to say. We are not in possession of particulars as to the amount of rain which has fallen, but the Malays say the province has not been flooded by the Muda, as it is now, for the last thirty years, or since Tunku Mahomed Said's flood. The effect that so much rain will have upon the paddy crops will be disastrous, and must cause ruin and starvation unless a particularly favourable season sets in soon. The Muda, which goes further into the interior, and whose source is farther inland than any of the province rivers, has been overflowed for a fortnight at its mouth. The heavy rains and heavy damps have also caused considerable deal of sickness.

Births, Marriages, and Deaths.

(Announcements for subscribers are made free of charge.)

BIRTHS.

BAYNE—On the 21st Sept., at Shanghai, the wife of William George Bayne, of a daughter.

BRODERSEN—On the 17th Nov., at Neumühlen, near Altona, Mrs. Charles Brodersen, of a daughter.

CROCKETT—On the 18th Oct., at Singapore, the wife of J. F. Crockett, Esq., of a son.

COLLIE—On the 23rd Nov., at 12, Kensington Palace-gardens, the wife of Alexander Collie, Esq., of a son.

CRIBB—On the 12th Sept., at Foo-chow-Foo, China, the wife of the Rev. Arthur W. Cribb, C.M.S., of a son.

D'ALMEIDA—On the 2nd Oct., at Singapore, the wife of J. D'Almeida, Esq., of a daughter.

DEACON—On the 11th Nov., at Ditchleys, Essex, the wife of Albert Deacon, of a daughter.

DICKINSON—On the 13th Oct., at Shanghai, the wife of Henry Dickinson, Esq., of a son.

KNEVITT—On the 19th Nov., the wife of Robert K. Knevitt, Esq., of The Glebe, Blackheath, of a son.

LAWRANCE—On the 27th Sept., at 3, Balfour-buildings, Shanghai. Mrs. Edward Lawrance, of a son.

LAWRENCE—On the 13th Nov., at 3, West Abbey-road, Kilburn. the wife of F. W. Lawrence, Esq., of a daughter.

OSMUND—On the 13th Oct., at Hong Kong, the wife of Mr. C. Osmund, of a son.

PEDDER—On the 14th Nov., at 14, Aldridge road Villas, Westbourne-park, London, the wife of William Henry Pedder, Esq., H.M.'s Consul at Amoy, China, of a daughter.

PARKES—On the 16th Sept., at Yokohama Lady Harry Parkes, of a son.

SKINNER—On the 2nd Oct., at Singapore the wife of Capt. A. Skinner, of a daughter.

SMITH—On the 3rd Sept., the wife of T. Smith Esq., of Foochow, of a daughter.

TOWSE—On the 9th Nov., at 13, Albert-road, Regent's-park, the wife of R. B. Towse, Esq., of a son.

MARRIAGES.

CARR—WINNETT.—At the Roman Catholic Cathedral, Hong Kong, by the Rev. Father Brogazzi, and at St. John's Cathedral, by the Rev. John Wilson, Colonial Chaplain, Henry John Carr, of Hong Kong, to Eliza Winnett, late of Manchester, England.

GOUGH—JONES—On the 15th Nov., at Trinity Church, Tredegar-square, Bow, by the Right Rev. G. Smith, D.D. (late Bishop of Victoria), assisted by the Rev. F. S. Lea, M.A., incumbent, the Rev. F. F. Gough, of the Church Missionary Society, to Ann Maria, widow of the Rev. John Jones, late Missionary at Ningpo, China.

KAVANAGH—FRIEDBURG.—On the 10th Nov., at the Catholic Church, Greenwich, by the Very Rev. Canon North, assisted by the Rev. Philip Kavanagh, brother of the bridegroom, Patrick Kavanagh, M.D., of Deptford, to Frederica Ellen, only child of J. M. Friedburg Esq., of Hatcham, Surrey. No cards.

PRESTAGE—SOUZA—At the Roman Catholic Cathedral, Hong Kong, by the Rev. Favini, Ward Prestage, third son of John Thomas Prestage, of Bellevue, Ironbridge, in the county of Salop, to Flavia Domecilla, the only daughter of J. M. da Silva de Souza, of Hong Kong.

TAYLOR—LEYS—On the 20th Nov., at the Manse, St. Fergus, Aberdeenshire, N.B., by the Rev. John Mitchell, guardian of the bride Joseph M. Taylor, Esq., formerly of Shanghai, China, to Jessie D. Leys. No cards.

DEATHS.

BOUCHARD—On the 2nd Oct., at the Seaman's Hospital, Hong Kong, George Bouchard engineer, aged 55 years

BULMAN—On the 2nd Oct., at Shanghai, Captain J. A. Bulman, of the Janet Mitchell aged 72 years.

CHALMERS—On the 11th Oct., at the Government Civil Hospital, Hong Kong, Richard Chalmers, seaman, unemployed, aged 26 years.

CAMPBELL—On the 8th Oct., on board H.M.S. Melville, John Miller Campbell, M.D., H.M.S. Jarus, aged 25 years.

CROIX—On the 24th Sept., at Shanghai, Ernest de St. Croix, aged 20 years.

DUNCAN—On the 1st Oct., at the Gaol Hospital, Hong Kong, John Duncan, seaman unemployed.

GRUGGEN—On the 8th Sept., at Yokohama, Japan, of typhoid fever, aged 16, Murray William March Gruggen, Midshipman of H.M.S. Pelorus, eldest son of the late Henry March Gruggen, Esq., M.D., of Chichester.

GIBB—On the 15th Nov., at Lancaster-gate, Thomas Augustin Gibb, Esq. (Messrs. T. A. Gibb and Company, London).

GOW—On the 21st Nov., at London, of consumption, Mr. D. Gow, of Silverwells-house, Bothwell, late of Hong Kong, China, aged 48 years.

HUDSON—On the 5th Oct., at Shanghai, Maria Hannah Hudson, aged 12 months and 11 days the beloved daughter of Joseph Hudson, of Ningpo.

JOHNSON—On the 2nd Oct., on board the s.s. Venetia, Edward Johnson, seaman.

MICHAEL—On the 19th Sept., at Hong Kong, Richard Michael, late master barque Carob I.

MUELLER—On the 5th Oct., at the Government Civil Hospital, Hong Kong, Charles Mueller, seaman unemployed.

STEABLES—On the 21st Sept., at Swatow, Thomas Steables, Bishop Wearmouth, Durham, master mariner, late of Dutch barque Palembang, aged 38 years.

STOREY—On the 22nd Sept., at Hong Kong, Charles Richard, son of R. Storey, Quartermaster 26th Regiment, aged 8 months and 15 days.

WHITE—On the 8th Oct., at Hong Kong, Charles White, Quartermastar, H.M.S. Salamis, aged 28 years; found drowned.

YINCK—On the 22nd Sept., at Hong Kong, George Yinck, seaman late barque Stirlingshire, aged 24 years.

EXPORT OF TEA AND SILK TO GREAT BRITAIN.

1866-67.

	From Kanagawa.	From Shanghai and Hankow.	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales.
From June 1, to Sept. 30, 1866	215167	34730760	29227878		864102	72691791	16908
Corresponding period last season.....	317120	22311914	22673100		4577838	5017997	34744

NEW SEASON'S EXPORT.

	Ship.	From.		
Oct. 1 ...	Beautiful Star	... Foochow	... 706 000	
— 5 ...	Agamemnon	... Shanghai	... 767.145	
— — ...	General Caulfield	... Do.	... 1,003.045	
— 7 ...	Seawell	... Foochow	... 841,361	
— 15 ...	Rangoon (str.)	... Shanghai, &c.	... —	3,067

TO UNITED STATES.

							Pcls.
From June 1 to Sept. 30, 1866	...	...	...	...	...	4357272	188½
Corresponding period last season.....	...	...	...	...	...	338705	19

NEW SEASON'S EXPORT.

	Ship.	From		
Oct. 1 ...	Empress	... Canton	... 84,400	52½
— 5 ...	Dryden	... Amoy	... 499,000	
— 13 ...	Runnymede	... Canton	... 11,900	

TO THE CONTINENT.

							Bales.
From June 1 to Sept. 30, 1866	...	...	...	...	...	957500	...
Corresponding period last season.....	...	...	...	...	...	„	...

TO SAN FRANCISCO.

						Tea pkgs	Boxes
From June 1 to Sept. 30, 1866	...	...	...	...	...	25868	25
Corresponding period last season.....	...	...	...	...	...	17435	394

SAILED SINCE.

Oct. 5 ... Parsee ... Hong Kong ... 1,244

TO AUSTRALIA.

From June 1, 1865, to Sept. 30, 1866 6,494,718
Corresponding period last year 4,557,183

SAILED SINCE.

Oct. 13, Ocean Bride... 62,920

TO GREAT BRITAIN.

	Tea—lbs.	Silk bales. China & Japan.
From 1843 to 1844.....	51,022,000	...
„ 1845 to 1846.....	57,334,000	18 604
„ 1850 to 1851.....	63,972,000	22,143
„ 1853 to 1854.....	77,827,800	61 280
„ 1855 to 1856.....	92,240,300	5.,480
„ 1857 to 1858.....	76,990,255	68.311
„ 1858 to 1859.....	65,789,792	83,13
„ 1859 to 1860.....	85,960,452	64,16
„ 1860 to 1861.....	90 006,160	70,044
„ 1861 to 1862.....	109.851,040	79 199
„ 1862 to 1863.....	121,273,580	72,884
„ 1863 to 1864.....	117,463,586	46 005
„ 1864 to 1865.....	121,236,870	32 317
1865 to 1866.....	115,333,042	62,899

EXPORT OF SUNDRIES TO GREAT BRITAIN.

	Cotton Piculs.	Wool Piculs.	Camphor Piculs.	Cassia Piculs.	Aniseed Oil Boxes.	Japan Wax Piculs.
From June 1 to Sept. 30, 1866 .	2776	—	—	135	92	45

Digitized by Google

TO THE CONTINENT.

	Cassia Piculs.	Aniseed Oil Boxes.	Camphor Boxes.	Preserves Boxes.	Galangal Piculs.	Crackers Boxes.
From June 1 to Sept. 30, 1866 .						

SAILED SINCE.

Oct. 5, Patriot ... 500

TO THE UNITED STATES.

	Crackers Boxes.	Matting Rolls.	Fans Boxes.	Cassia Piculs.	Silk Pongees Pieces.	Wool Piculs.
From June 1 to Sept. 30, 1866 .	80136	14265	1452	4929	2635	...

SHIPMENTS SINCE.

Empress ...	...	7000	...	3990	...	—	...	300	...	—	...	—
Belvedere...	...	5000	...	—	...	—	...	500	...	—	...	—
Runnymede	...	1400	...	4247	...	788	...	850	...	—	...	—

TO SAN FRANCISCO.

	Emigrants Number.	Sugar Piculs.	Rice Piculs.	Crackers Boxes.	Matting Rolls.	Opium Prepared Taels.
From June 1 to Sept. 30, 1866 .	585		21150	5814	390	96500

SHIPMENT SINCE.

Oct. 5, Parsee	...	18	...	—	...	3524	...	65	...	—	...	59100

TO AUSTRALIA.

	Emigrants Number.	Sugar Piculs.	Oil Piculs.	Matting Rolls.	Prepared Opium Taels.	Crackers Box
From June 1 to Sept. 30, 1866 .	170	...	630	2718		...

SAILED SINCE.

Oct. 13, Ocean Bride... — ... — ... 587

The picul is 133⅓ lbs. weight; the tael at Shanghai is equal to 1 dollar and 40 cents and is divided into decimal parts of ten.

EXCHANGES ON LONDON.

[For dates, see first page.]

		Bank.	Private.
At Yokohama . . .	6 months' sight.	4s. 7¼d.	4s. 8d.
At Shanghai (per Tael.)	6 ditto	6s. 3½d.	6s. 4d. to 6s. 4½d.
At Canton . . . At Hong Kong . . At Macao . . .	6 ditto	4s. 6⅞d.	4s. 7¼d.
At Singapore . . .	ditto	4s. 6d.	4s. 6½d. to 4s. 7d.
At Manila . . .	ditto	4s. 1d.	4s. 2d.

At Shanghai, bills on India, Rs. 302 per 1000 taels. At Hong Kong, Rs. 221 per $100. Bar silver at Shanghai, tls. 111·2; at Hong Kong, 10¼ per cent. prem. Mexican dollars at Shanghai, tls. 74 15 per 100; and exchange on Hong Kong, 27 discount. Hong Kong and Shanghai Bank shares, old, 6 per cent. dis., new, 2 per cent. dis.; Gas Company, 10 per cent. prem.; Hong Kong and Whampoa Dock, 15 to 20 per cent. prem.; Steam Shares, 7 per cent. dis.; Union Dock Company, 10 per cent. dis.

The latest telegrams, dated Shanghai 23rd, and Hong Kong 28th October, give Exchange at 6s. 3⅛d. and 4s 6½d. respectively

The following is from Messrs. Sharp and Co.'s Circular:—

GOLD.—Has arrived in fair quantity from Shanghai, the imports amounting to 320 000 dols., chiefly from that quarter—290,000 dols. have been sent away during the fortnight including the shipments per *Baroda* on the 27th ultimo and excluding those to leave by this opportunity. A new feature in this market is the remittance of pure gold to Japan and the receipt from thence of the mixed gold and silver Ichibous.

SILVER.—The receipts to date have been 480,000 dols. worth and the exports 360,000 dols. The shipments to India are being considerably curtailed by the advance in the rate for Rupees, and for the same reason the price of silver has fallen to one-half per cent.

DOLLAR CURRENCY.—Except in a few instances where orders are still peremptory to remit nothing but Dollars, we may expect to see an end to the great drain of coin to India that has been going on for some months past. The amount received is $420,000 and that sent away $380,000. The most part of the shipments during the fortnight have been for Shanghai and the Coast Ports.

EXCHANGE.—A slight advance has taken place both in Sterling and Rupees, but the business done has been comparatively small, the demand for rupees being limited by the dull state of the opium market.

DISCOUNT AND MORTGAGES.—Money is very scarce both amongst foreigners and Chinese, 12 per cent. being obtainable upon mortgages.

SHARES.—Union Dock is lower as no dividend is forthcoming for the previous year. Other shares are very quiet, and the market dull.

COMMERCIAL REPORT.

CHINA AND JAPAN EXPORTS.

TEA.—A rather quieter fortnight than usual has passed since the last mail. Advices from home have naturally had a depressing effect on the speculative tendency of buyers, and this has curtailed business at most of the ports, so far as shipments to Great Britain are concerned. Purchasers for the American market, however, have been operating on an extensive scale.

CANTON.—The continued depressing accounts of the home market has caused its effect to be felt on the market, and the business to report has been transacted with great difficulty, and certainly in favour of purchasers. There is, however, at time of writing, very little demand existing, and the market closes for the mail very flat and prices generally drooping, while stocks are daily increasing, both as regards Country Congous and district leaf. Country Congou: The stock has increased to 31 chops, and settlements for the fortnight consist of two chops at tls. 24½ and 27 respectively. Canton-made Teas: Settlements of Scented kinds comprise 5,000 boxes Scented Orange Pekoe at from tls. 20 to 34, and 3,000 boxes Scented Caper at from tls. 16 to 28; of these, rates have ruled decidedly in favour of Scented Orange Pekoes. Some 600 boxes packed Congou are reported at tls. 22, and 1,700 boxes Gunpowder at from tls. 22 to 28.

AMOY.—Congou: Arrivals have been small have been readily taken at former rates, say $18½ to $20 per picul, leaving a very small stock. Oolong: A steady inquiry for America. Some of the settlements of the better grades at $26 to $28 show a slight decline in value, but Ancois and Common Mixed Teas are comparatively dear at $20 to $23.

NINGPO.—Holders of Pingsuey leaf are becoming anxious to realise the remnants of their stocks and rates are declining.

FOOCHOW.—Congou: The fortnight's business has been considerably curtailed by the unfavourable news from home. The only alteration to notice in prices is for common flavory teas which are quoted 5 mace to 1 tael lower, but no quantity, at present, could be settled at this decline. The last few days arrivals from the country have not been coming in quite so freely. Souchong: Are comparatively neglected. Prices unchanged. Oolong: There are no transactions to report. Scented Teas: About 5,000 boxes settled, at rather higher rates. The supply to date is short of last season's, and it is confidently asserted that the total arrivals will show a falling off of some 20,000 boxes. The settlements of Congou reported are 4,584 chests, 12,032 half-chests, and 2,497 boxes at taels 7 to 25 7.5. Say 1,293 chests, and 2,852 half-chests at taels 7 to 12 5 for Dust and Broken Leaf; 1,591 half chests at taels 14 to 17 for Common to Good Common. 3,241 chests and 7,589 half-chests and 2,497 boxes at taels 17·6 to 25.7.5 for Flavory to Good Flavory. Souchong: Fair to second class, 447 chests at taels 23 to 33.7.5. Pekoe: Good to fine mixed leaf, 315 chests at taels 25 to 38 5. Scented: Dust and Leafy, 1,454 boxes at taels 8.7.5 to 14. Medium to good, 3,800 boxes at taels 22 to 23.

SHANGHAI.—Black Teas: Only a small business has been done in Congous since our last report but prices have been well maintained. Arrivals have come forward more freely, increasing the stock considerably, a large portion of which, however, is waiting shipment on owner's account. Advices from the river ports assert that supplies will only about equal those of last season, which, if true, the total export from here will only be a moderate one. Green: The market has continued active, and large settlements have taken place for shipment to America at irregular prices. Moyunes have come in to a fair extent, and finest chops have found buyers up to tls. 48 proportion. There is a quieter feeling at the close of business, and purchases no doubt can be effected at previous rates, except for finest, which is quoted at 2 tls. higher than last mail. Four chops of Pingsuey have been settled for England at rather easier rates, and the supply of this class being considerably larger than the demand, lower prices will probably rule. Settlements have been as follows:—23,100 half-chests fair Fowchow to finest Tcenkai and Moyune at tls. 35 to 48 proportion; 4,100 half-chests fair to fine Pingsuey, at tls. 37 to 40 proportion; total, 27,200 half-chests. Reshipments, 5,500 half-chests; stock, 14,500 half-chests Fowchow and Moyune, and 10,500 half-chests Pingsuey; total, 24,000 packages.

HANKOW.—Only a moderate business is reported; prices having advanced nearly two taels over previous rates. Settlements had chiefly consisted of third crop Oopacks, at taels 20½ to 23½ per picul; Oonams being neglected, owing to to the high prices demanded by teamer. The stock left did not exceed 5,500 chests. The Elizabeth Nicholson was still loading.

KIUKIANG.—Black Teas: Sales on the market comprised only about seven small chops of common to fair second crop Ningchow, at Tls. 22.5 to 25 all other arrivals being at once shipped to Shanghai on native account. Green Teas: These had come in freely, and been readily taken up on arrival at gradually advancing prices. Total settlements were,—10,500 packages common to fine Moyunes at tls. 33 to 40.5, and shipments 9,600 packages. Little tea was left on the market, but considerable supplies were close at hand.

YOKOHAMA.—A fair amount of business has been done in the tea market since the last report, and some parcels of the finer qualities have found buyers at high rates, in some cases even an advance may be quoted. Other qualities have been sold at rates which do not show any material variation from last quotations. The stock is moderately large, but teamen are very firm in their demand, and at present there seems no chance of lower prices. The purchases are for the American market. Good Common, $18 to 26, 1,200 per picul; Medium, $28 to 30, 1,400 per picul; Good Medium, $31 to 34, 1,000 per picul; Fine, $35 to 38, 900 per picul.

RAW SILK.—CANTON.—During the fortnight the market has been very quiet, and rates, if anything, have slightly receded. The fact is now established beyond any doubt that Tsatlee-reel this season is extremely coarse, while Loong-kongs and Kowkongs have been above the average in quality; the 5th crop is now coming down in moderate supply, and the quality is reported very good. Tsatlee No. 1 at $620, 100 bales.

SHANGHAI.—During the early part of the fortnight but few transactions were reported, until the Chinese dealers, finding that it was impossible to obtain an advance on last mail's quotations, became current sellers, and the result is that a fair business has been done, in some instances at prices rather below those quoted below, the decline being only on the lower qualities. About 500 bales, included in the settlements for the fortnight, must be on Native account. The latest telegraphic advices from London quote No. 3 Tsatlee of classical chops at 32s. 6d. Settlements for the past fortnight, 2,850 bales; stock, 6,000 bales; total settlements since 1st June, 17,370 bales. Tsatlees, chops No. 1, tls. 640. to 650 per picul; do., No. 3, tls. 600 to 610; do., market, No. 3, tls. 570

Digitized by Google

to 585; Taysaams, chops No. 1, tls. 560 to 565; do., No. 2, tls. 530 to 540; do., No. 3, tls. 500 to 520; do., Nos. 4, 5. and common, tls. 450 to 485; Yuenfas, No. 1, tls. 560 to 570; do., No. 2, tls. 540 to 550; do., No. 3, tls. 520 to 530; Hainins, tls. 500 to 560; Hangchow Tsatlee, tls. 500 to 520; Sewhings, tls. 410 to 460; Laeyongs, tls. 415 to 420; Szechuens, tls. 340 per picul.

YOKOHAMA.—The quality of the European crops being according to the reports hitherto received unsatisfactory, there is a great demand here for the finer sorts in all descriptions of silks, but they are scarcer than is usual at this period of the season, and the proportion of silk rejected after inspection amounts to nearly one-fourth of the purchases. Notwithstanding the unusually high range of prices now prevailing, supplies continue scanty; hardly 700 piculs have arrived during the fortnight, and the unsold stock consists of about 300 piculs, whilst last year at the same period, when the price of best Mybash was $770 to $785. it amounted to 2,300 piculs. However, in spite of those difficulties and the absence of news from home since the 10th instant, about 300 piculs have been settled at the prices quoted during the past fortnight, and the shipments by this mail consist of Mybash, Sinchu, Oshio, and Koshio. The other descriptions have not yet arrived and are only represented on the market by a few parcels of old silk, which, owing to their inferior quality and the high price at which they are still held, are entirely neglected. Quotations for the best Mybash and Sinchu are almost nominal, and with the exception of the medium sorts of hank silk, which forms the greatest bulk of the stock, all other sorts show an advance of from $10 to $33 on quotations for the last mail.

SILKWORMS' EGGS.—The importance of the arrivals is daily diminishing, and with very few exceptions buyers have had to content themselves during the past week with goods which, owing to their inferiority, apparent or real, had been hitherto neglected. Of annual green sorts, extra fine sell at 5¼, good at from 2¼ to 3½ boos. Superior white annuals fetch as much as 4¼ boos. Total settlements to this date amount to nearly 600,000 cards, and the unsold stock, which consists of the refuse of former purchases and of a certain quantity of Polyvoltini that are shunned as the plague of the market, is variously estimated at from 100 to 125,000 cards. Mybash and Sinchu—Best, $890 to $940 per picul; do., medium, $830 to $880.

DRUGS.—CANTON.—Cassia Lignea is slow of sale at the enhanced value of $19 to $19.50, only 500 piculs having been quitted at these figures; stock 4,500 piculs. Cassia Buds: Very dull at $39, no business, stock of 60 piculs. Galangal: $1.80, and 400 piculs continue offered thereat. China Galls show some firmness, 50 piculs have found buyers, and the stock of 150 piculs is held for $13. China Root: $3.50, but not any demand prevailing. Vermilion: $38.35 per box of 50 catties, for superior brands. Rhubarb: A small arrival of 20 piculs of very inferior quality is kept at an unreasonably high rate. Essential Oils and Star Anniseed not on the market.

CHINA IMPORTS.

HONG KONG.

RAW COTTON.—A large amount of business was done until the arrival of the last mail steamer. The advices brought on by her of extensive shipments for China account had the effect of checking operations. Shortly after these advices had come to hand, the Calcutta steamers above referred to arrived with large supplies and quite flooded the market, thus causing for a time a complete cessation of business. Added to this, we may shortly expect shipments from the North of the new season's native crop, which it is reported, will yield an abundant harvest. Prices declined from $2 to 3 per picul. We quote: Bengal, $18 to 22; Tientsin, $19 to 21; Shanghai, $21 to 21.50. Sales for the fortnight, 12,800 bales.

COTTON YARN.—A limited demand has prevailed for the lower numbers, and about 500 bales were taken by the trade at reduced rates. Other numbers have been neglected.

GREY SHIRTINGS.—8¼ lbs. have received but little attention, the total sales effected comprising 9,000 pieces, of which 3,000 were sea-damaged and sold at auction. Prices have given way 20 to 25 cents. For 7 lbs. a fair demand exists, and prices, owing to the great scarcity of the article, are well supported.

WHITE SHIRTINGS.—A few small lots of fine quality passed at $ to 7.80 per piece.

T-CLOTHS.—Very little has been done, and that little at a reduction of 15 to 20 cents per piece.

FANCY COTTONS.—The business of the fortnight has been confined to a sale of 1,200 pieces Dyed Shirtings at a shade below last quotations, 500 pieces of White Brocades, and 500 dozens Turkey Red Handkerchiefs.

LONG ELLS.—Scarlet Cloth is in eager request at $11 to 11.50, other colours are not wanted, and prices have slightly given way. Sales 480 pieces.

SPANISH STRIPES are again out of inquiry. Sales 300 pieces German at $1.05 to 1.10.

CAMLETS.—The market is overstocked, and the demand very limited. Sales 480 pieces at reduced prices.

LASTINGS.—200 pieces of heavy make are reported sold at $10; the lighter descriptions are out of demand.

METALS.—Nailrod Iron has been sold to the extent of about 10,000 bundles at rates ranging from $3.30 to 3.37½. Hoop Iron has been moderately taken at $3.35. Bar Iron has not been dealt in. Steel is inquired for at $4.25 to 4.75. 300 boxes of Tin Plates were sold at $6.20.

COALS have recovered the decline reported last, and considerable parcels of English and Welsh changed owners at $12 to 12½. Australian Coal has not advanced, owing to large shipments being on the way.

SHIPPING INTELLIGENCE.

ARRIVALS.

At YOKOHAMA.—From Amsterdam, Sept. 18, Princess Amalia.

At SHANGHAI.—From London, Sept. 27, Assyrian; 30, Tyburnia, Lammermuir. From New York, 29, Anita.

At HONG KONG.—From London, Sept. 26, Robin Hood, Lord Macaulay. From Glasgow, 26, Clifton. From Sunderland, 28, Charmian. From Newcastle, 28, Sea Bird. From Newport, Oct. 4, Edouard Marie. From Hamburg, Sept. 27, Feiga; Oct. 10, Magdalena. From Bremen, Johann Schmidt.

At MANILA.—None.

At SINGAPORE.—From Liverpool, Oct. 13, Panic. From Rotterdam 14, Ellina, 16, Vesta.

At BATAVIA.—From Glasgow, County of Bute. From Liverpool, Astrea.

At PENANG.—From New York, Oct. 22, Hooghly.

DEPARTURES.

From YOKOHAMA.—For New York, Sept. 12, Benefactor.

From SHANGHAI.—For London, Sept. 22, Polmaise; 24, Westminster (lost on the Pratas Shoal); 28, John Bull; 5 Oct., Agamemnon; 6, General Caulfield. For New York, Sept. 26, Lota; 28, Wild Gazelle; 29, Tycoon.

From FOOCHOW.—For London, Louisa, Northfleet, Beautiful Star, Scawfelk.

From AMOY.—For New York, Oct. 7, Drydens.

From HONG KONG and CANTON.—For London, Sept. 27, Kelso; 1 Oct., Solent. For Bordeaux, Sept. 26, Anam. For New York, 29, Royal Minstrel. For Havana, Oct. 4, Suonne, Loyola, Medoc; 7, Eugene and Adele.

From MANILA.—For Liverpool, Oct. 5, Mercia. For Falmouth, 4, Ellen Browse, do. (via Cebu); 3, Bolina. For Boston, Fearless.

From SINGAPORE.—For London, Oct. 8, City of Delhi. For Liverpool, 14, Blandina Dudley. For Bordeaux, 18, Gabrielle. For Boston, 10, White Squall.

From PENANG.—For Hamburg, Oct. 13, Amphton. For Boston, Rainbow.

VESSELS LOADING.

At YOKOHAMA.—For London, Wolloroo, Corea, John Bunyan; for New York, Lorten, Receife, Chaa Sze.

At HANKOW.—For London, Elizabeth Nicholson.

At SHANGHAI.—For London, Ajax (s.), Camillia, City of Quebec, Janet Mitchell, Juanpore, Ousuri (full), Red Deer, Scindia, Sir W. F. Williams; for New York, Fychow, Pegasus, Royal Diadem.

At FOOCHOW.—For London, Dunmail (full), Fontenaye, Ellenborough, John Temperley, Invincible; for New York, Queen of the Seas, Albatross.

At HONG KONG and CANTON.—For London, Herald, Cheetah, Cora Linn, Samuel; for New York, Charger, Albert Victor, Powhatton.

At MANILA.—For London, Etna, Congress; for Liverpool, Rinaldo; for Falmouth, Exonian; for Cork, Vicksburg; for New York, Arracan, Asa, Panther.

At SINGAPORE.—For London, Caldbeck; for Liverpool, Isabella.

At BATAVIA.—For Channel for orders, Johanna, Norah Greame, Sydney Eggers, Sparkenhoe, Henriette; for Rotterdam, Kortenaer, Garibaldi, Neptunus, Maria Adriana, Vrienschap, Preston; for Amsterdam, Fagel, Walcheren, Baltimore, Cleughs, Caroline, Joachim, Jacoba, Camperdown, Nydia; for New York, Dunmore.

At PENANG.—For London, Rockliff, York; for New York, Teesdale.

VESSELS EXPECTED.

From YOKOHAMA.—Thomas Dryden, Conference.

From NAGASAKI.—George.

From HANKOW.—Napoleon III., Mary Nicholson.

From SHANGHAI.—Star of China, Blencathra, Nelly, Illimani, Lansdowne, William Melhuish, Charlgrove, Challenger, John Paul, Knight of Snowdon, Marquis of Argyle, Trebolgan, Wild Deer, Queen of the East, Antipodes, Helen Nicholson, Ann Adamson and Dartmouth.

From FOOCHOW.—Ornate, Philomela, Marion, Monarchy, Naomi and Veronica.

From CANTON.—Island Queen, Victoria, Melbreck, Valdivia, and The Cedars.

FREIGHTS AND CHARTERS.

At YOKOHAMA.—To London: Cotton and Tea, £2 10s. to £3.

At NAGASAKI.—To London: £2 10s. per ton. To New York: £3.

At HANKOW.—To London: £3 3s.

At SHANGHAI.—There is more inquiry for vessels for coasting purposes at an advance in rates. The rate to London remains at 30s. per ton, and to New York £1 17s. 6d. to £2.

At FOOCHOW.—To London: £2 per ton.

At HONG KONG and CANTON.—Coasting business to the North is almost at a standstill, and to the rice ports little is doing. Vessels loading are getting from 30s. to £2, and to New York £2. The circular of Geo. Holmes gives the estimated number of vessels disengaged at 60, representing 27,654 tons.

At MANILA.—For the United Kingdom the following are the settlements:—Rinaldo, for Liverpool from Cebu, at £2 10s. for Sugar, and £2 15s. per 20 cwt. for Hemp; Bolina, from Cebu, at £2 for Sugar, and £2 10s. per 20 cwt. for Hemp; Vicksburg, for orders, at £1 12s. 6d. for a full cargo of Current Sugar, and 10s. per ton extra if ordered to the Continent; Congress, for London has engaged Sugar at £2 for Unclayed, and £1 15s. for current.

At SINGAPORE.—Homeward freights remain dull; the two vessels on the berth are loading slowly, at £2 5s. dead weight, and £2 light cargo.

At PENANG.—The tonnage placed is abundant for present requirement, the rates are: 17s. 6d. to 30s. for tin, £1 5s. sugar, £2 10s. light freight, £3 measurement, and 2½d. rum.

REPORTED PER TELEGRAM.—The Ajax (str.) from Shanghai, arrived at Singapore.

CASUALTIES.

The Monteagle left Penang on the 6th Sept. for Liverpool, and put back again on the 1st Oct. leaky. The greater portion of her rice has been discharged, but the leak remains undiscovered. She will probably proceed to Singapore for repairs.

Digitized by Google

HONG KONG.

We have to report the following wrecks, which we noticed under Monetary and Commercial:—

The ship T. E. Boyd, from Foochow, bound for Melbourne, was totally wrecked on the Tortoise reef, Pescadores, on the 10th September. The captain and crew, after being plundered by the natives, and losing all they had saved from the wreck, succeeded in reaching Hong Kong Oct. 4.

The ship Westminster, from Shanghai to London with a cargo of tea, has also been totally lost on the Pratas Shoals. As soon as the vessel struck the captain ordered all sail to be taken in, and the boats lowered for the purpose of laying out an anchor. The vessel, however, remaining firm, and water rising to 4½ feet in the hold, in spite of the pumps, the captain left the ship in the hope of getting assistance from the natives. During his absence the vessel was boarded by them; they stripped the vessel and crew of everything portable, ordered the mate and the remainder of the crew to leave the ship at once. They accordingly left in two boats, and went in search of the captain, whom they met returning. On being informed of what had taken place, he determined to go on board again, and left the two boats, his boat's crew consisting of six persons—second mate, boatswain, steward, apprentice, and one seaman. The two boats laid off for about three hours, when it was decided that the gig should return to see what had become of the master and boat's crew; but on their return they stated that nothing could be seen of the boat or its crew, and that from the noise they heard whilst alongside their opinion was that the cargo was being disturbed in the main hold. The boats then put off and the next day they sighted a sail which proved to be the China, of Glasgow, bound to Batavia, by which conveyance both boats' crew arrived safely at Hong Kong. The captain and remainder of the crew also arrived on the succeeding day in a native junk into which two hundred tons of the cargo had been transferred. The captain and mate have returned to the wreck, but it is feared that the greater part of the remaining cargo will be lost.

The British steamer Douglas, which arrived at Hong Kong Oct. 6 from Foochow, reported the loss of the British barque Fanny, Captain Waters, on the 10th Sept. The Fanny was bound from Shanghai to London and on the 28th Sept. was met by a heavy gale of wind which parted her cables and turned her adrift. The vessel continued to drift until the 30th when she was abandoned by her crew, who proceeded in their longboat to Slut Island, which is at the entrance of the Hae-tan Straits. That night they slept in a joss house on the said island. On the morning of the 1st Oct. they were much surprised to find that the Fanny had drifted clear of the Norton rocks, and had gone ashore on a reef close to Slut Island. The Chinese wreckers were busily at work stripping the barque of anything that could be carried away. At the same time a party of natives landed on Slut Island, and robbed the poor crew of the little clothing they had managed to save. After some further difficulties the crew managed to get on board a west coast trading junk, where they met with kindness, and were given a passage to Foochow.

In addition to the above the *Hong Kong Evening Mail* of Oct. 11 has the following:—"By the Formosa we learn the occurrence of several shipping casualties. The Edward and the Willy, Bremen schooners, are lying wrecked near Tai-wan-foo. The Pylades is wrecked on the Formosa banks. The Perle, Bremen brig, is lying dismasted at Tai-wan-foo. The Shaftesbury has put into Amoy with damage to stern post. In addition to the above casualties at sea, we also learn the British brig Laura, from Foochow, was lost during the late gales in the Formosa Channel."

VESSELS PASSED ANJER.

Date.	Ship.	From	For
Sept. 21	Challenge	Hong Hong	New York
— —	The Cesars	Macao	London
— 25	Luneberg	Batavia	Falmouth
— 26	Sourabaya Packet	Batavia	Holland
— —	Scheveningen	Batavia	Rotterdam
— 27	Albuera	London	Shanghai
— 28	Pres. v. Ryckevorsel	Cardiff	Batavia
— —	Concepcion	Manila	Cadiz
— 29	Tynedale	Newcastle	Hong Kong
— —	Astrea	Liverpool	Batavia
— —	P. Con. Eleonore	Pasaroeang	Amsterdam
Oct. 1	Music	Hong Kong	New York
— —	Loopuit	Newcastle	Hong Kong
— —	Maria Veronica	Amsterdam	Batavia
— 2	Victoria	Hong Kong	London
— —	St. Helena	Rotterdam	Hong Kong
— —	Zephyr	Rorterdam	Batavia
— 4	Swanley	Colombo	Do.
— —	Woodbine	Batavia	Melbourne
— 5	Drie Gezusters	Batavia	Amsterdam
— 6	Calumet	Bombay	Batavia
— —	John Paul	Shanghai	London
— 7	Lochleven Castle	Singapore	Liverpool
— 9	Ortelius	Batavia	Amsterdam
— —	Mary Goddard	Do.	Schiedam
— 11	Noord Braband	Do.	Amsterdam
— 12	Aria and Betsy	Bantam	Do.

COMMERCIAL POSTSCRIPT.

A fine new China clipper named the *Titania* was launched on the Clyde on the 26th inst. This vessel has been built for Messrs. Shaw, Lowther, and Maxton.

A sale of bar silver has been made at 61d. A large quantity of silver and dollars is expected by the next steamer from the West Indies.

At the meeting of the General Credit Company held on the 27th inst., Mr. Bramley-Moore in the chair, the shareholders almost unanimously passed the resolution for winding-up the old and forming the proposed new company. The directors held proxies to the extent of over 126,000 shares, and the only question raised was with respect to certain portions of the articles of association. On this point, however, the chairman gave an assurance that the directors would be happy to take counsel with some of the principal shareholders, and all feeling of opposition was waived.

The scheme for the reconstruction of the Metropolitan and Provincial Bank has received the general support of the shareholders. A meeting is fixed for the 12th Dec. at which the proposals will be decided on. We believe this bank will then rise rapidly in public estimation.

The Agra Bank has not yet obtained release from the Court of Chancery, but the consent of Messrs. Reiss and Co. and other creditors who had opposed has now been obtained.

TEA.—The late arrivals of Kaisows and Monings are not of better quality, and dealers confine their purchases to immediate wants, quite as much from the fear of its "not keeping" as anything else. Their old stocks of last year they prefer to hold, but this season's teas must go into consumption or deteriorate by holding.

The Malta and Alexandria cable is again under repair, having broken in one of its sections.

The half-yearly meeting of the Ceylon Company (Limited) is called for the 18th December, to declare an interim dividend.

ARRIVALS NOT INCLUDED IN THE TABLES.—Nov. 24, at Deal from Canton, Taymouth Castle; 22, at Texel from Batavia, Dordrecht; at Liverpool from Manila, Echo; 25, in the Downs, from China, Peterborough; at Falmouth from Bassein, Alma; at New York, Nov. 9, White Swallow, from Manila; Nov. 26, at Deal, from Penang, Benvenue; 21, at Texel, from Batavia, Sinbad; 26, at Deal, from China, Lauderdale; from Foo-chow-Foo, Amberwitch; at London, from Ceylon, Scott; 28, at London, from Ceylon, Mary Ann; in the Downs, from Manila, Ironsides, Lochnagar.

DEPARTURES.—Nov. 24, from London for Colombo, Medway; 22, from Cardiff for Manila, Gentoo; from Hartlepool for Sourabaya, Kon. Ned. Yacht Club; 26, from Liverpool for Japan, *via* Cardiff, Nellie Hastings. Nov. 6, from New York, Luisa Carrevaro, for Shanghai; 27, from London, for Hong Kong and Canton, Min; 24, from Cardiff, for Hong Kong Boanerges; 25, J. W. A. Lorentzen.

LAID ON.—At Liverpool, for Batavia and Sourabaya, Java.

SPOKEN.—Avon, London to Colombo, Oct. 28, 8 N., 24 W.; Robt. Cushman (barq.), from Colombo, Oct. 21, 53 days out; Sailor Prince, Manila to New York, Sept. 5, 25 S., 52 E.; Java, Batavia to Amsterdam, Sept. 18, 34 S., 52 E.; Johanna, Sourabaya to Holland, Oct. 21, 7 N. 22 W.; Medea, Rotterdam to Batavia, Nov. 11, 22 N., 24 W.; Susanne, Bordeaux to Singapore, Nov. 12, 24 N., 23 W.; Engel, Liverpool to Batavia, Oct. 20, 7 N., 24 W.; Sailor Prince, Manila to New York, Sept. 23, 31 S., 11 E.

CASUALTIES.—The Dewa Gungadhur, which arrived at London from Foo-chow-Foo Nov. 19, reports having spoken on Oct. 29 the Annie Kimball, of Beverley, U.S., from New York to Shanghai, which vessel had encountered a hurricane on Sept. 22, when she sprung a leak, shifted cargo, and lost sails and half her fresh water.

MISCELLANEOUS.—At Algoa Bay, Oct. 19, Wilhelmina Johanna, from Batavia to Rotterdam, in distress.

At MAURITIUS.—Achilles (S.S.), Russell, from Liverpool and left for China.

The Admiralty have invited tenders for the conveyance of about 350 tons of Naval masts, and sundry shipping materials, from the River Thames to Hong Kong.

At ASCENSION.—Oct. 2, Anna Lucy, Wade, from Hankow, and sailed on 4th for London; 17th, Gebroeders, from Batavia, and sailed on 18th for Amsterdam; 24, Drusus, Hansford, from Sarawak, and sailed on 25th for London.

Off ASCENSION.—Oct. 16, Charles Jackson, from Shanghai; 19, Benvenue, from Penang, both for London.

At ST. HELENA.—Oct. 17, Amberwitch, Langlois, from Foo-chow-Foo and sailed for London; 22, Vyf Vrienden, Johan, from Batavia, and sailed for Rotterdam; 25, Quatre Bras, Nieuwenhurfs, from Java, and sailed on 26th for Amsterdam; 26, Ornate, English, from Foo-chow-Foo, and sailed for London.

Off ST. HELENA.—Oct. 8, Scott, Laycock, from Colombo; 27, Valdavia, from Hong Kong.

At MAURITIUS.—Oct. 7, St. Paul, Messanot, from Galle; 10, Paul Riquet, Jenevieve, from Hong Kong; 13, Kalahome, McMillan, from Singapore; 13, Elizabeth Douthwaite, Pearson, sailed for Galle.

THE RE-INFORCEMENTS FOR CHINA.—It is probable that the troops intended for despatch to China and Japan by the *Golden Fleece*, will be detained pending the expected Feenian riots.

THE RUSSO-AMERICAN TELEGRAPH EXPEDITION.—The American barque *Onward*, which arrived at San Francisco on the 12th instant, reports having left at Petropaulovski fifteen operators and constructors in the service of the Russo-American Telegraph expedition. Ice had commenced forming when the *Onward* left, but the men were comfortably housed for the winter. The people of Petropaulovski treat the party with great hospitality. Colonel Bulkley started for Anadyr Bay August 2, and is expected at San Francisco during the present month. The Russian war steamer *Variag* left the same day for Nicolaefski carrying Count Anasoff, the Russian Commissioner.

DEATH OF T. A. GIBB.—T. A. Gibb, Esq., the head of the well-known firm of T. A. Gibb and Co., in the China trade, of Old Broad-street, died on the 15th inst., at his residence, Lancaster-gate, at the age of 67. Mr. Gibb was a director of the Panulcillo Copper Company, British Shipowner's Company, Ocean Marine Insurance Company, and Overend, Gurney, and Co. He has suffered for many years from disease of the heart, and his death is said to have been accelerated by anxiety caused by his connection with Overend, Gurney, and Co. He was a large shareholder, and also a depositor in this unfortunate institution, and all his friends regret that he was induced to join it.

LETTERS FOR THE PHILIPPINE ISLANDS.—The Postmaster-General of Hong Kong has represented that he is unable to obtain receipts for registered letters sent to his office addressed to the Philippine Islands, and has requested that the practice of registering letters so addressed may be discontinued. No letters for the Philippine Islands will, therefore, in future, be accepted for registration.

Digitized by Google

THE BANK OF HINDUSTAN, CHINA, AND JAPAN IN LIQUIDATION.

The report of a preliminary meeting held on the 16th inst. is given in another column. The resolutions at that meeting were brought forward at the general meeting held on the 19th at the London Tavern, and ultimately adopted after three hours' angry discussion. The auditors' report, which was presented, was as follows:—

"We, the undersigned, hereby certify that we have closely scrutinised into the value of the assets of the bank, and regret that we have to report a very large estimate of losses at the head office and several of the branches. These losses have for the most part been made at the Bombay, Calcutta, and China branches, and appear to us to have occurred from the most reckless management, and in some cases in almost total disregard of the established rules of the bank, and in opposition to the special instructions of the head office. These remarks apply more especially to the Bombay branch, where the funds of the bank have been squandered in the most wanton manner, and money advanced to parties notoriously unworthy of credit, and upon worthless securities. More than one-half of the whole losses have been made at this branch. From the report of Mr. Stewart, dated 12th October last, who was instructed to make an investigation of the operations of the Bombay branch, and of the value of its securities, we make the following extracts:—'Hitherto deviations from your instructions appear to have been the rule—not the exception—hence the serious losses incurred at this branch. Had your general instructions as to local business alone been attended to, fully one half of the present estimated losses would have been avoided. Until within a few months past, very little attention appears to have been paid to the realisation of the outstanding debts owing to the bank, and it was only after my arrival here that active steps of a legal nature were adopted. I have endeavoured to ascertain whether there were any special causes to which to attribute such unfortunate results at this branch, but have been unable to trace any beyond mere mismanagement. The enormous operations during the half-year, to which you refer, appear to have been entered into without any definite object beyond that of doing a very large business. Little or no calculation would seem to have been made as to the probable results of the operations entered into, and so far as I can judge, provision for liabilities coming due from time to time was not generally made in advance, so that when large amounts became due, they had to be met by a sacrifice in rates of exchange.' We have sought from the latest returns received from the several branches, together with the report of Mr. Stewart referred to, and explanations from the general manager and other officers of the bank, to obtain the fullest information of the circumstances attending each account, and of the value of the general assets whereon we have based our estimate of the probable amount of losses will be sustained by the bank. The information and returns received in some cases are very insufficient; having, however, carefully examined all the accounts and statements available, we believe we have arrived as nearly as possible at a correct statement of the probable loss, which we estimate will amount to about £713,404 beyond the sum of £87,794 1s. 2d. written off the reserve fund of December, 1865. The capital account of the bank under this estimate will stand as follows, viz.:—Paid up, £892,247; estimated value of £26,753 calls in arrear, £15 000; balance of reserve fund, £20.605; total, £927,852. Deduct estimated loss as above, £713 404; balance remaining, £214,448. As the outstanding balances and past due bills at Calcutta and Bombay are much dependent upon the realisation of depressed securities and expected dividends from insolvent estates, it will take time and expense to recover them, but with a revival of commercial confidence in India the market for these securities may be improved, whereby the position of the bank will be correspondingly improved. Among the loans due to the head-office there are several amounts due from some of the directors, in all about £5,000, and a further sum of about £16,000, the liability to which on the part of some of the first directors and others is disputed; but the matter has been agreed to be referred to arbitration. So much as may be received from this amount will go in reduction of our estimate of losses. There is an item of £2,781 17s. 6d. included in the preliminary expenses arising out of the purchase of shares by the directors at the formation of the bank in 1862, and also a further item of expenditure in connection with the amalgamation of the Imperial Bank of China of £6.956 17s. 6d. that appears to us to require the confirmation of the shareholders. In conclusion we have to state we have had every assistance from the officers of the bank that they could give, and such books of account and papers as we desired were freely produced to us.—FRED. MAYNARD, GEO. MACNAIR, ARTHUR COOPER, Auditors.—London, Nov. 16, 1866.

"Balance sheet, 30th June, 1866. Dr.—To capital account: Authorised 40,000 shares, £4,000,000; to subscribed 36,760 shares, £3.676 000; to paid up, £892,247; to calls in arrear, per contra, £26,753, making £919.000; to reserve fund, £20.605 18s. 10d.; to current and deposit accounts, £272,496 6s. 5d.; to loans due by the bank against securities, £282 644 4s. 3d.; to bills payable (this amount includes all drafts in circulation, both unaccepted and in transitu), £3.635 812 0s. 8d.; to bills re-discounted, £1,519.166 13s. 3d.; to circular notes, letters of credit, and sundry other credit balances, £43,012 4s. 11d. Total, £6.692,737 8s. 4d.—Cr.—By cash in hand at bankers and bullion at head office and branches, £258 609, 17s. 4d.; by Government securities, £236,788 17s. 8d. (part of these securities were deposited to cover loans per contra); by calls outstanding per contra, £26,753; by bills receivable, £4.752,039 9s.; by bills due united at head office and branches, £174,047 12s 1d.; by past due bills (this amount is exclusive of dishonoured bills, the accounts of which were in transitu). £376,458 19s. 2d.; by loans and current accounts, £524 452 9s.; by balances of accounts between the head office and branches of the bank, £256,339 1s. 3d.; by bank premises in London per last account, £27.800, by since written off, £695; leaving, £27.105; by preliminary expenses, £6,500; by miscellaneous accounts, including furniture at head office and branches, stamps, insurance, &c., £22,851 7s.; by sundry small debit balances, £12 874 16s 9d; by balance of profit and loss account, £23,916 19s. 1d.; total, £6 692,737 8s. 4d

"Profit and Loss Account.—Dr.: To loss for half-year ending June 30, 1866, £47,404 7s. 3d. Cr.: By balance on December 30, 1865, £23 487 8s. 2d.; by balance, £23.916 19s. 1d.; total, £47,404 7s. 3d.

"Reserve Fund.—Cr.: By balance on 30th December, 1865, £17,805 18s. 10d.; by amounts since received on account of premium shares of third issue, £890; by amounts received on forfeited shares, £1,910; total, £20,605 18s. 10d.

"We the undersigned certify that we have carefully examined the above with the books and accounts at the head-office, and with the certified copies of the returns received from the branches, which as a matter of account we find correct, but with regard to its representing the position of the bank and for our estimate of the value of the assets, we refer to our report of this date—(Signed). FRED. MAYNARD, GEO. MACNAIR, ARTHUR COOPER, Auditors.—London, 16th November, 1866."

It will be observed that the balance sheet is only up to the 30th June, but up to the latest advices from India and China the liabilities are put down at about £1,000,000, though a few months since they were over £3,000,000. The chief creditors were the National Bank and the Thames and Mersey Marine Insurance Company. The Chairman (Mr. Mackrill Smith), in opening the proceedings, said:—

When his colleagues appointed him chairman in May last, he felt that the duties were of no ordinary character; but the financial storm had only then just commenced, and their anxieties increased every day, dating from the last meeting in that place, and disastrous as had been the results of the bank's operations, they had nevertheless striven hard against the torrent of misfortunes which had been poured upon them by the reckless conduct of some of the branch managers. They had, by the establishment of a daily committee, supervised everything that had been done at the head-office, or ordered to be done at the branches, and from that daily committee he had been absent for only one day since its establishment in May last. The auditors' report spoke to them so fully and so plainly that he need hardly make much reference to it, though he must add to the extracts from their very able inspector's (Mr. Stewart) letter, one from a private letter to the general manager, in which he spoke of the Bombay management in the following words:—"Things have been frightfully mismanaged here in every possible way; and if he (the manager) had only stuck to your orders from head-office he would have been all right, and the bank occupying a splendid position." These remarks referred to the late manager; and he regretted to say that the two former managers at that place had been equally guilty of disobeying orders; and further than this, had entered upon speculative transactions of a very objectionable character. One of the former managers had lately been arrested at the suit of the bank, but was unable to satisfy its claims, and had appealed to the Court of Bankruptcy. In Calcutta and Shanghai similar transactions took place, but none of those managers were now in the bank's service. He next referred to the petition filed in Chancery, and explained why such a step was taken between the date of calling this meeting and the date of its appointment. When their circular was issued, to receive audited accounts, and a proposal to reconstruct the bank with a view to reduce their liability, the directors were guided solely by their own and the general manager's valuations of the assets, the auditors' report and valuations not having been completed until Friday last, which explained the delay which had arisen in sending out printed copies, for they did not go to the printer's until Friday night. The petition in Chancery came about in this way. The rough statements were presented to them very early on Monday last, and the figures then showed that out of their capital and reserve fund only about £102 000 was left. A special board was summoned, and after a long consultation, which lasted nearly the whole day, is was resolved that in the interests of the shareholders he should file a petition in the Court of Chancery that the bank be wound up voluntarily; and this was done early on Tuesday morning. Their own estimates brought the valuations of assets up to more than £300,000, which upon the 35 000 shares current showed nearly £9 per share, exclusive of the call of £3, or £12 together. Had these figures been confirmed by the auditors they would have been justified in carrying on the bank until its future course had been decided; but when they learnt that they estimated our losses at more than three-fourths of the capital, it became imperative upon them to take action in the matter, and protect the property against any hostile petition, which most assuredly would have been presented by some one. The nomination of provisional liquidators was decided upon in this way. Messrs. Cooper and Maynard were auditors and accountants of their own choice, and they, therefore, thought them fit and proper persons to act as interim liquidators; and Mr. David Chadwick was named in the interests of their principal creditor. Since the rough statements were laid before them on Monday last, the auditors, at the request of the directors, went over their valuations with the general manager, and the result of their consultation was that the estimated value of assets (which included a clerical error which had crept in during the hurry necessary to complete the accounts) was improved by £112.000, making the total valuation £214.448, or say £6 per share, exclusive of the £3 call, which had not been taken into account at all by the auditors. This valuation gave £9 per share against their own estimate of £12. The auditors had been anxious to arrive at a safe valuation, but the directors believed that under a judicious liquidation fully £10 per share would be realised. The circular calling the meeting referred to a plan for reconstruction, with a view to the reduction of liability upon shares, and some leading shareholders who had long advocated such a plan requested the directors to confer with them upon so important a subject before submitting it to this meeting, and this led to a private meeting at the bank on Friday last. That meeting consisted of sixty to seventy of the largest shareholders, who were invited by the board in accordance with a promise to consult upon a plan for forming a new bank with small shares—say £25 each—crediting each with what might be shown to be the value of the present shares—say £9 to £10—and that the new bank should liquidate or purchase the assets of that which was now in liquidation, adding to its capital a further £2 10s. per share, and making, say £12 10s. paid upon £25—the old shares to be exchanged for the new, and their agreed value to be guaranteed by the old bank—but this scheme it was decided to postpone, and the attention of those gentlemen present on

Digitized by Google

Friday was directed chiefly to the question of the liquidation and the manner in which it should be carried out. After two hours' discussion, which was of a calm, dispassionate, and practical nature, the following informal resolutions were unanimously agreed to be recommended to the general meeting this day. The minute which was made was as follows:—"At a meeting of the principal shareholders of the Bank of Hindustan, China, and Japan (Limited), held at the offices of the bank, Lothbury, on the 16th day of November, 1866, the following resolutions were recommended for adoption by the body of shareholders convened to a general meeting to be held at the London Tavern on the 19th day of November:—1. That it has been proved to the satisfaction of this meeting that the company cannot, by reason of its liabilities, continue its business, and that it is advisable to wind up the same. 2. That this company be wound up voluntarily under the supervision of the Court. 3. That three directors be appointed to act with three shareholders, to be nominated by the general body of shareholders, and to form a committee for the liquidation of this bank, and that their remuneration be fixed at a subsequent meeting of the shareholders.'" These resolutions would therefore be submitted, and if approved the directors were legally advised that upon application to the Court of Chancery they might withdraw the petition, or so much of it as referred to the provisional liquidators already appointed, and ask for the substitution of the committee of six referred to. Should that committee be appointed, the liquidation might be conducted at a very small cost compared with that which would attend the services of professional gentlemen—(hear, hear)—and as the bank's affairs were daily coming into a smaller compass, the principal creditors would soon be paid off. When this had been done, the committee would consult with the shareholders as to the future prospects for a new bank, or a transfer of the remaining assets to any other bank, meanwhile, the expenses both at home and abroad would be very largely reduced; and should any proposals for amalgamation or otherwise be made, every day's delay would put them in a better position to avail themselves of it. Before sitting down he would say a very few words in reference to the National Bank, as he had notice of a question on that subject. That institution, like all well-conducted banks, had taken good care of itself during the late panic; but he was bound to add that they had treated them with prudent liberality; and although their acceptances on their account a short time ago amounted to not far short of three millions, they were now less than £500,000. In conclusion, he begged to move the adoption of the accounts and report of the auditors.—The motion having been seconded,

Mr. KINTREA said that he thought it extremely unadvisable at the present moment, and with their affairs in a complete state of ruin, to adopt any report or statement of accounts whatever. He blamed the directors and auditors for not bringing before the shareholders the statement of accounts to a much later period than the 30th of June. Mr. Stewart had given them a report of the state of the branches up to as late a period as the 16th of October.

Mr. MAYNARD rose to explain, but the meeting would not allow any interruption. (He subsequently explained, the latest information had reached them and had been embodied in their statement.)

Mr. KINTREA resumed, observing that it would have been most desirable to have known the condition of things up to the date of Mr. Stewart's report. No doubt it was a very melancholy thing to hear that their losses amounted to £713,000, but he should have been glad to have known by whom those bad debts were incurred, and especially how the head office stood in respect to bad debts and corrupt transactions, for which no one abroad was responsible, and which, until he knew the contrary, he must lay at the door of the board. He appeared there as a shareholder who had suffered grievous losses through the mismanagement of the directors, and he could not help thinking that they were victims of a gross delusion. They were therefore bound to inquire into all the circumstances of the case and to ascertain whether any persons, here or abroad, ought not to be brought to the bar of criminal justice. (Great cheering, with some cries of "Question." He trusted the liquidators would not allow any man to escape who could be made a public example. He would not charge anything against the directors which they did not deserve, but here was a statement from the auditors that out of a capital of £900,000 there had been a loss of £713,000, and yet only four weeks before the directors had stated that they would present a specially audited account, which they believed would be satisfactory to the shareholders. It appeared that on the 15th of October last they were wholly uninformed of the deplorable state of affairs when they sent out their circular. They having had years to inform themselves of the position of the bank, and after having dismissed Mr. Thompson months before, and well knowing the amount of the losses in India, it was marvellous to him that they could have issued such a circular. He charged it against the directors that they had for years conducted the affairs of the bank with a total oblivion of its real position, and allowed the company to drift into this melancholy state, involving them all in a gigantic ruin. He, however, looked with some anxiety to the prospect of getting back part of their capital, and his opinion was that the only way in which they could possibly hope to get anything was not to have any professional men employed in the liquidation—(cheers)—but that three directors and three shareholders should form the liquidation. He charged Messrs. Flux and Argles, the solicitors of the company, with having prepared warrants of attorney to send out to India with the object of keeping the power of dealing with the assets in the hands of the present authorities, or the liquidators appointed through their interest; and he also charged Mr. Argles with misconduct, inasmuch as that, after having attended the meeting alluded to by the chairman, and fully agreeing to the resolution recommending that a committee of three directors and three shareholders should be appointed as liquidators, he had told a gentleman that if he saw Mr. Chadwick, who was one of those named as an interim liquidator on the part of the principal, and, with one exception, the only creditor, to go to the National Bank and tell them that they must oppose the proposition that the liquidation should be placed in the hands of a committee of shareholders, and that they did not insist upon the liquidation being continued in the hands of persons named in the petition they never would get a shilling of their money.

This statement gave rise to warm expressions of dissatisfaction with Mr. ARGLES, who got up and denied that there was a word of truth in it; thereupon Mr. KINTREA stated that he had permission to give the name of his informant, and it was no less a person than the secretary, Mr. Tomlin.

The SECRETARY, on being loudly called for, said that Mr. Argles made use of the expressions almost exactly as Mr. Kintrea had stated them.

Mr. FLUX, a partner in the firm, attempted to make an explanation, and said that if five minutes were accorded him for that purpose, he would make it clear that the solicitors had studied the best interests of the company.

The meeting, however, refused to hear him further.

Mr. CHADWICK expressed his belief that the charge arose out of a mistake or misapprehension. At all events no such communication was made to him. He was appointed liquidator in his absence by telegram, and he said he would only act if every one desired it. A conference took place between the solicitors and manager of the bank and himself on Saturday, when it was communicated to him that the result of the meeting of the shareholders on the previous day was that the provisional liquidators were to be displaced by three directors and three shareholders, and to that proposition he cordially agreed. (Cheers.) He declined to be one of the six, because being a professional accountant, questions might arise between them in which he should consider his judgment ought to be deferred to. He had seen the authorities of the National Bank that day, and they had informed him that they would take no steps in the matter, but that if a committee of liquidators was appointed as proposed, they would cordially concur in it. (Loud cheers.)

Mr FLUX was then permitted to explain that the firm had cometo the couclusion that they would have a difficulty in inducing the Vice-Chancellor to sanction the appointment of six liquidators, but assuming that to be got over, they would have to make arrangements with the National Bank, because unless the National Bank would consent to the appoinment of the individual liquidators, their objection would be fatal. Their firm had done nothing whatever to prejudice the interest of the shareholders, but on the contrary had advised that steps should be taken to intercept the call now being paid into the National Bank, and get it paid by them into the Bank of England, and £30,000 on that account had been already so paid. With respect to the warrants of attorney, the object in sending them out was to prevent things getting into confusion, and to obtain the speedy payment of the debts. All debts collected by the agents abroad would pass to the liquidators.

A lengthened and acrimonious discussion ensued upon the question of the appointment of liquidators, in the course of which Mr. Vanderbyl and Mr. Alderman Allen were expressly excepted by the speakers from blame.

Mr. MAYNARD, one of the auditors and provisional liquidators, said that fault had been found with the instructions forwarded to the manager of the branches. It might be some time before the committee came into action, and it was therefore necessary to send out the instructions. He wished the meeting thoroughly to understand the position in which the provisional liquidators stood. They were appointpd by the Court of Chancery, and were prepared to do their duty, at the same time they would give every attention to any expression of opinion from the meeting, as that would in a great measure affect the action of the Court. It was their intention to execute power of attorney, and send out to Bombay and Calcutta that day; but it rested with the meeting to say whether or not they should stay their hand. If those powers were sent out, they would be open and available for anybody who might succeed them. With regard to the accounts not being brought down to the latest day, they would observe from the report that they had waited for the reports from the several branches in order to bring the accounts down to the latest point. From the latest accounts they could obtain they found that the debts were then £2,900,000, and the assets were in round numbers £3,200,000. Since the time at which those accounts were made up the debts had gone off and the assets had gone off in proportion, and probably at the present time the debt stood at a million or a million and a half. The estimate of losses had been taken rom the latest information which could possibly be obtained. With regard to Mr. Thompson, no expression as to his conduct could be too severe, for his exchange transactions in January, February, and March resulted in a loss to the company of £20,000.

Mr. HARRISON, a director, said that he had no objection to the resolution which had been proposed to take the management out of the hands of the present directors. A great deal had been said with regard to want of competency on the part of the directors. He had done all in his power for the bank; and with regard to losses, he said that the directors would lose a great deal more than any gentleman on the other side of the table. As the representative of a creditor for £25,000, he was authorised to say that that creditor would consent to the proposed course. The bank had but two creditors, one of which he represented, and the other was represented by Mr. Chadwick, who was also prepared to fall in with the proposition.

On the motion of Mr. PRICE, seconded by Mr. STEWART, it was agreed to appoint the following six gentlemen as liquidators:—Mr. Vanderbyl, Mr. Alderman Allen, Mr. Mackrill Smith, three directors; Mr. Kintrea, Mr. Macnair, and Capt. Engledue, three shareholders.

Capt. ENGLEDUE said that he would only consent to serve on the understanding that the present solicitors should not be appointed solicitors to the liquidators.

This led to a discussion which approached more nearly the character of an altercation, and a resolution was proposed by Mr. COURTENAY' seconded by Mr. MEDDAR, "That in the opinion of the meeting the gentlemen referred to ought not to be solicitors of the liquidation."

Mr. ARGLES again denied in the most pointed manner the statements made against him, and Mr. FLUX said that the whole charge was the result of a conspiracy; but the meeting would hear neither gentleman with patience, and their explanation was completely drowned in the noise and confusion caused by the shareholders, who were all on their feet, and most of whom were loudly expressing their opinion one way or the other, in addition to which the proceedings were enlivened by five or six private altercations which were going on in different parts of the room at the time.

Mr. COURTENAY expressed a wish to withdraw the resolution, but this course was indignantly opposed by Messrs. Flux and Argles, and the chairman decided that if they wished the motion to be put, it would be unfair to them to withdraw it. The resolution was put and carried by a large majority, but it is fair to state that by this time many shareholders had left, and were leaving the room, and that the whole scene was one happily not often witnessed at a commercial meeting. A hurried vote of thanks was given to the chairman, and the meeting broke up.

A subsequent notice appears under "Monetary and Commercial."

Digitized by Google

NOTICES TO CORRESPONDENTS.

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be authenticated by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

A Register is kept of the addresses of all persons connected with the Far East and reference can be made to the same by personal application at the office or by letter.

Any information required by Subscribers, in reference to Commercial or General matters in China, Japan, Singapore, *and other parts of the* Far East, *will be supplied on application at the Office, where files may be seen of the Journals published in those countries.*

THE LONDON AND CHINA EXPRESS.

PUBLISHED on the departure of the Mails *via* Marseilles on the 10th, 17th, and 26th, contains a Summary of European, American, and General News; Commercial and Shipping Reports, and Special notices of Trade with the Far East.

Subscription 54s. per annum, including Postage. Export Supplement 12s. extra.

The London & China Telegraph.

LONDON, WEDNESDAY, NOV. 28, 1866.

SATSUMA AND CHOSHIU.

Among the several Daimios who are becoming known to fame Satsuma and Choshiu occupy the foremost rank, and owing to the great interest now taken in Japanese politics their names have already become "familiar in our mouths as household words." The notoriety acquired by the last-named prince is indeed of a somewhat unenviable character, being derived chiefly from a series of unfortunate collisions with foreign Powers, and from the prominent part taken by him against the late Tycoon, or more properly Shiogoon,* in the civil war which we may suppose has just been terminated by the death of that potentate. At present we know so little of the personal character of Choshiu, that the opinions which have been hazarded regarding the motives of his apparently unreasoning acts of aggression against the treaty Powers, and his successful rebellion against the Shiogoon's supremacy, are perhaps premature; and it may be that on establishing closer relations with this prince we shall find that he has been more sinned against than sinning, and shall therefore have reason to form a more favourable estimate of his character. Of Satsuma, however, we have had better opportunities of judging. Our acquaintance with him could not well have commenced in a more inauspicious manner than it did; but whatever vengeful feelings the unhappy fate of Mr. Richardson naturally excited were soon subdued by the reflection that after all Satsuma himself could not justly be held personally responsible for the outrage. The gallant bearing of the defenders of Kagosima during the operations that followed could not fail to win our respect; and the spirit of true charity and unreserved forgiveness since evinced by the Daimio would have done honour to any Christian prince. The cordiality of his invitation to Sir Harry Parkes to visit Kagosima, and the unbounded hospitality received there by Sir Harry and his companions, are not the only evidences of this. A still more valuable testimony is contained in the statement of the three survivors from the wreck of the *Cyclone*, lately cast away on the rocky shore of Satsuma's domain. "The Prince "was most kind to us, supplying us with clothes and whatever "else we required. We were never without guards, and "wherever we went were treated kindly. We cannot refrain from "testifying our sincere thanks for the kind manner in which we "were treated, which we shall ever bear in remembrance." It is to be hoped that measures will be taken to let Prince Satsuma know that the gratitude expressed in the simple words of these poor sailors is fully shared in by their countrymen.

* "Tycoon" is a word actually unknown to the Japanese, and is in fact merely a corruption of two Chinese words, *Tai koon*, signifying "great ruler." Its use was adopted at a time when we had no direct intercourse with Japan, and were content to owe our imperfect knowledge of that country to the Chinese and Dutch; and having been retained by the English Press, the term is doubtless thought by a large portion of the general public to be the Japanese synonym of "Emperor." It is time to explain that the true title of this personage is "Shiogoon," and that he is in reality no monarch, but merely the generalissimo of the Mikado, or real sovereign, and chief of the Executive Government; although in negotiating the foreign treaties in his own name he undoubtedly usurped the Sovereign power.

PIRACY IN CHINA.

The accounts brought by the last mail of the attack on the *Lubra* have again called attention to this subject; and although the respective departments of Government, viz., the Admiralty and Colonial-office, are desirous of organising a more efficient check on the pirates, they find considerable difficulty in the way. There is no question but that the system adopted by us for the suppression of piracy has been open to considerable abuses. The officers and crews of gunboats have committed on many occasions most flagrant mistakes as to the identity of the piratical vessels, and in moulding a new scheme it is necessary to avoid a repetition of such. We understand that the Admiralty are not opposed to granting a vessel to be at the exclusive orders of the Governor of Hong Kong, but they hesitate to hold the responsibility of manning her. She must be considered a police cruiser, and be manned by the Colonial Government. An allowance for the expense of the service of £5,000, per annum has been sanctioned by the Treasury out of the £20,000 military contribution. Before deciding on the matter a report is awaited from Admiral King, who has lately been on a visit to Peking, in order to confer with Sir Rutherford Alcock on the subject in all its bearings.

THE BRINDISI ROUTE.

The steamers of the Adriatica Orientale Company continue to run between Brindisi and Alexandria, four times a month, in correspondence with the India and China mails. The passage is accomplished in 70 to 82 hours, and very seldom exceeds the latter. The question of proceeding on to Venice after landing passengers, &c., at Brindisi is not yet decided on. The route over Mont Cenis to Brindisi is still open, the only difference being that the journey from St. Jean de Maurienne to St. Michel—7½ miles—is performed by diligence until the railway bridges are completed. This causes a delay of a few hours. The diligence service from St. Michel to Susa, on the other side of Mont Cenis, will be continued until the railway is completed, which will probably be during the next summer. The connecting links between the German and Italian lines will also be shortly completed. Passengers will then have a choice of proceeding by way of Padua to Vienna by the Trieste and Cilli Railway, and from Vienna of course any part of the Continent may be reached, and the choice of routes also across the Channel to England.

THE EASTERN ASIA TELEGRAPH.

Some two months since we had occasion to notice that the scheme for connecting the Indian lines of telegraph with Penang, Singapore, Siam, Java, and China, had begun to assume a defined form, and that some preliminary steps were being taken to secure the co-operation of the several governments through whose territory the proposed new lines would have to be carried. The progress made has been more rapid than we could have expected, and thanks to the energy of some half-dozen Singapore merchants, who form the Provisional Board of Directors, we now have before us the preliminary prospectus of "The Eastern Asia Telegraph Company (Limited)." This company, we find, proposes to commence its operations by constructing (1st), a land line down the entire length of the Malay Peninsula, connecting the existing line, which reaches to Moulmein, with Penang, Malacca, and Singapore; (2nd) a branch line from this to Bangkok, and thence, eventually, to Saigon; and (3rd), a submarine cable from Malacca to Bankalis (in Sumatra), to connect this system with that of the Netherlands India Government. After the completion of these primary works, it is anticipated that there would be comparatively little difficulty in carrying a line from the Siamese frontier to Hué, on the Gulf of Tonquin, whence a submarine cable would complete the communication with Hong Kong. In course of time this will doubtless be accomplished, but it appears to us the most difficult part of the whole scheme, and one which even if successfully achieved will hardly rival the rapid means of communication with China we already possess *via* Kiachta. As regards the other portions of the undertaking, however, too much cannot be said in praise of the enterprising spirit with which it has been taken in hand, and we have little doubt that the needful capital, £150,000, in £10 shares, will readily be subscribed. Should this be the case, the year 1868 will certainly see us in direct communication with the Straits Settlements. There is of course a difference of opinion as to whether a submarine or land line would be best, and in another column will be found a letter from an engineer on the subject.

Digitized by Google

The following opinions upon the subject of submarine *versus* land lines were expressed in a paper read by Sir C. T. Bright, M.P., before the Institute of Civil Engineers :—

"The cost of a submarine cable in Europe, compared with a land line, is very great; but the cost of a land line in uncivilised countries, without the facilities for the conveyance of stores and workmen, is considerably increased, while the cost of maintenance and the chances of interruption and delay in re-establishing communication are also greater. The regularity of the working of a properly conducted line would soon compensate for the additional outlay involved in the adoption of a sea route by which also communication could be more speedily effected.

"Between Singapore and Hong Kong a cable can be readily carried in shallow water, touching at Saigon, or the connection with China may be made by crossing the peninsula with a land line at Mergui, and carrying a cable across the Gulf of Siam. A further portion of the route might be carried by land by way of Bangkok and Cochin China; but although a branch or loop line might be taken by land in this direction, the main line, on which the regularity of the Chinese traffic would depend, should be submarine.

"The failure of the Red Sea cable was not due to the nature of the bottom, but arose from circumstances quite unconnected with the locality. A cable could be successfully laid in the Red Sea and along the Arabian shore to the coast of India.

"When effected by submarine cables in shallow water the nature of the communication was always satisfactory. No complaints arose from the transmission through the submarine line to Alexandria or on the Persian Gulf line. Occasional interruptions undoubtedly occurred, but if a duplicate line existed, as was proposed, even that objection would be obviated. Submarine cables were of course more expensive; but while the Persian Gulf cable was earning more than £100,000 per annum, and the Malta-Alexandria had taken £3,000 per week, there could be no fear that they would not pay well, especially when they formed parts of a complete system.

THE BANK OF HINDUSTAN, CHINA, AND JAPAN.

[ORDER TO WIND UP.]

THE directors of this bank have, in the interest of the general body of shareholders and creditors, filed a petition in the Court of Chancery for the winding-up of this establishment. It has been known for some time that the disasters at the various branches were so onerous that it would be impossible to continue business in the present condition, but it was intended to leave the solution of the question to be decided at a general meeting called for the 19th. It appears, however, that some of the shareholders had private meetings and intended to present a petition to wind up, and hence the directors very properly took the initiative on the 13th and procured the order on the following day, but it was not known publicly until the 15th, when no doubt it was telegraphed to India and China. The termination of this bank's business is much less disastrous than the others that have fallen, inasmuch as the debts are all centred in the National Bank and one or two other institutions. The amount due to the general public on deposits and bills of exchange is very trifling indeed, and all these will be paid in full with very little delay. The sufferers are the shareholders. It appears according to the auditors' report, which will be issued this evening, that the total losses are put down at £713,404, out of a capital and reserve fund of £927,852, leaving £214,448 to be divided amongst the shareholders, numbering about 35,000 (of £25 each), which will yield a return of about £6 per share. This estimate is, we believe, the worst possible view of the assets, and that it is quite probable that the return will amount to £3 more. These figures are, it will be observed, quite irrespective of the £3 call made payable on the 7th, and which makes the share £28. The basis is taken on £25 paid up, as of course only a small portion of this call has reached the bank as yet. This, added to the auditors' £6, and the expected £3 surplus, would make a total return of £12 out of the £28. This position is of course lamentable enough, but is not so bad as the market value of the shares indicates, the price being only £1 to £2 for the £28 share. This is to be accounted for by the fear on the part of shareholders that creditors might insist on another call before the assets are realised.

At a private meeting of the shareholders on the 16th, the auditors' report and the conduct of the directors were freely discussed; and although it appears that some of the directors have made use of the bank in the way of loans the amount is not large nor likely to be lost, and on the other hand they have all lost heavily—Mr. HARRISON stating that he and his relations had lost about £50,000. Even eight months since the directors increased their holdings—fully convinced they would come out well in the end; but the whirlwind of May inflicted such a blow that all chance of recovery was rendered hopeless. Out of the £713,000 loss over £400,000 is at Bombay, that sink of financial demons and reclamation schemers.

After considerable discussion the following motion was passed —"Resolved that Mr. ALLEN, Mr. VANDERBYL, and Mr. SMITH "be appointed to act with three shareholders, to be nominated "by themselves and form a committee for the liquidation of "this bank." By this means all the expense of official liquidators will be saved. A proposal was made to reconstruct the bank with £10 shares, but it was agreed that this and other questions should be left to the committee. A notice of the meeting on the 19th will be found in another column.

NEW STEAMER FOR CHINA.

A very fine iron screw steamer for China is being built by Messrs. Hall, Russell, and Co., Aberdeen, and will be launched early in December. The following are her dimensions:—length between perpendiculars 170 feet, breadth 24 feet, depth 14 feet, tonnage 395 tons (gross). She will have a flush deck from stem to stern, with a house 90 or 100 feet long built thereon; will be schooner rigged, and fitted with direct-acting engines of 72-horse power (nominal), which it is calculated will give her an average speed of 11 knots. Although not of very large size, in speed, equipment and finish, she will in all respects be a first class vessel. Captain Roper, well known on the China coast will be her commander.

THE NEW GOVERNOR OF THE STRAITS.

WE announced in our issue of the 12th inst. that a new Governor under the Colonial-office had been nominated. We have now to announce that Colonel Ord, C.B., the present Governor of Bermuda, has accepted the appointment and will proceed to his post early in the ensuing year. The previous career of Colonel Harry St. George Ord, C.B., is as follows:—

Entered the Royal Engineers, 1837; lieutenant, 1839; captain, 1846; brevet-major, 1854; lieutenant-colonel, 1859. Served in the West Indies and on the coast of Africa, and as brigade-major in the combined French and English expedition to the Baltic in 1854. Was employed under the Colonial-office in 1855-6 as commissioner to the Gold Coast, and in 1856 and 1860 at the Courts of Paris and the Hague to assist the ambassador and Minister in carrying out negotiations with respect to the French and Netherlands possessions on the coast of Africa. Appointed lieut.-governor of Dominica August, 1857; and governor and commander-in-chief of Bermuda February, 1861.

THE EASTERN ASIA TELEGRAPH.

(To the Editor of the *London and China Telegraph*.

SIR,—Having read the number of the *London and China Telegraph* containing the prospectus of the Eastern Asia Telegraph Company, I propose to make a few remarks about it. In the report of the Committee on East India Communication which sat last session, you will find that Col. Robinson, the Director-General of Telegraphs in India, states that enormous practical difficulty would be encountered, from the wild nature of the country, in establishing a telegraph along the coast between Rangoon and Singapore (p. 14-29-46). I make the distance between Moulmein and Singapore 1,480 statute miles and not 1,085 as given in the prospectus. I do not believe that a line of telegraph, sufficiently good for the transmission of international messages, could be established at much less than £100 per mile, the estimate by the company being only £50. A private company would have no means of enforcing its concessions and securing the protection or even the proper supervision of their lines through wild and uninhabited districts belonging to an Asiatic Prince. As far as I can learn, no line of telegraph could for a moment be depended upon through that country. If at all practicable it could only be carried out by the Indian Government under formal treaties with the native Princes; but I very much doubt whether even then the proposed line would be sufficiently certain in its working and secure from interruption to transmit international messages, though it might possibly be useful for local purposes. I consider the scheme put forward in the prospectus as most immature both from an engineering and political point of view. There is nothing like a submarine line, laid at a depth where it is accessible for repairs, for the transmission of international messages. It is not liable to the numerous small accidents to which the best constructed and protected land lines are exposed, nor to fluctuations in the weather and temperature. The only reason that the telegraphs in India have so lamentably failed is because they were constructed too cheaply, without proper insulators, &c. The directors of the company would seem to propose the same course to be followed with respect to their lines.—Yours, &c.,

London, Nov. 17, 1866. AN ENGINEER.

THE WAR-OFFICE.

(To the Editor of the *London and China Telegraph*.)

SIR,—The writer of the article in the *Economist* is not very well up in the subject he writes about or he would have known that all questions of the nature he alludes to are decided by the professional officers at the War-office; for instance, the store question must have been decided by the principal storekeeper, or the Director of Stores; the artillery question would have been for Captain Galton or Sir E. Lugard. Military men are using their best endeavours to supplant civilians, and turn the War-office into a Horse Guards. I do not, however, expect they will be successful, as the public will have their eyes opened one of these days.—Yours obediently,

City, Nov. 27. A TAX PAYER.

Digitized by Google

CHINA STEAM AND LABUAN COAL COMPANY.

A special meeting of shareholders in this company was held on the 26th inst., at the London Tavern, Sir J. ELPHINSTONE in the chair, to consider the proposed reconstruction of the company, in accordance with the circular already published, and dated 4th October last.

The CHAIRMAN explained that circumstances had rendered it politic and expedient to reduce the nominal liability of the shareholders now that there was a fair prospect of the objects for which the company was formed being attained. The proposal would be to reduce the liability by reducing the nominal value of the shares, at the same time, however, retaining a capital fully adequate for carrying out all the purposes of the company, and providing for the payment of all debentures and debts due. As they were aware, the present company was constituted by the amalgamation of two companies, and by means of such amalgamation they had been able materially to reduce the expenses of management. The articles of association allowed £2,500 for the remuneration of the board, but the directors had not taken within £1,000 of that sum. Under the new arrangement it was proposed to reduce the number of the board to six or seven members, and he was happy to announce that Mr. Hamilton Lindsay had consented to act upon it. Soon after the amalgamation it became evident that their proper course was to confine their operations to the development of the coal-fields in Labuan and dispose of the ships which had been engaged in the China steam trade. To a certain extent this had been done, but the board having succeeded in obtaining from the Spanish Government a concession for the conveyance of the mails to Manila and Singapore, touching at Labuan, they had withdrawn two vessels from the China line for carrying on that service, and chartered another for that purpose By this new service, which promised to become valuable both to the company and commerce, the voyage from Manila to Madrid was reduced from 65 to 43 days, and by bringing Labuan on a main line instead of on a siding, as it were, the company were enabled to dispose of their coal to greater advantage. The quality of coal raised in the island had much improved, and ships came there now regularly for their supplies. With regard to the vessels employed in the service he had spoken of, one of them, the *Mona*, had paid 20 per cent. on her value, and the *Japan* paid double the sum for which she was chartered. By the last advices the yield of coal had increased to 2,000 tons a month. With regard to the proposed scheme of reducing the value of the shares, the great majority of the shareholders had intimated their assent to it, and holders to the extent of 4,000 shares had agreed to pay up their shares if the proposal were adopted by the present meeting. Certain resolutions would be proposed, authorising the voluntary winding-up and the appointment of liquidators, with full powers for liquidating the affairs of the present company, and the constitution of the new company upon the basis of the scheme as set forth in the circular which had been sent round to the shareholders; the title of the new company to be the Labuan Company (Limited). The following extract from the circular explains the proposed arrangement:—"1. That all the shares shall in future be of £5 each, instead of as at present £20. 2. That for each fully paid up share of £20 there shall be issued four shares of £5 each, and that for each £20 share, with £11 paid, a further call of £1 per share shall be made, thus making £12 paid up on each share, and that for each such share there shall be issued three shares of £5 each, with £4 paid, leaving only a further liability of £1 per share, of which only 10s. shall be called up at a period of not more than six months, and the other 10s. shall be left uncalled so as to form a reserve fund. The result of the above arrangement will be—The original capital was 27,000 shares of £20 each, £540,000; of which 4,030 shares of £20 each are fully paid up representing £80,600; and 20,335 shares, with £11 paid, £223,685. It is proposed—1st. To exchange the 4,030 full paid-up shares for 16,120 fully paid-up shares of £5 each, £80,600; 2nd. To make a call of £1 per share on the 20,335 shares £12 per share paid, £20,335, which will then be changed for three shares of £5 each, with £4 paid-up, which will represent 61,005 shares, £244,020; 3rd. A call of 10s. per share on the 61,005 shares, £30,502 10s.; 4th. Uncalled capital, £30,502 10s.

In reply to a question,

The CHAIRMAN said they had now no contract with Her Majesty's Government, having declined to contract upon the conditions which the Government insisted upon, and now the Government ships called at Labuan for coal, and paid for it at the rate of a guinea a ton without any contract. While the contract existed the Government returned coal upon their hands on the most frivolous objections; in one case the coal contained resin, which was just the thing it should contain—(a laugh)—and in consequence of these ridiculous objections, and the onerous conditions exacted, the company some six months ago threw up the contract, and refused to renew it, and now they got a better price, taking all things into account, than they had done under the contract.

Mr. PRICE, the manager, tendered some further explanations upon the same point, and to the same effect.

In reply to a further question,

The CHAIRMAN said he believed that not only was the capital of the company intact, but the assets very much exceeded the capital and the liabilities.

A SHAREHOLDER inquired what were the prospects of their receiving a dividend, and when? (Laughter.)

Mr. PRICE, in reply, stated (at the desire of the chairman) the result of the last four months' working of which they had received accounts under Mr. Sinclair's management. In June, the yield was 600 tons, or 200 more than under Mr. Fenwick's management. In July, the yield was 844 tons; in August, 992; for September the yield was not less than 2,000 tons, and it was the belief of the directors, based upon Mr. Sinclair's assurance, that before the end of the year they would reach a yield of 100 tons a day, or 30,000 a year. They had a ready sale for all the coal they could raise, and, in fact, had been compelled to decline contracts with various companies, being obliged at all times to keep in store sufficient coal to supply her Majesty's ships at a uniform rate. They had received for coal raised during the four months alluded to £3,075, or an average of 26s. per ton. The expenses of working, to be set against that had been £1,835, or on the average 14s. 6d. a ton, and £2,300 had been expended on capital during the same period. Supposing the price of coal should fall 5s. a ton, they would still on a yield of 100 tons realise, after deducting expenses, a profit of £15,000 a year. The extent of the petroleum springs Mr. Sinclair, whose time had been fully engaged in the development of the coal yield, had not yet had an opportunity of reporting upon. As to the production of oil from coal, the machinery for the manufacture was now arriving at Labuan, but the directors had decided upon confining their attention to utilising the waste coal in making oil, and he should add that an invention had been submitted to them for converting the refuse of the oil manufacture into a valuable kind of patent fuel. They had 300 tons of the waste coal from the present yield. As to timber, the marine manager was engaged in finding profitable outlets for it. They had sold a parcel at Amoy, and realised for it a dollar a cubic foot for teak, and 63 cents for hard wood, the cost of bringing it to the ships being only 10 cents, and the freight five cents per cubic foot. So far, then, there was every ground of confidence in the future of the company. The new line from Manila to Singapore, calling at Labuan, with alternate voyages to Amoy and China, promised to be very profitable. They carried all the passengers and a large amount of freight already, and no doubt it would increase. In May they put two steamers on this service, and the earnings of the *Mona* were 5,000 dols. a month, with an expenditure, including coals, insurance, and all charges, of 3,200 dols., and the *Japan*, which was chartered at 3,150 dols., and cost, with coal included, 4,500 dols., returned gross earnings of 9,000 dols. a month. With such results at the starting of a new line they could understand what might be expected when it was more known and developed.

In answer to a question,

Mr. PRICE added that Mr. Sinclair estimated that the yield of coal would be three hundred tons a day within two years.

Mr. H. H. LINDSEY, who had recently joined the board, said that he had closely investigated the company's affairs and he considered that the future was full of promise. The coal mines at Labuan must, when all the machinery was properly at work, prove a very profitable affair and it was to be regretted if the shareholders allowed the advantage of their expenditure to slip into other hands.

After some discussion, in the course of which Mr. Field questioned the policy of the board in making the proposed financial change, and other shareholders complained of the nonfulfilment of the promises and expectation held forth at the original formation of the company, and of the low value at which the shares stood in the market, the resolutions were put and carried without any dissent being notified, the solicitor of the company requesting that if any shareholders did dissent they would put down their names with the number of shares they held, in order that they might not be held pledged to the scheme. Sir James Elphinstone, Mr. Price, and Mr. Gibbons were, by one of the resolutions, appointed liquidators, with full power to do all necessary acts to wind up the present and constitute the new company, and, it having been stated that a confirmatory meeting would be held in fourteen days, the proceedings terminated.

THE AGRA AND MASTERMAN'S BANK (LIMITED).

A meeting of the creditors of this bank was held at the London Tavern, on the 12th inst., and was attended by not less than 400 gentlemen. It was confined to creditors of the bank to the amount of £100 or upwards—an arrangement having been previously adopted to the effect that a meeting of creditors to the amount of less than £100 should be held on the following day. The object for which it was convened was, as it appeared from a circular addressed to each of the creditors, to invite them to accept an offer for the payment of their claims in a series of instalments, the whole of the operations being conducted by new representatives of the Agra Bank, which it is proposed should at once be resuscitated. Under the arrangements suggested for this revival of the bank, the existing property would be held to be worth £600,000, at which sum, on a careful inquiry, it has been estimated, after the payment of all liabilities, and the creation of a new capital of £1,000,000, of which £400,000 would be immediately paid up in the shape of £10 on each of 40,000 shares. The authors of this proposal, acting under the sanction of a meeting of shareholders held on the 18th of last month, stated in their circular that they would undertake to repay to the creditors the whole of the sum due to them in the following instalments:—5s. in the pound in January, 1867; 3s. in the pound in July, 1867; 3s. in the pound in April, 1868; 4s. in the pound in October, 1868; making, with the 5s. in the pound already paid by the official liquidators, 20s. in the pound. But at the meeting on the 12th, it will be seen from the subjoined account of the proceedings, some change was made in the amounts and in the periods at which the instalments were to be forthcoming. The creditors, it was further proposed, should be paid 5 per cent. interest on the whole of the debt from the date of the stoppage of the bank on the 7th of June last; and they were reminded that they would under this arrangement have as a further security for the satisfaction of their claims the £400,000 of additional capital which is to be raised as one of the means of carrying into effect the projected resuscitation of the bank.

Mr. JAMES THOMSON, who filled the chair, explained at some length the objects of the meeting. He said that the fact that the bank was known to possess a large surplus over all its liabilities had suggested to a number of the shareholders the idea of its resuscitation, and considerable progress had already been made towards the attainment of that very desirable end. A careful examination of the condition of the bank showed that it would certainly have a surplus of at least £600,000 after meeting all its liabilities, while it was probable that the surplus might amount to £830,000, and it was possible that it might reach £1,000,000. (Hear, hear.) The plan, however, for the resuscitation of the establishment was based upon the lowest of these estimates; and to that sum of £600,000 would be added £400,000 of new capital. He believed that the bank would thus be enabled to offer to its creditors securities for the repayment of their claims which they could not possess under the present system of official liquidation. The value of the existing property would by that means be greatly increased; the whole of the property would still continue subject to every one of its past liabilities; and no inconsiderable addition would be made to its amount. The liabilities of the bank at the period of its stoppage might be taken in round numbers at about £7,700,000. The liabilities in this country amounted to about

Digitized by Google

£5,500,000 of that sum, and those in London alone to about £5,200,000. But from that latter sum there was to be deducted £1,300,000, which had already been paid off by the official liquidator in the shape of 5s. in the £1, so that there remained due at present in London about £3,900,000. The gentlemen who were engaged in the attempt to resuscitate the bank proposed that the 15s. in the pound still due should be paid off in the following instalments:—5s. in the pound in January 1867; 3s. in the pound in July, 1867; 2s. in the pound in October, 1867; 2s. 6d. in the pound in March, 1868; and 2s. 6d. in the pound in July, 1868. That would be a more favourable arrangement for the creditors than the terms suggested in the circular with which they had been supplied, but the managers of the project were convinced that it was an offer which they could carry into effect. They would also undertake to allow interest at the rate of 5 per cent. on the whole of the debt, including that portion of it on which 5s. in the pound had already been paid; and they would issue for the different instalments promissory notes of the bank, which would no doubt be negotiable in the money market, and might thus be productive of considerable convenience to the poorer class of creditors. (Hear, hear.) He trusted that that proposal would meet with the approval of the meeting, and he felt assured that it was calculated to benefit all parties who were in any way interested in the present or future condition of that property. (Hear, hear).

Mr. LILLY asked whether the whole assets of the bank were to be handed over to the new directors.

The CHAIRMAN replied in the affirmative.

Mr. LILLY said he hoped the creditors would not consent to any such arrangement. The existing assets were more than sufficient, according to the statement of the chairman, to meet all the liabilities of the bank, and he, as a creditor, should decidedly object to place the assets at the absolute disposal of any board of directors.

Mr. RALLI said he was exclusively a creditor, and not in any way a shareholder in the bank, and he gladly accepted the proposal which they had just heard stated by their chairman. He was convinced that the creditors might feel much more certain of being paid in full, and of being paid on an early day, under that arrangement, than if the property were left to the management of the official liquidator. (Hear, hear.) Entertaining this belief, he had much pleasure in moving the following resolution:—"Resolved,—That the creditors present agree to accept payment of the balance of their claims against the Agra and Masterman's Bank (Limited) by the instalments following, viz.:—1867—January, 5s. in the pound; July, 3s. in the pound; October, 2s. in the pound. 1868—March, 2s. 6d. in the pound; July 2s. 6d. in the pound; and otherwise, on the terms mentioned in the modified proposal submitted to the creditors, with reservation of all rights against third parties on securities, it being an express condition of this resolution that the liability of the present shareholders shall remain until the whole of the creditors' claims shall have been satisfied."

Mr. LYELL seconded the resolution.

Mr. HARRIS said he should be glad to learn what was the view taken of the proposal by Mr. Shipman, the official representative of the creditors.

Mr. Shipman said that from the best estimate he could form of the state of the liquidation it appeared that a dividend of 6s. 8d. or 7s. in the pound could be paid in January next, and a dividend of about 4s. in the pound before the end of July. But after carefully looking over the share list he could place but little reliance in the productiveness of any further call. Under all the circumstances of the case he had come to the conclusion that the proposal would be beneficial to the creditors if it should be arranged that the liability of the existing shareholders was not to be in any way diminished, and if a body of directors should be appointed in whom the creditors could place confidence. (Hear, hear.)

In reply to a question from Mr. WALLER,

Mr. MORRIS, one of the firm of proposed solicitors to the resuscitated bank, said that it was expressly provided in the resolution under the consideration of the meeting that the liabilities of the present shareholders should remain perfectly unchanged; and in drawing up hereafter the necessary documents means could be adopted for giving effect to that understanding.

Mr. JENKINS said he did not believe there was the slightest reason to apprehend that the existing shareholders would be released from any portion of their responsibilities. The creditors might rely upon the vigilance of the Court of Chancery in reference to that point.

Mr. WEBB said he wished to ask their solicitor whether the decision of a minority of the creditors with regard to the proposal would bind the majority.

Mr. MORRIS replied that that would be a matter to be determined hereafter by the Court of Chancery. The only question the meeting had then to consider was whether the proposal was likely to promote their interests.

Mr. LILLY wished to know what was the opinion of Mr. Canna the official liquidator, with respect to that offer.

Mr. CANNAN said he had only to inform the meeting that he believed a dividend of 7s. in the pound might be paid on the liquidation in January next, and that a further sum of about 4s. in the pound might be paid in July. He could not attempt to calculate what might afterwards be done. The fact was that the liquidation was for the moment somewhat paralysed by the attempt to resuscitate the bank; but he still believed that 7s. in the pound could be paid in January next.

After some further conversation the resolution was put to the meeting and amidst great cheering was all but unanimously carried, the only dissentient being Mr. Lilly.

The following resolution, proposed by Mr. BRAITHWAITE and seconded by Mr. FRASER, was next adoped by a considerable majority:—"That in the opinion of this meeting it is desirable that the claims of creditors under £100 should be paid in full as early as possible."

A resolution was then passed tendering the best thanks of the creditors to Mr. Shipman, their representative, "for his services during the liquidation, and for his assistance in the resuscitation;" and the proceedings afterwards terminated with the usual acknowledgment of the services of the chairman.

The following letter has appeared since from a creditor:—

SIR,—I see in your paper of this morning an account of the meeting of the creditors of the Agra and Masterman's Bank, and although I, as a creditor addressed the meeting, my remarks are not reported with those of the other speakers. My object in writing to you is not to complain of the omission of my speech, but as my remarks may have possibly led many of the creditors to infer that I feared the result of a winding-up by the present official liquidator, and preferred that of the resuscitated bank director, I wish to make public what I stated at the meeting on the 12th, viz., that a short time ago I was most anxious to press an immediate call on the shareholders, and should, but for the advice of our most able official liquidator, have exerted myself to have a call made regardless of any resuscitation. I think it due to Mr. Cannan to say for myself what I believe is felt by almost every creditor of the Agra Bank, viz., that we are indebted to him and to his watchful care of our interests not only for the five shillings we have received, but for the five we are promised in January next, and that so far from feeling any prejudice to our interests from the official liquidator retaining his post, I feel satisfied that unless both shareholders and creditors had had the benefit of his experience and advice in the whole matter, not only would the shareholders have had to have paid up to their last penny, but the creditors would, in all probability, have not had as good prospects of an entire, although deferred, payment. What I did fear was, that unless creditors and shareholders had come to some arrangement, some hasty creditor or ruined shareholder might have dragged us into litigation and a forced realisation of securities—the consequence of which, at all events to Indian creditors, is well known to those who had the misfortune to be concerned with the Union Bank of Calcutta, which failed in 1847. I was not a little surprised to find (except from myself) an entire omission of any expression of gratitude to Mr. Cannan for his most valuable and disinterested services. Speaking for myself, and, I believe, for a large majority of the creditors, I wish now to express my feeling as to how much we are indebted to him; and I do trust that if I ever have again the misfortune to be a creditor of a company in liquidation that I may fall into the hands of as able and disinterested a liquidator.—Trusting you will insert these remarks, allow me to remain, yours truly,

A. T. T. PETERSON.

2, Victoria Park, Dover.

ROYAL GEOGRAPHICAL SOCIETY.

The first meeting of the session of 1866-7 of this society was held on Monday evening, the 12th inst., at Burlington-house; Sir R. I. Murchison, president, in the chair. Sir Henry C. Rawlinson, M.P., proceeded to read his paper—"On the recent journey of Mr. W. H. Johnson from Leh in Ladakh to Khoten, in Chinese Tartary." He said the journey of Mr. Johnson was a most remarkable one, not only for the boldness with which it was undertaken into an almost unknown country many hundred miles distant from the British frontier, but for the scientific precision with which the places traversed were made known to us. Mr. Johnson was born and bred in India, and, having received his education in one of the Hill stations, was very early engaged on the Great Trigonometrical Survey, and instructed by Sir Andrew Scott Waugh and other officers of the survey. It was while carrying out the survey to the extreme northern limits of the territory of the Maharajah of Cashmere that he was enabled, at the invitation of the Khan of Khotan, to perform the remarkable service now under consideration. The city of Ilchi, or Khokan, had not been visited by any Europeans, except Marco Polo, Benedict Goez, and a few Jesuit missionaries in the last century. It was important as being in the line of one of the great commercial routes between Russia, India, and China. The brothers Schlagintweit had advanced from the Karakorum as far as Pushia, a few miles to the south of Ilchi, but did not reach the city. It was necessary to make this remark, as it had been asserted on the Continent that they had really anticipated Mr. Johnson in the discovery (as it may be termed) of Khotan. In ancient times Ilchi was the high place of the Buddhist religion in Central Asia, and in the 14th century some Chinese pilgrims found fourteen convents in the city, each of them containing 3 000 devotees. Till within the last few years the country had been in the possession of Chinese, but owing to the shock which the empire had received through the war with England, the whole of these Turkestan States had risen in rebellion and thrown off the Chinese yoke. The neighbouring city of Yarkand was at present in a state of anarchy, and Mr. Johnson gave an amusing account of the offer which the principal inhabitants had made to him while at Ilchi to take possession of the place on behalf of the English. This state of things had produced a favourable opportunity for opening up relations, especially commercial, with those Turkestan States; and the Khan of Khokan having formerly travelled through India and become an admirer of British rule, had shown himself most anxious to cultivate trade with us. The difficulty of communication between India and Central Asia had hitherto been not merely physical, but political, and a great obstacle still existed in the right maintained by the Maharajah of Cashmere, whose territory lies to the south and includes the mountain passes into Turkestan, of levying transit duties; these were so high that they almost paralysed commerce. Mr. Johnson, however, described a road, practicable for wheeled carriages throughout the year, which passes from Ilchi into India to the east of the Maharajah's dominions. If this information proved true, it would be one of the most valuable results of Mr. Johnson's expedition. The road is called the Polu Road, and crosses a depression in the Kuen Lun chain through Rudok towards the south. On the more direct route taken by Mr. Johnson the passes were from 15 000ft. to 18 000ft. above the sea level, and an elevated plateau had to be crossed about 16.000ft. high, occupying several days' journey. Sir Henry, in conclusion, expressed his regret that the adventurous journey of Mr. Johnson should have met with a sort of rebuke from the Government of India. Of course he had not authority to enter into political relations with this potentate, but being in his country he could hardly avoid receiving such communications as were addressed to him.

Lord Strangford was of opinion that the report of Mr. Johnson on his recent journey was one of the most important papers ever presented to the society. The political information brought by him was most striking; it was neither more nor less than that of the complete break up of the Chinese Empire in Central Asia. All these countries, formerly Chinese Turkestan, have thrown over the Chinese yoke, and now are eagerly

Digitized by Google

offering to enter into commercial relations with the rest of the world, especially with India. These countries are essentially Turkish, and those only who were familiar with the Turkish language and had conversed, like himself, with the half wild travellers from Central Asia, to be seen always at Constantinople, could realise the fact of the wide extent of country occupied by this people, all speaking the same language. The true *terra incognita* of Central Asia now lay to the east of Ilchi and between there and China Proper, along the northern boundaries of Thibet. The physical character even of this wide region was entirely unknown to us. The present revolution in Central Asia appeared to him to be connected with a wide-spread Mahomedan movement to throw off the Chinese yoke. With respect to the rebuke of Mr. Johnson's enterprise by the Government, he would appeal to the sense of the Geographical Society upon it. Whatever political interest might have to say to such enterprises, they, as a scientific body, would consider it unpardonable neglect if the opportunity thus opened to us of exploring these most interesting regions be not taken advantage of.

In answer to questions from Mr. J. Crawfurd, regarding the products of Chinese Turkestan available for commerce, Sir Henry Rawlinson read the enumeration of the productions of Khotan given in Mr. Johnson's report. These include gold, silver, and various other metals, jade, coal, cereals, cotton, and fine wool. Since their independence the trade of the people with China has been completely closed, so that they are anxious to receive products from India, including tea and all other articles formerly obtained from China. The chief commercial object of the Russians in advancing into Western Turkestan was cotton. He believed that the Chinese power in Central Asia was so much broken that it would eventually have to retire within the Great Wall. It was a most important political event that this great region should be thus thrown open. He believed that there was not the slightest danger from Russia in the line of country described in this paper. The mountain belts of Karakorum and the Kuen Lun offer formidable barriers between Chinese Turkestan and India. He confessed he should like to see Russian and English consuls established in all these cities of Central Asia, and good feeling and honourable emulation excited between the two European Powers.

Mr. Trelawny Saunders said that the country under consideration was the largest pastoral region on the face of the earth, and that wool would necessarily become the chief article of exportation if the people of Turkestan had free intercourse with India. He could not understand why Mr. Johnson should have been rebuked for opening up a communication which ought naturally to lead to results of great commercial importance to us.

RECOVERY OF TREASURE FROM THE WRECK OF THE "LIBELLE."

The British Consulate at Manila has forwarded to the Foreign-office a despatch, containing the circumstances of the total loss of the barque *Libelle*, having on board as passengers Madame Anna Bishop, Mrs. Charles Lascelles, and other English singers, which was wrecked on a new coral in the China Sea. The vessel was from Francisco and Honolulu for Hong Kong, and had on board nearly £40,000 in specie and quicksilver. The latter were saved from the wreck, but there being no means of taking it away the captain determined to bury it in the island, and to return for it at a future period. The boat containing Madame Bishop, Mrs. Lascelles, with the chief mate and twenty-three of the crew, succeeded in reaching one of the Marian or Ladrone Islands in safety; but the second boat, containing the master and about nineteen of the crew and passengers, were never heard of afterwards, and are supposed to have been lost. The Consul states on the mate's arrival he communicated the fact of the specie and jewellery being buried on the island to the governor of the Marians, who chartered the only vessel on the island in search of the treasure, he to receive two-thirds of the value recovered as a recompense for his services. The schooner proceeded with the mate of the *Libelle*, and on reaching the island found that the sea had washed away the marks where the treasure was buried: but after two days' digging they discovered the spot where the specie was buried—chiefly American gold, silver coin, and silver bar, about £30,000; the quicksilver, however, could not be found, and the exploring party, finding the weather was getting bad, and it was dangerous to continue on it, they returned in the schooner to the Marians. The island is situated in 19 25 N. and long. 166 20 E.; and Mr. Workman, the master of the schooner, states:—"I anchored on the west side of the island in 21 fathoms water; she laid about 100 yards off shore, and beyond that to seaward no bottom was to be found with a 35-fathom lead. It is a coral island, about nine miles in circumference, and no vegetation on it; there was very deep water all round it." He left a tin box on the island with a letter in it, stating to shipwrecked people that there was nothing on the island to subsist upon except a few birds and a quantity of fish; at the same time telling them that at the Marians was the nearest civilised port to that place, and advising them to make for it, where they would be kindly treated.

LAUNCH OF THE "GREAT REPUBLIC" FOR THE CHINA LINE.

(*New York Times*, Nov. 10.)

As we briefly stated yesterday morning, the Pacific Mail Steamship Company's new steamship *Great Republic*, the first of the ships now being constructed for the new line between San Francisco and China, was successfully launched from the shipyard of Mr. Henry Steers, at Greenpoint, in the presence of a large number of ladies and gentlemen, drawn thither by the public announcement in the *Times* and others of the city papers of the launch of the largest ship yet constructed in America.

Such, indeed, we found her, and as such deserving more than the passing notice we have given her, not merely, as one of our contemporaries states, the largest wooden ship, nor only, according to another, "a rival" in size of the "famous sailing vessel of the same name," but simply and actually the largest ship of any kind sent "down to the sea" from any American shipyard for any commercial purposes.

Tonnage alone forms no basis for comparing the size of a sailing-ship with that of a steamer, all the space occupied in the latter by the machinery being excluded in calculating her capacity in tons. The space so excluded in a steamer of this immense size would of itself contain bodily what, not many years ago, would have passed for a large vessel.

SIZE.

The first glance at the *Great Republic* as she stood on the stocks sufficed to impress upon us her great size, while her graceful lines and symmetrical proportions saved her from that mere look of bulk that was so conspicuously noticeable in the case of the *Great Eastern*, and which made the original name of *Leviathan* appropriate to that vessel. Feet and inches convey no idea to our mind, and cannot therefore to the minds of our readers, of what we saw. When we say that the *Great Republic* is 380 feet in length, who will receive the idea of distance conveyed by a walk, say from Fifteenth to Seventeenth-street, in reality only a few feet greater? As a matter of exact information for those endowed with experience in such matters, or gifted with an imagination graduated to the standard of the British inch, we give the dimensions of the new steamer as ascertained from the builder:—

Length, extreme	... 380 feet.
Length between perpendiculars ...	... 360 feet.
Width of beam, moulded... ...	... 48 feet 6 inches.
Width of beam, extreme... ...	... 50 feet.
Depth of hold	... 31 feet 6 inches.

It may assist our readers to say, that with the same breadth of beam the *Great Republic* is 35 feet longer than the *Adriatic*, once the pride of our mercantile marine, and is 94 feet longer, with 6 feet less beam than the old and still favourably known *Atlantic*.

STRENGTH.

The *Great Republic*, as we have heard from the lips of those present, well known in the community as veteran marine experts, is not only the largest, but what is specially to be praised in these days, the strongest ship yet built in this country. Our Americanism teaches us to claim as national not what is merely native but what is best; and in this point of view we have always taken a just pride in the magnificent fleet put afloat by the Pacific Mail Company during and since the war, beginning with the *Constitution*, in 1861, and having such ships as the well-known *Colorado*, *Golden City*, *Arizona* and *Henry Chauncey* for models. But the *Great Republic*, the pioneer of the new fleet for the China trade, surpasses all her predecessors. Her frame timbers are of white and live oak. These fastened with copper and iron are braced with straps of iron five inches wide and seven-eighths of an inch thick, crossing each other diagonally every four feet. Over this comes the inner planking, which is caulked and payed with pitch and then double-strapped as before, and outside this double-strapping comes the exterior double-planking of the very best Georgia yellow pine. The whole is so thoroughly braced and bolted and fastened together with treenails of locust, spikes of iron or composition, and bolts of copper, that it is difficult to imagine wind and wave combined of sufficient power to cause distress to so stanch a structure.

The *Great Republic* has three masts, and to meet the necessities of her route, on which it may at times be desirable to use sails, will be full ship-rigged, differing, however, from the familiar arrangement by having her foremast the tallest of the three, and her mizenmast the shortest. She has three full decks, unusually stout and strongly fastened, with an orlop deck fore and aft extending to the engine bulkhead. She has four stout water-tight bulkheads, dividing the hold into five secure compartments.

ENGINES.

After the launch the steamer was taken at once to the wharf of the Novelty Ironworks, at the foot of Twelfth-street, where, after being docked at the Erie Basin Dock and being coppered, she will receive her machinery.

The engines built by the works just named have been under construction for the last sixteen months, and are now for the most part completed and ready for putting together in the ship; yet that is an operation in which we are told some five months more will be consumed. The immense pieces of iron cover and obstruct the wharf on which they lie. The Novelty Ironworks, as we are informed, are now engaged in building the engines of four steamers, including the *Great Republic*, and as these are of the same class, a description of one will answer for all. The engines are vertical beam, having a single cylinder, in which the piston works, of 105 inches in diameter, nearly nine feet, and twelve feet stroke! Mr. Allen, the President of the Novelty Works, once conceived and executed the idea of having a party of friends to lunch in one of those cylinders while lying on its side. He had a table set with seats on either side, and twenty-one gentlemen sat down to that luncheon! Steam is applied to this cylinder by four horizontal tubular boilers, each heated by four furnaces, making sixteen furnaces in all, their grates having a surface of 560 square feet. The heating surface presented to the action of these furnaces is 15,100 square feet.

The paddle-wheels are to be 40 feet in diameter, having a face of 12 feet, and each wheel is provided with thirty-four oak buckets.

An impression seems to have obtained in some quarters that the new China steamers will be "slow" compared with those built and owned by the Pacific Mail Company, and now running between this port and Aspinwall and between Panama and San Francisco, the latter vessels, such as the *Golden City* or *Henry Chauncey*, maintaining a standard speed of thirteen knots, equal to over fifteen statute miles per hour, in all weather, and being able to reach seventeen knots or about twenty miles an hour with all safety. This fear is entirely groundless, for with the same displacement as the Pacific and Atlantic steamers, these new China steamers will have fully twenty per cent. more power, and will therefore be capable of even a higher rate of speed.

THE FLEET

built by the Pacific Company during the war numbers seven first-class ships, as follows:—

Name.	Register Tonnage.	Carpenter's Tonnage.	Builder.
Constitution ..	.. 3,675	.. 4,410	W. H. Webb.
Golden City ..	.. 3,590	.. 4,310	W. H. Webb.
Sacramento ..	.. 2,683	.. 3,351	Webb and Bell.
Colorado ..	.. 3,728	.. 4,230	W. H. Webb.
Henry Chauncey	.. 2,657	.. 3,200	W. H. Webb.
Arizona ..	.. 2,793	.. 3,353	Henry Steers.
Montana ..	.. 2,676	.. 3,192	Webb and Bell.

Digitized by Google

Of these the *Constitution*, *Golden City*, *Sacramento* and *Montano*, with the *Golden Age*, *St. Louis* and *California*, are on the line between Panama and San Francisco; the *Henry Chauncey* and *Arizona*, with the *New York*, *Rising Star*, *Ocean Queen*, *Northern Light*, *Ariel* and *Champion*, are on the Atlantic, engaged regularly or as extra or freight steamers in the line between this port and Aspinwall. The China line will consist of the *Colorado* (already advertised from San Francisco for Hong Kong *via* Yokohama, Japan, on the 1st of January next, and the following new ships:—

Name.	Register Tonnage.	Carpenter's Tonnage.	Builder.
Great Republic	.. 4,100	.. 5,200	Henry Steers.
Celestial Empire	.. 4,000	.. 5,000	W. H. Webb.
America ..	.. 4,100	.. 5,200	———
Niphon ..	.. 4,100	.. 5,200	———

It is understood that the *Costa Rica*, now in the Erie Dock, is destined for local service in China in connection with the same line. These twenty-two steamships, aggregating about seventy-two thousand tons, and including eleven new steamers, among the finest and largest in the world, tell a tale of enterprise, wealth and power, of which, as Americans, we claim the right to be proud.

The Pacific Mail Company was organised in 1848 with a capital of $500,000, to run steamers between Panama and our then newly acquired possessions in Oregon. In 1866, with a paid up capital of twenty millions, we find the same corporation running its lines on both oceans between New York and Asia, with a connection between this port and England or France already looming up as a necessary link in the same chain. Energy, capital, business talent; such seems to be the secret. So long as they continue, as this company has done, to employ their vast wealth and power for the public good and the advancement of American commerce, we shall wish them the full realisation of the success and prosperity which the future seems to promise.

Naval and Military.

The screw steamer Golden Fleece (one of the old line of steamers round the Cape to Calcutta) which has been chartered by Government for the conveyance of troops to Hong Kong, arrived at Portsmouth from the Thames, where she had been lying for a long time, on the 15th. Every provision has been made for the comfort and accommodation of the officers, the men, and their families, which are to accompany them, under the regulations of the Admiralty Transport Department. The system introduced by Dr. Edmonds, R.N., which has for some time been adopted by Her Majesty's Emigration Commissioners in all ships chartered by them, is now also applied to Government troopships. In the Golden Fleece provision is made for effective ventilation whether during the calms under the line or in stormy weather, when all ports or even hatches might require to be closed. This is effected without any machinery liable to derangement, but by the economical use of steam as a rarefying agent, or, when a more powerful action is desired, by its direct propulsive action. The five large transports now being built by contract on the plan of the Admiralty and Transport Departments are all to have Dr. Edmond's system of ventilation applied to them.

The Golden Fleece embarked at Portsmouth the following troops:—

For Hong Kong.—Detachment of Royal Artillery, including 1 drummer, 13 rank and file, 1 soldier's wife, and 2 children.

For Japan.—Detachment of Royal Artillery, consisting of three sergeants, 1 drummer, 46 rank and file, and 7 women and children. Detachment of 9th Foot, consisting of the 2nd battalion under the command of Captain Gipps; 1 drummer, 4 sergeants, 44 rank and file, and 15 soldiers' wives and children. The drafts for Japan will be conveyed from Hong Kong in another vessel.

At Queenstown she will embark for Hong Kong a detachment of the 73rd Foot, consisting of the following:—Lieut.-Colonel Burne, Major Barry, Captains J. C. Gawler, F. Reeve, J. W. Burnes, P. Gilbart, H. O. Farrington, T. M. Warren, H. F. H. Gibsone, J. T. B. Mayne, B. J. A. Monsell, E. J. Whitbread, W. Shaw, F. B. J. Benson; Lieutenants A. H. Sharp, W. Clarke, A. C. F. Armstrong, J. T. Turner, G. J. Holroyd, W. Gordon, E. B. St. John, J. W. Boden, H. Gunter, C. E. J. Parker, W. F. Hill, G. E. Earle, R. J. Edgcumbe, J. C. Ross; Ensigns H. J. Harrison, J. H. S. R. Carnac, G. C. Walker, J. B. Doncaster, R. Milford, T. Sherlock, H. Davidson, Paymaster Hely, Surgeon G. K. Hardie, M.D., Assistant Surgeon W. S. M. Price. Also 54 sergeants 21 drummers, 522 rank and file; 3 officers' wives, 4 children, 1 servant, 71 soldiers' wives, and 49 children.

The screw surveying vessel Sylvia, Commander Brooker, sailed on the 26th for China, Japan, Korea, &c.

The Rodney, now fitting for the flag-ship on the China station, and intended to relieve the Princess Royal, will shortly be ready for sea.

Satellite, 21, screw, fitted at Devonport, for the East Indian and China station, sailed from Plymouth on the 22nd inst.

The Fairy, screw yacht, for many years a favourite vessel of Her Majesty and the late Prince Consort, has, at last, been ordered into the fourth division of the steam reserve. This order is tantamount to placing the Fairy altogether out of use as a Royal yacht. Her plates have worn thin as tin in many places, and it is stated that she is not worth repairing.

Intelligence has been received at the Admiralty that Her Majesty's ship Griffon was lost on the evening of the 2nd of October, off Little Popoe, Bight of Benin; no lives lost. Commander Davidson, who comamnded the Griffon, entered the navy in 1846, and has been employed over fifteen years at sea, and has received four medals and five clasps for his services. While midshipman of the Hastings, he was frequently employed in boats against Chinese pirates, and as acting mate commanded the pinnace conveying troops to Prome, and partook in all the subsequent services in the Irrawaddy, in 1852. He was appointed mate of the Ajax, 58, at Cork, September 22, 1853; and on March 7, 1854, removed into the Prince Regent, 90, and sailed for the Baltic. On November 14 following he exchanged into the Royal Albert, 121, and was promoted to lieutenant April 20, 1855. He served in the Furious, 16, on the East India and China station, from March 11, 1857, to November 18, 1859; commanded the Janus, gunboat, on the same station from the latter date until October 25, 1861; and the Coromandel, tender to Imperieuse, also on the same station, from October 25, 1861, until promoted to commander, March 25, 1863.

Admiral Sir William Parker.—We have to record the death of the senior officer of the Royal Navy, Admiral of the Fleet Sir William Parker, G.C.B., first and principal naval aide-de-camp to the Queen, which took place on Monday. He entered the navy March 5, 1793, as captain's servant, on board the Orion, 74, Capt. John Thomas Duckworth, in which ship he served in the West Indies. On May 6 and June 24, 1798, he was successively nominated Acting-Lieut., on the Jamaica station, of the Magicienne frigate, and Queen, 98, flagship of Sir Hyde Parker; by whom, from April 29, 1799, until the receipt of his first Admiralty commission bearing date September 5 in the same year, he was intrusted with the command of the Volage, 22, and of the Amaranth and Pelican sloops. Attaining the rank of Commander on the 10th of October, 1799, Capt. Parker after immediately commanding the Abergavenny, 54, was appointed, on the 11th November following, to the Stork, 18, in which vessel, employed in the West Indies, North Sea, and Channel, he made prize of La Légère, French packet, of 14 guns and 50 men, laden with a valuable cargo, and contributed, in company with La Constance, 24, Capt. Zachary Mudge, to the capture of El Cantara, Spanish privateer of 22 guns and 110 men, and of her consort, a lugger mounting 10 guns. On the occasion of his promotion to post rank, October 9, 1801, Capt. Parker was appointed to L'Oiseau, 36; and on the 8th November, 1802, he joined the Amazon, 38. In that ship, at the commencement of the late war with France, he so distinguished himself on several occasions, particularly by his spirited conduct in chasing a French frigate into Toulon, that he excited the admiration and secured the friendship of Nelson; with whom, in 1805, we find him pursuing the combined squadrons to the West Indies and back. Previously to the latter event Captain Parker had had the fortune, July 16, 1803, to effect the capture of Le Félix privateer of 16 guns and 96 men. He afterwards, September 12, 1805, took the Principe de la Paz, Spanish privateer, mounting 24 9-pounders and four brass swivels, with a compliment of 160 men; and on March 13, 1806, he signalised himself by his meritorious and gallant behaviour throughout a long running fight, which terminated in the surrender to the London, 98, and to the Amazon, whose loss extended to four men killed and five wounded, of the Marengo, 80, bearing the flag of Rear-Admiral Linois, and 40-gun frigate Belle Poule. On March 23, 1811, he captured Le Cupidon, French privateer, of 14 guns and 82 men. Quitting the Amazon in February, 1812, he was next, October 11, 1827, appointed to the Warspite 76, from which ship, stationed in the Mediterranean, he was transferred, December 29, 1828, to the Prince Regent yacht. On May 1, 1831, Rear-Admiral Parker (who had attained the flag rank July 22, 1830, and been nominated a C.B., June 4, 1815) was invested with the chief command of the Lisbon station, which he continued to hold—occasionally commanding an experimental squadron—until July 11, 1834. On the 16th of that month he was created a K.C.B. He became ten days later a Lord of the Admiralty; and on resigning that appointment was constituted, May 12, 1841, Naval Commander-in-Chief in the East Indies, whither he sailed with his flag in the Cornwallis, 72. As a reward for his services in China, where he superintended all the operations from the taking of Amoy in August, 1841, to the pacification of Nanking in 1842, he was nominated a G.C.B. December 2, 1842, and raised, on his return to England in 1844, to the dignity of Baronet. Since February 27, 1845, Sir William Parker (he had become a Vice-Admiral November 23, 1841) has been in chief command on the Mediterranean station with his flag in the Hibernia, 104. He was awarded the Good Service pension of £300 per annum April 26, 1844; and appointed, December 19, 1846, First and Principal Aide-de-Camp to the Queen. By the death of Sir William Parker, Vice-Admiral Sir Thomas Sabine Pasley, the present Naval Commander-in-Chief at Portsmouth, becomes a full Admiral from Vice, Rear-Admiral the Hon. Joseph Denman becomes a Vice-Admiral, and Capt Astley Cooper Key, C.B., the Director-General of Naval Ordnance, takes promotion to Rear-Admiral's rank, and Capt. Sir Robert John Le Mesurier M'Clure, K.C.B., becomes senior Captain on the list.

Vice-Admiral Hamley.—Vice-Admiral William Hamley expired at the age of eighty years. He entered the navy in 1799, and during the succeeding thirty-five years saw much and distinguished service.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, Nov. 25.

At last the election fever has passed; yesterday the re-elections took place, and the definite result is that nine Liberals were duly elected against thirteen Conservatives and anti-revolutionists. The position of the parties in Parliament now is as follows:—thirty-nine Liberals, thirty-one Conservatives, and six Independents. A slight difference may occur by the fact that Mr. Thorbecke being elected in two districts he is obliged to choose, so that a new election must take place either in Assen or Groningen. On Monday next the Second Chamber will meet, but, notwithstanding the King returned to-day to the Hague, it is not probable that he will open the sitting personally, but that this will be done in his name by a commission. I need not add that the days of the Cabinet are counted, as they do not decide, after a vote of want of confidence, to dissolve the Second Chamber. For North Holland a new member for the First Chamber of the States General was elected. Jhr. Boreel van Hogelanden will be replaced by Jhr. D. C. de Dieu Fontein Verschuur.

The political news, of course, is very, very scarce, notwithstanding we are on the eve of matters of great importance. Nothing is published about the negotiations between the King of the Netherlands and Prussia about the question of Luyembourg, except some threatenings of some German papers which do not understand the point of the question. Only the King-Grand Duke is involved in it. Negotiations between our Court and that of Prussia have been opened about a new extradition-treaty, and another to prevent smuggling.

The solemn distribution of the medals and honourable mentions of the last exposition, which was held in the Crystal Palace at Amsterdam, took place on the 19th. A general discontent, however, prevails through-

Digitized by Google

out the country about the deeds of the jury, and in consequence thereof a great many of the exhibitors refused to accept the medals.

Mr. Overdyk, who in former years was a member of the commission charged with a natural inspection of the Netherlands Indies, has presented to the State's museum of National History a collection of 3 500 shells and horns, which he collected in Tjilatjap and the south coast of Java.

Some days ago the prospectus was issued of the Netherlands International Railway and Harbour Company, with a capital of fl. 14,160,000, of which already fl. 12,980,000 are already placed. The aim of this company is to strike a railway from Amsterdam to Almelo, in communication with Germany; another from Scheveningen to Amersfoort, and a harbour at Scheveningen, with a steam line between that watering place and Harwich. Amongst the managers appear Mr. Arthur Ballantine (director of the Great Eastern Railway), General Sir John Burgoyne, Mr. Cobbold, M.P., Lord Alfred Paget, Mr. C. H. Turner (manager of the Great Eastern Railway), and Captain Webb, Trinity-house. The success of this company is considered certain.

COMMERCIAL.

COFFEE.—In waiting for the monthly auction of the Trading Company there were no transactions. To-day the sales took place, 158 300 b. were offered and sold, the greenish sorts at ½d. to 1½d. under valuation; the good ordinary quality ¼d. to ½d. above valuation. The market closes very firm.

SUGAR.—Notwithstanding the Trading Company will sell, on the 22nd Nov., 34 306 mats, there is a good demand with very important transactions, including 779 mats Bezoekie, No. 8, ex Medea, at 26½f; 667 mats Passaroean, No 14¾, ex Medea, at 34f.; 104 mats Samarang, No. 11, ex County of Renfrew, at 31½f.; 3 492 mats Passaroean, No. 15¾, ex Bezoekie, at 35½f.; 1.498 mats Solo, No. 15½, ex Medea, 34½f.; 1 553 mats Solo and Sourabaya, No. 12¾, ex Ary Scheffer. The quotation now is 1f. to 1½f. under September prices, and undoubtedly these prices will be paid in auction (see "Latest Intelligence"). The private stock is much decreased.

SPICES.—Unaltered; Nutmegs, No. 1, 77c. Mace may be sold at last auction prices, but holders decline to operate under 97c. for D and 94c. for E. Cloves: No. 2, 30c. Pepper: 532 b. Sumatra, ex Alblasserdam, were sold at 17½c.

TOBACCO.—In waiting for the auctions, there are no transactions to report.

JAVA INDIGO.—Unaltered; very firm. 20 chests were taken, while the parcels imported, per St. Jan, Robert Dickson and County of Renfrew, would soon be brought into the market.

BANCA TIN.—Since our last report, the following parcels were sold:—5,200 slabs at 47½f.; 500 slabs at 47¾f.; 300 slabs at 48f.; 500 slabs at 47¾f., and 5,100 at 47½f.

RICE.—Since our last report no transactions have taken place. The position of the market however remains firm. The nominal quotation are:—Table, 16f. to 18f.; 2nd, 13f. to 15f.; Java, 9f. to 11f.; Rangoon, 7¼f. to 7⅜f.; Necransie 7¼f.; Bassein, 7¾f.

DRUGS.—Gutta Percha: 90 piculs per Macassar ex Kaap Hoorn were sold at prices which did not transpire. Gum Damar: 33½ to 34c.; Mother-o'Pearl Shells: 153c. pic., floating ex Maria Adolphine, were sold by inscription. Japan Wax: With a lively demand; the whole stock sold at 52 to 53 for A, 48 to 50 for B, 40 to 44 for D.

MONEY.—Since our last report the funds have shown further strength, being influenced by some good money purchases. Money was very easy, and there was a fair demand for discount. Messrs. Baring Bros. and Co., of London, and Messrs. Hope and Co., of Amsterdam, have announced a Russian Loan of £6 00 ,000 five per cent. stock at the price of 84¾—Dutch 2½ per cents., 54⅞; 3 per cents., 65½; 4 per cents., 87⅜; Trading Company, 136½; Expl. Railway (States), 70; Spanish 2½ per cents., 30; Portuguese 3 per cents., 41¾; Russian 5 per cents., 92; Austrian 5 per cents., 44⅜; E. I. Trading Bank, 77½ to 78.

CHANGE. London, 3 mo., f.11 67½; 2 mo., f.11.70; short, f.11.78¾. Paris, 3 mo., f.46.35; 2 mo., f.46.47½; short, f.46.75. Antwerp, 3 mo., f.46.25; short, f.46.55. Hambro', 3 mo., f.34.70; 2 mo., f.34 82½; short, f.35.10. St. Petersburg, 3 mo., 148f.

LOADING AT ROTTERDAM.—Maartin van Rossem, for Batavia; Helena and Anna, for Batavia; Elizabeth, for Batavia; Zeelandia, for Melbourne; Nederland and Oranje, for Sourabaya; Bremen, for Batavia; S. van Heel, for Batavia and Samarang; Ary Scheffer, for Batavia and Sourabaya; Corigene, for Batavia and Sourabaya; Copernicus, for Batavia and Cheribon; Nederlands Vlag, for Macassar; Johannes Lodewyk, for Melbourne and Sidney; Julie, for Padang; Constance, for Singapore and Hong Kong.

LOADING AT DORDRECHT.—Kosmopoliet II., for Batavia.

LOADING AT AMSTERDAM.—Bonie, for Batavia; Tweelingen, for Batavia; Kaap Hoorn, for Batavia; Cornelia Adolphina, for Batavia and Sourabaya; Cornelia, for Batvia and Sourabaya; Telanak, for Kanagawa and Decima; Gerreuina Wilhelmina, for Padang; Presto, for Samarang; Nicolaas Witten, for Samarang, Jupiter, for Samarang and Sourabaya; Hendrika, for Sourabaya; Louize, for Sourabaya.

SHIPPING.—Nov. 13, at Texel, from Padang, Henriette; 15, at Helvoet, from Batavia, Machtilda Simoneta; 15, at Texel, from Samarang, Robert Dickson; 20, at Brouwershaven, from Batavia, Lammina Elisabeth.

FREIGHTS:—

Batavia	12 to f.15	and	15	per cent.	per last of	2000 Kil.	schw.	Gut.
	20 „	25 „	15	„	„	120 Amstd.	□ Fuss leicht	„
Samarang	15 „	20 „	15	„	„	2000 Kil.	schw.	„
	20 „	25 „	15	„	„	120 Amstd.	□ Fuss leicht	„
Sourabaya	20 „	25 „	15	„	„	2000 Kil.	schw.	„
	30 „	35 „	15	„	„	120 Amstd.	□ Fuss leicht	„
Padang	25 „	30 „	15	„	„	2000 Kil.	schw.	„
	35 „	40 „	15	„	„	120 Amstd.	□ Fuss leicht	„
Macassar	50 „	60 „	15	„	„	2000 Kil.	schw.	„
	50 „	60 „	15	„	„	80 Engl.	□ Fuss leicht	„
Singapore	30 „	35/	15	per ton	„	1000 Kil.	schw.	„
and	40 „	45/	15	„	„	1000 Kil.	schw.	„
Hong Kong	35 „	40/	15	„	„	40 Engl.	□ Fuss leicht	„
	40 „	50/	15	„	„	40 „	„ „ „	„
Decima and	1.50	and	15	per cent.	„	2000 Kil.	schw.	„
Kanagawa	60	„	16	„	„	80 Engl.	□ Fuss leicht	„
Melbourne	40/	„	5	per ton	„	1015 Kil.	schw.	„
and Sydney	45/	„	5	„	„	40 Engl.	□ Fuss leicht.	„

Schw. Gut dend wt.; leicht Gut light wt.

RUSSIA, GERMANY, &c.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, Nov. 21.

The Siberian journal *Eastern Coast* contains statistical data of the settlements in the Amoor territory, from which we gather that the great majority of the free settlers are located on the banks of the Seya, an affluent of the Amoor, and its tributaries, the Buhende and the Tom. There are thirteen villages on the left bank of the Seya and five on the right one. On the Amoor Proper are five villages between the Stanitza of Albasin and the town of Blagowessensk and three more on the River Savitava. The number of settlers on the Amoor is scarcely a quarter of the whole number of free colonists. This is explained by the fact that the best situations on that river are occupied by stanitzas of Cossacks. The population of the free colonists amounts to 3.962, of whom 3,022 belong to the Russian Church, the rest being heathens of different denominations. In addition to the above there are 233 of native nomadic tribes who have given up their wandering life and become colonists.

The *Siberian Messenger* complains that in the whole of the newly acquired territory on the coast of the Pacific Ocean there is not one single bay or inlet with the needful requirements for making a port. At Vladivostock there is a scarcity of sweet water, the military works of defence would absorb large sums of money, and the frequent fogs would make the navigation difficult and dangerous at all times of the year. The military port of Norgorodsky suffers also from absence of fresh water and, above all, of firewood, which is the more unfortunate as hitherto no indications of coal-beds have been discovered, besides which the station is exposed to the destroying influence of the north-west winds, and although it might be easily defended in an attack by sea, it is open to attack on the land side. The bays of Slavyanski, Novik, and Nachodka are quite unserviceable. Olga Bay offers some facilities, but is too narrow, and Vladimir is not safe, having but little depth of water, and being subject to heavy surf, which breaks with great fury on the coast, and would swamp any boat. The Imperial port is good, and De Castries Bay suitable for a port, provided the harbour were protected by a pier; but both are shut up by ice for from four to six months of the year.

A new iron screw steamer, called the *Peiho*, lately built at Messrs. Godeffroy's works, has been fitted out here for service in the Chinese waters as a steam-tug, and is well armed, so as to be able to resist successfully any attack from pirates. The command has been given to Captain J. C. Bobsien, a well-known and experienced navigator, hailing from this port. She goes in the first instance to Hong Kong. This vessel is we understand, owned by Messrs. Stammann and Co., of Tientsin.

The *Kali Maas*, Captain Kohn, hence to Hong Kong, reported in a former letter as having put to sea from Cuxhaven on the 28th of October, was caught in the late gales, and obliged to return with considerable damage, having carried away her foreyard and bowsprit, split her sails, and it is feared her hull is seriously injured as she leaks. She was towed up from Cuxhaven by the steam-tug *Hercules*, and has been placed in the floating dock for repairs.

As an ordinary Fellow of the Royal Geographical Society I fully endorse the remarks contained in an editorial article in the last issue of the *London and China Telegraph* relative to the suppression of the definite article "the" when speaking of Korea. It is contrary to the genius of our language to use it, and sounds like a translation from the French, where the article *la* is placed before the names of all countries. I can only account for its having been introduced in this case by the supposition of an association of ideas suggested in consequence of its similarity of sound to "the Morea;" though Lord Byron, who certainly well understood the English language, eschews the definite article in the beautiful opening lines of his "Curse of Minerva:"

> "Slow sinks, more lovely ere his race be run,
> Behind Morea's hills the setting sun;"

and not "the Morea's hills."

Another case has been tried in the Commercial Tribunal of this city having reference to a dispute in the Far East, which was shortly as follows:—Lorenzen and Dreyer v. J. Weyrell and Co.—Some time ago the plaintiffs bought from the defendants seven cases of leathercloth under guarantee that they would arrive out at their destination (Manila) without sticking together, the invoice price paid being 1,885 marks banco. According to a letter received from Messrs. Tillson, Hermann, and Co., of Manila (and produced in evidence), six of the chests arrived out in a sticky and unmerchantable condition, and sold at public auction at 7s. 6d. per yard, the net proceeds being only $445 87c. According to the *pro forma* account produced in court, it would have fetched $1,087 if in a good condition, and thus the plaintiffs claim the sum of 1,829 marks banco to indemnify them for the loss. The defendants maintained that they had given the same guarantee as they had received from the manufacturers; they knew nothing about the letter from Messrs. Tillson, Hermann and Co., and urged that the latter had no right to sell the goods by public action as they were not of a perishable nature, but they should rather have been warehoused for account of the shippers. Moreover, it would have been the duty of the consignees to call on the Hamburg Consul to appoint experts. The alleged spoiled state of the goods might easily have been remedied by opening the cases and giving the leathercloth a coat of varnish. The Court ordered the plaintiffs to bring proof within six months that the goods arrived out in a damaged state; and secondly, that if sound, they would have fetched the amount claimed as indemnity. Judgment deferred.

By Royal patent, dated Copenhagen, Nov. 10, Mr. C. S. Padday has been appointed Vice-Consul at Penang for H.M. the King of Denmark.

Mr. W. Pustau, of Altona, who lately purchased the house No. 19 on the Palmaille, fitted up as a military hospital by the Knights of St. John during the late war with Denmark, is having it demolished, with the intention of erecting on its site a magnificent mansion with five storeys.

The East Indiamen *Harburg* and *Nienburg*, belonging to the Harburg Ship Company, have been put up to auction, as the company has resolved to liquidate. The highest bid for the *Harburg* was 8,000 dollars and for

Digitized by Google

the *Nienburg* 10,000 dollars. As these bids were not considered sufficiently favourable the sale was not confirmed by the directors, and the vessels will probably be put up again to public competition.

The Hamburg steamer *China*, belonging to Messrs. I. C. Godeffroy, which vessel was recently in collision with a French ship outside the lightship at Shanghai, and the Hamburg barque *Civiale*, belonging to Messrs. A. I. Hertz and Sons, lately brought into Shanghai by a steam tug after being in collision with the British ship *Helen Nicholson*, lying at anchor in that harbour, are both fully insured here.

Mr. A. J. Hertz, the head of the above mentioned eminent firm of A. J. Hertz and Sons, died here on the 7th inst. after but a few days' illness, in the 66th year of his age. He was one of the oldest members of the Board of Trade in this city, and was universally respected. The business will be carried on by his sons under the same firm.

The Board of Trade of this city gives notice under date of November 5, that after the lapse of six months from that day an election will take place to fill up the vacant Hamburg Consulate at Rangoon. Applications accompanied by certificates to be made by candidates for the appointment to the Secretary of the Board of Trade at Hamburg.

The *Voladroa*, Capt. de Lorena, hence to Manila, that left Hamburg on the 29th ult., only sailed from Cuxhaven on the 12th inst.

COMMERCIAL.

COFFEE.—Purchases continue to be made at last week's quotations, and 18 000 bags changed hands.

SUGAR.—Both raw and refined calm, nothing doing, and prices merely nominal.

RICE.—Large transactions in cleaned grain, and prices 4 scho. bco. higher, the market closing very firm.

SPICES.—Cassia Lignea continues in favour, the late advance fully realised, and the article again looking up. Pepper is also much in request and prices firm.

SPELTER.—This metal is neglected. No sales during the whole week, but prices nominally without alteration.

DISCOUNT rather lower, and quoted at 3¾ to 4 per cent.

Monetary and Commercial.

China has sadly altered. The Chinese traders have been made familiar with failures, bankruptcy—dividends and no dividends—and all the other paraphernalia and mercantile refinement of the western world. The good old times when new Kaisow teas were bought and laid down in London at about 1s. 2d. and sold at rates bringing a good profit to the operator have gone. The infallibility of the mercantile houses is broken, and the Chinese have now to learn to put all those awkward questions which are familiar in London when a man wishes for credit. Not only have they been made cognisant of bad debts but they have also been made acquainted with downright rascality, and men who coolly get possession of their goods and then take their passage by the mail steamer never to be seen again in China. We have no objection to the passing away of the old times in as far as the restriction of our trade was concerned, but if such extension is to be purchased at the cost of the disasters now attending the shipments of tea, it were better to have retained the good old times. Still we by no means despair of restoring the respectability and the profit of the China trade. The banks which have been the chief cause of the present condition of things have suffered severely, and to a great extent they also are broken up. It will, we trust, no longer be possible for people who have just passed the Bankruptcy Court here to step out to China and ship teas to the extent of over £50,000, consigning them to persons who are not yet clear of the liquidation of their last failure. Let bankers and merchants confine their operations to safe and respectable limits, and the China trade will pay both.

The annual general meeting of the proprietors in the Peninsular and Oriental Steam Navigation Company, will be held on the 6th proximo, when the directors' report is to be received, and a dividend declared. Two directors are also to be elected at the meeting in place of Captain Alexander Nairne, H.C.S., deceased, and the Right Honourable Justice George, resigned. In conformity with the requirements of the deed of settlement of the company, the board have appointed Edward Thornton, Esq., C.B., and George Carleton L'Estrange, Esq., to fill the vacancies so occasioned, and these two directors will offer themselves for election on the day of the meeting.

Applications have been received for more than the whole amount of the new capital of £400,000 of the Agra Bank. Steps have been taken to obtain the sanction of the Court of Chancery and thereupon the resuscitation will be complete. A notice of the meeting of creditors approving of the new bank will be found in another column. The following payments will be made to creditors:—5s. in January next; 3s. in July; 2s. in October 2s. 6d.; in March, 1868; and 2s. 6d. in July, 1868; the present liabilities of the shareholders to remain until the claims are satisfied.

The Messageries Imperiales Company announces the payment from 1st December of 20f. per share on account of dividend of 1866.

The despatch of messages from London for China, via Kiachta, ceased on the 20th inst. until advice is received of the route by Chefoo being completed, or on the opening again of the port of Tientsin in February.

The committee of the Planters' Association of Ceylon have expressed the opinion that the six months' usance of British bills has been barely adequate to the requirements of estate operations, and urge, as a reason against the limitation, that it will inflict on the majority of cultivators a permanent injury, and so tend to restrict the cultivation of the staple produce. They add that there never has been any serious loss sustained by the banks through purchase of bills drawn on account of coffee estates, although for years a profitable business has been carried on, and that the shortening of the usance renders necessary additional capital, for which it would be in vain at present to look. A general meeting had been called at Colombo, to which resolutions embodying these views would be submitted.

The amount required to be subscribed for the Eastern Asia Telegraph Company at Singapore will not be put on the market until a London board of directors is formed.

At the meeting of the China Steamship and Labuan Coal Company (Limited) it was resolved to reduce the nominal liability on the shares, in accordance with the circular issued to the proprietors dated the 4th of Oct. last. The company will now be called the Labuan Company (Limited).

The dividend to be recommended at the annual meeting of the shareholders of the Peninsular and Oriental steam Navigation Company on the 6th prox. is 3 per cent. for the half-year and 2½ per cent. from the proprietors' underwriting account, making, with 3½ paid in June last, 9 per cent. for the financial year.

The biddings for bills on India took place at the Bank of England. The proportions allotted were to Calcutta, 12,52,000 Rs.; to Madras, 1,30,000 Rs.; and to Bombay, 2,51,500 Rs. The minimum price was fixed as before, at 1s. 11½d. on all the Presidencies. Tenders on Calcutta and Madras at 1s. 11½d., and on Bombay at 1s. 11½d., will receive in full. These results show that the demand for remittance to India has somewhat subsided.

The Bank of Hindustan meeting of shareholders was held on the 19th, and resulted in appointing three direc ors and three shareholders to liquidate the affairs of the bank. A full report will be found in another column. We understand that since this meeting the National Bank have objected to the proposed liquidators, and require an official liquidator. Another meeting is called for the 10th December, and the Court have ordered the hearing to stand over until the 11th.

Manchester advices announce the suspension of Messrs. Ormerod, Jervis, and Thomson, commission agents, with rather large liabilities. It is stated that their embarrassments have arisen from speculative transactions unconnected with their regular business.

The Crown Agents for the Colonies have disposed of Ceylon Government exchange by public tender for 500,000 rupees. The *minimum* was fixed at 1s. 11d. per rupee, and the whole amount was allotted at and above that rate.

M. F. de Lesseps, president of the Suez Canal Company, has suggested to the silk manufacturers of Lyons that they may obtain a considerable sale of their fabrics in China provided they adapt them to the tastes of the Chinese. At his request the Government has undertaken to present to the manufacturers samples of the sorts of silk fabrics the Chinese prefer.

A telegram has been received via Calcutta in reference to the loss of several vessels in China, but it is partly unintelligible. It runs:—

"T. E. Boyd lost Ispiscandores Editard wrechen Willy assone twanfoo Pylanders wrecked Laura lost Formosa."

The amount of bullion by the P. and O. Company's steamer *Ceylon*, from Southampton on the 20th inst., was:—Nil.

MANCHESTER MARKETS.

The shipments of shirtings for the month ending 16th inst. have been very heavy. To Shanghai the export is over 19 million yards. To Hong Kong over four, and to Japan about one million. The total shipments this year to Shanghai are estimated at about 110 million yards. To Hong Kong 36, and Japan 22, being largely in excess of previous years. The latest quotations from Manchester are,—7lb. shirtings, 11s. 6d. to 11s. 9d.; and 8¼ lb., 13s. to 13s. 3d. Cotton yarn Nos. 16-24 at 1s. 5½d. to 1s. 6½d.

Digitized by Google

ARTICLES OF IMPORT.

TEA.—There is still no improvement in our market; the same features are evident, a general desire on the part of importers to realise, and a determination on the part of the trade to buy only for immediate wants. As the arrivals continue very largely in excess of the demand, prices for medium kinds of Congou have again given way, and sales even at this decline are effected with great difficulty. The arrivals since the 9th inst. are about lbs. 14,000,000, and about twenty more will be due in a month, which is far in excess of demand. In Congous, sifting show no material change. Broken-leaf kinds have sold at previous prices. Fair to good common are quoted at 10½d. to 11d. per lb., showing ½d. per lb. decline. The low price ruling for fair flavory kinds, of old import, has led to a partial inquiry for them at slightly improved prices. Fair to good Kaisows show a further decline of ½d. to 1d. per lb. Fine to finest have been better supported. Pak Lings, of fair quality, have sold lower; fine remains firm. Common to fair black-leaf Congous have sold at from 10½d. to 1s., showing a further fall; very large quantities being offered without reserve at public auction. Fair to good qualities, of new import, have sold fully 1d. per lb. lower. Fine to finest have also sold at a similar reduction. New make Canton kinds have sold 1d. per lb. lower. Oolongs remain in limited demand at about previous prices. Souchongs have been sold at former rates. Flowery Pekoes are still in a nominal position as to prices. The sales of Scented Caper show but little alteration, though rather in favour of buyers. In Orange Pekoes there has been a further fall established at the public sales without reserve, some new import, of good quality, selling at 1s. 2d. to 1s. 4d. per lb., which has led to some inquiry for them, but most holders refuse to accept these rates. Fine Foochow kinds show no alteration. The sales of the 20th comprised only 9,386 packages, of which 8,117 packages were printed without reserve. They passed off with fair spirit at about previous prices. The Ping-sueys, so far to hand, have all been sold, and for some new Moyunes just to hand extreme prices have been bid. Uncoloured Japans have commanded more attention, and some 1,500 half-chests have been sold at 1s. 3d. to 1s. 4½d. per lb.

SILK.—At a decline of 1s. to 1s. 6d. from the highest rates of October, business has resumed in the market to a moderate extent, and quotations are now 31s. 6d. to 31s. 9d. for best chop No. 3 Tsatlee, 35s. to 36s. for best Japan. The deliveries are still very small, being as follows:—China Silk: 1866, 2,061, 27,103; 1865, 2,734, 28,246. Japan Silk: 1866, 371, 5,893; 1865, 675, 11,311. The quality of the recent arrivals from China has been decidedly inferior.

COTTON.—The dulness which has of late been experienced in this market continued without relief until the 19th inst., when an increase in the demand caused prices to advance ¼d. per lb. Since that time the demand has become active, and the advance maintained without indications of a relapse. The sales during the week ended 23rd inst. have amounted in London to 4,420 bales on the spot and 400 to arrive, and in Liverpool to 64,680 bales. No Dhollerah was offered but 820 bales Tinnivelly fully fair to good fair realised 10¾d. to 11¼d., and 300 bales China sold as follows:—middling fair 8¾d.; fair to good fair 9¼d. to 10d.; good and fine 10½d. At Liverpool fair Dhollerah is quoted at 10½d., middling Orleans 14½d. per lb. Telegraphic advices from New York up to the evening of the 21st inst. place middling upland 34½ cents. The Luzon arrived at Liverpool during the week from Hong Kong, having on board 1,949 bales China cotton.

COIR YARN.—The supply is scanty and consequently business limited. At auction 28 tons Ceylon were offered, out of which 20 tons sold, good, £41 5s. to £41 15s.; common to good common, £32 10s. to £34 5s. per ton. These prices show a decline of £2 to £3 on last report. No private sales have taken place.

COIR FIBRE.—This market ha also declined, and the only transaction during the week has been 176 bales fair Cochin at £31 5s.; coarse, £25 5s. to £25 15s. per ton.

COFFEE.—The market has been throughout the week steady at somewhat easier prices. The sales have been in fair quantities and at the opening of the market there was some competition for the better sorts of Plantation Ceylon, which ceased on a larger supply being placed on offer. During the week 1,376 casks, 153 barrels, 774 bags Plantation Ceylon have been sold, prices ranging as follows:—For gray, fine ordinary small to middling, 71s. 6d. to 77s.; for colory, fine ordinary to middling, 76s. to 81s. 6d.; good middling, 82s. 6d.; pea-berry, 82s. to 88s. 6d. Of Native Ceylon the sales have reached 1,500 bags, the prices being for ordinary, 59s. to 63s. 6d.; good ordinary 65s. to 66s. 6d.; fine ordinary to good bold, 69s. to 72s. In addition the following sales have taken place:—40 bags Java at 61s.; 1,035 bags Singapore ordinary brown, 44s. 6d. to 45s.; foxy, 59s., brown mixed to fine, ordinary even, 60s. 6d. to 63s.; and 212 packages (12 mats each) superior pale Manila, 71s. to 72s. 6d. per cwt.

COCOA NUT OIL.—No business of any importance. Ceylon, with three months' prompt, is worth £51, and Cochin £60 to £61 per ton.

HIDES AND SKINS.—There was a fair demand for East India hides at the sales, and a large proportion found buyers at from last sale prices to ½d. per lb. advance. Of 3,262 Singapore Buffalo offered, 1,860 sold, best 6¾d. to 6¼d., seconds 4¾d. to 5½d., light 5¾d. All the Batavia Buffalo (472 hides) offered was sold at 6¼d. and 6½d. per lb.

HORNS.—Of Rangoon Buffalo, 3 tons (1865 horns) sold at 45s. per cwt.

MANILA HEMP.—Up to the 22nd inst. the sales at auction amounted to 1,150 bales, which realised £51 per ton, one lot £51. 5s. Since that date 254 bales have been offered, and, with the exception of 64 bales, all bought in. These consisted of fourth to first-class sea-damaged, and sold at £44 to £50. 15s., one lot ordinary sound at £48. One parcel, consisting of 50 bales, at the Liverpool market realised £54 per ton.

PEPPER.—Black remains steady at former prices, the sales being 1,950 bags Penang at 3d. to 3¼d. per lb., and 3,088 bags Singapore at 3½d. At Liverpool 230 bags Singapore have realised 3¼d., and 100 bags Penang 3⅜d. The business done in White Pepper has been very trifling, the only offer at auction being 38 bags good and fine Penang, all of which sold at 6d. to 6¼d. per lb.

RICE.—There is great activity in this market, and prices have risen 6d., and in some instances 9d. per cwt. The market closes firmly, with a tendency to futher advance. The sales reported are as follows:—100 tons Necransie at 11s. 3d.; 35,000 bags Necransie Arracan 11s. 9d. to 12s. 3d.; 1,300 tons and 31,500 bags Rangoon 12s. to 12s. 9d.; 2,200 bags Bassein 11s. 7½d. to 12s.; 25 casks cleaned Java 25s. 6d.; 100 bags cleaned Moulmein at 14s. 6d. per cwt.

RATTANS.—Of Penang, 5,789 bundles sold at 3s. to 4s. 2d., and 1,935 bundles Singapore at 2s. 6d. to 3s. 1d. per hundred.

SUGAR.—The market since our last report has continued steadily improving. The sales are in fair quantities, and full previous prices are maintained. At the public sales 2,509 bags Mauritius sold, brown 27s. 6d. to 29s. 6d., yellow grainy 32s. to 35s., two lots white 41s.; 8,211 bags Penang, good ordinary to good brown 27s. 6d. to 29s.; fine brown to low yellow 29s. 6d., middling to good yellow 32s. 6d. to 33s. 6d.; 4,000 bags low dark Java 23s. 6d. to 24s. 6d.; 3,150 bags fine clayed Manila 28s. 6d.; 5,000 bags unclayed Manila 25s. per cwt. Privately the sales have been 3,000 bags brown and grey Mauritius at 27s. to 31s., and 100 tons unclayed Manila at 25s. 3d. per cwt.

SPICES.—Cinnamon: 92 bales and 11 boxes Ceylon, crop 1866, sold firmly, as follows:—First quality, 1s. 10d. to 2s. 1d.; second, 1s. 8d. to 1s. 10d.; third, 1s. 5d. to 1s. 7d.; broken, 1s. 4d. to 1s. 5d. Cloves: 4 cases Penang sold at 11d. to 11¼d. per lb., and 81 bags Penang Clove Stalks at 2d. to 2¼d. Mace: Common qualities sell at previous rates; fine and good at slight advance. Of Penang 24 cases were offered and chiefly sold; ordinary to middling, 1s. 4d. to 1s. 11d.; good pale, 2s. 6d. to 2s. 7d. The remaining sales were 8 cases ordinary Cochin at 1s., and 10 boxes middling Singapore at 1s. 10d. per lb. Nutmegs: The following sales have taken place during the week:—120 cases Penang averaging 67 to the lb., 4s. to 4s. 2d.; averaging 84 to the lb., 1s. 3d. to 1s. 5d.; 12 boxes Singapore, averaging 95 to the lb., 1s. 4d.; 77 to the lb., 2s. 2d.; and 173 boxes limed, 120 to the lb, at 1s. to 1s. 1d. per lb.

TIN.—This market is dull and inactive, with great downward tendency. The principal sales have been 1,000 slabs Banca at £81 10s., and 10 tons fine round bottom Straits at £79. Square Straits is quoted £80, at which price there has been a few sales.

TERRA JAPONICA.—Of Pegue 149 casks good sold firmly at 31s. 6d. to 32s. 3d., the most part at 32s. All the Gambier (542 bales) offered was withdrawn, with the exception of one lot, which sold at 22s. 9d.

MISCELLANEOUS.—Blacklead: 419 barrels Ceylon have sold at steady rates, good middling hard lump, 20s. to 21s. 6d.; middling, 18s. to 18s. 6d.; common, 16s. 6d.; very ordinary dull and small, 15s. 3d. to 15s. 6d.; dust, 9s. 3d. Ebony Wood: The quantity offered at auction was 469 logs (68 tons) Ceylon, of which a few lots sold at £10 to £14 5s., the remainder being bought in at £9 to £12 per ton. Isinglass: 7 cases Penang sold, good leaf, 3s. 9d.; middling tongue, 3s. 3d. Satinwood: 28 logs Ceylon sold at £12 5s. to £12 15s. per ton.

ARTICLES OF EXPORT.

IRON.—The quotations in London are for Welsh bars £6s. 5s. to £6 10s. nail rod, £8 5s. to £8 15s.; hoops, £9 10s. to £10; sheets, single £10 10s. to £10 15s.; Staffordshire bars, £8 7s. 6d. to £8 15s.; rails, £6 5s. to £6 10s.

STEEL.—Swedish keg, £15 15s. to £16.

COPPER.—Sheet and Sheathing, £88 to £93 per ton; yellow metal, 7¼d. to 7½d per lb.

TIN.—£83 to £85 for block; £84 to £86 for common bars. Tin plates, best charcoal I.C., 32s. 6d. to 34s.

LEAD, &c.—English pig, W.B., £22 10s.; shot, patent, £23 10s. to £24; sheet, £21 5s.; spelter, £21 5s. 6d. to £21 10s.; zinc, English sheet, £28; quicksilver, £6 18s. to £7.

The following is from the Circular of Messrs. French and Smith:—The past week the metal market has been inactive. Iron: Is but in moderate demand. Scotch Pig is quoted rather dearer. Copper: Continues very dull, and it seems too probable now there will be no improvement this year. Tin: The consumption is good, but the late advance on foreign is not well maintained here. In Holland, however, it is stronger, 47¾ guilders being the actual dealing price. Tin Plates: The best makers continue full of orders, but others seem rather disposed to quote lower. Lead: Very firm, with but few transactions. Spelter: Rather cheaper.

EXPORT OF BULLION TO CHINA &c.

The following return shows the shipments of bullion from Southampton rom the 1st January by the P. and O. Company's mail steamers.

	Gold.	Silver.
Shanghai	—	£92,805
Foo-chow-	—	4,445
Amoy	—	—
Hong Kong	—	141,156
Singapore	£5,650	55,850
Penang	—	—
Yokohama	—	1,230

FROM MARSEILLES.

(BY THE P. AND O. COMPANY'S STEAMERS.)

	Gold.	Silve
Singapore	£144	—
Penang	—	—
Hong Kong	—	—
Foo-chow-Foo	—	—
Shanghai	—	£63,470
Yokohama	—	11,282

PER FRENCH MAIL STEAMERS.

	Gold.	Silver.
To Singapore	£11,098	£93,800
To Saigon	—	113,996
To Batavia	7,237	8,701
To Hong Kong	—	277,835
To Shanghai	—	86,224
To Yokohama	—	

GOLD AND SILVER.

Bar Gold (per ounce)	£3 17 9
Spanish Doubloon	3 16 0
United States Gold Coin	3 16 4
Silver in Bars	0 5 0½
Mexican Dollars	0 4 11½

Digitized by Google

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Oct. 15	Adolfo	Erquiaga	Manila	Havana.
Nov. 6	Morning Star	Matthews	Bassein	Bremen.
Oct. 26	Macassar	Petersen	Singapore, &c.	Off Boston.
Nov. 9	Grenada	Herd	Do.	Liverpool.
— 9	Hero	Hunter	Akyab	Flushing.
— 9	Belle Creole	Knowles	Maulmain	Queenstown.
—	Alma	Watson	Macao & Canton	Deal.
— 12	George Avery	Jack	Manila	Cowes.
— 12	Satellite	Evans	Do.	Falmouth.
— 13	Gala	Shaw	Colombo	London.
— 14	Highflyer	—	Shanghai	Deal.
— 13	Rutland	Ingraham	Akyab	Falmouth.
—	Pak Wan	Wawn	Shanghai	Deal.
—	Charles Michiels	Cassiers	Akyab	Schelde.
— 14	Fire Queen	Duggan	Hankow	Deal.
— 15	Gossamer	Murphy	Do.	Do.
— 15	Coulnakyle	Morrison	Shanghai	Do.
— 16	Cape City	Bowden	Ceylon	Do.
— 16	Feroina	Sullivan	Foo-chow-Foo	London.
— 16	Zingara	Pallerwick	Do.	Deal.
— 14	Robt. Dickson	Nelson	Java	Falmouth.
— 14	Belle Creole	—	Moulmain	Liverpool.
— 15	Cape City	Bowden	Colombo	Deal.
— 15	Carl Johan	Neuzen	Akyab	Plymouth.
Oct. 25	St. Croix	Robert	Macao	Havana.
Nov. 16	Annie Sise	Shields	Bassein	Falmouth.
— 13	Henrietta	Visser	Padang	Texel.
— 17	Verena	Hudson	Galle, &c.	London.
— 15	Ocean Belle	Jarvis	Colombo	Off Scilly.
— 15	Highland Mary	Perry	Maulmain	Queenstown.
—	Vigil	Thomson	Shanghai	Deal.
— 4	N. B. Palmer	Steele	Hong Kong	New York.
— 18	Luzon	Robinson	Do.	Liverpool.
— 19	Benvoirlich	Jenkins	Singapore	Deal.
— 19	Dovercourt	Heigho	Do.	Do.
— 15	Machtilda Simonetta	Maaisteed	Batavia	Helroet.
— 19	Devana	Thompson	Foo-chow-Foo	Deal.
— 19	Dewa Gungadhur	Stratton	Do.	Do.
— 19	Coral Nymph	Winchester	Shanghai	Do.
— 18	Simoom	Chevalier	Manila	Queenstown.
— 19	Burdwan	Douglas	Shanghai	Deal.
— 20	Magnet	Keating	Moulmain	Falmouth.
— 21	Susan Pardew	Davis	Colombo	London
— 21	Fusi Yama	Thomson	Shanghai	Do.
— 9	White Swallow	Knowles	Manila	New York.
— 2	Chalmette	Waite	Rangoon	Boston.
— 21	Anazi	—	Colombo	Deal.
— 21	Echo	—	Yloilo	Liverpool.
— 21	Lady Douglas	Ritchie	Rangoon	Do.
— 19	Englishman	Hardwick	Samarang	Texel.
— 21	Susanna Johanna	Pieters	Batavia	Off Dungeness.
— 22	China	Schwarz	Bassein	Falmouth.
— 20	Lamina Elisabeth	Pot	Batavia	Brouwershaven.
— 23	Fucho	Fucho	Bassein	Off Falmouth.
—	Bard of Avon	—	Rangoon	Queenstown.
—	Portland	Ingraham	Akyab	Schelde.
— 24	Cinderella	Williams	Shanghai	Downs.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Nov. 9	Maitland	Coulson	Shanghai	London.
— 9	Palestine	Park	Colombo	Do.
— 7	Guurtje Maria	Larsen	Singapore	Cardiff.
— 7	Anna Dorothea	—	Shanghai	Do.
— 10	Golden Fleece (s.s.)	Nicolas	Dublin & Hg. Kong	London.
— 12	Belted Will	Locke	Hg. Kong & Canton	Do.
— 9	Diamond	—	Yokohama	Shields.
— 14	Chinaman	Downie	Shanghai	London.
— 14	Black Prince	Inglis	Hong Kong	Do.
— 15	Newcastle	Blanch	Singapore	Do.
— 15	Whinfell	Jones	Cardiff & Shanghai	Do.
— 16	Patriot Queen	Williams	Singapore	Liverpool.
— 16	Spirit of the Deep	Hewitt	Singapore & Penang	London.
— 17	Brockham	Barrow	Colombo & Cocanada	Do.
— 20	Svea	Brodin	Cardiff and Galle	Do.
—	Clio	Beck	Singapore	Amsterdam.
— 21	Sales	Urijola	Manila	Liverpool.
— 21	Maiden Queen	Smith	Shanghai	Do.
— 20	Hemisphere	Stone	Galle	Do.
— 20	Chalmers	Bainton	Shanghai	Do.
— 20	J. H. Schwenson	Voight	Do.	Swansea.
— 17	Shepherd	Lock	Galle	Shields.
—	Maria	—	Batavia	Amsterdam.
— 21	W. E. Gladstone	Jones	Ceylon	Sunderland.
—	Hoek van Holland	Bakker	Batavia	Amsterdam.
— 24	Northumbria	Thomas	Hong Kong	Liverpool.
— 24	Advance	Taylor	Singapore	Do.

(See Commercial Postscript.)

LOADING.

At London.—For Yokohama: Medina, Eliza Shaw, Cymbeline. For Nagasaki and Yokohama: Rifle. For Shanghai: Hoang Ho, Lennox Castle, Sir Lancelot, City of Aberdeen, Laurel, Gossamer, Vigil. For Hong Kong: Burdwan. For Hong Kong and Canton: Dora, Min, John Milton, Pak Wan. For Hong Kong, Amoy, and Foo-chow-Foo: Argonaut. For Singapore: Belle of Southesk. For Singapore and Penang: Zingra. For Penang: Ceylon. For Batavia, Samarang, and Sourabaya: Pieter Adolf. For Manila: Ogono. For Colombo: Aboyne, Boyne, Medway, Cape City, Spirit of the North.

At Liverpool.—For Japan: Nellie, Hastings. For Hong Kong: Everest. For Singapore: George and Henry, Twilight. For Manila: Trinidad. For Mauritius, Penang, Singapore, Hong Kong, and Shanghai: Agamemnon (s.). For Batavia and Sourabaya: Caroline.

At Glasgow.—For Batavia and Sourabaya: Sea Wave, Priam.

SPOKEN.

Alcyone, Batavia to Amsterdam, Sept. 28, 23 S., 56 E.
Coral Nymph, Shanghai to Liverpool, Sept. 23, 27 S., 27 (?) E.
Joan, Rotterdam to Batavia, June 28, 4 S., 30 W.
Shun Lee, London to Hong Kong, Oct. 13, 10 N., 23 W.
Koning Willem II., Amsterdam to Batavia, Oct. 2, 16 S., 28 W.
Marseilles, Liverpool to Galle, Oct. 17, 3 N. 24 W.
Clara, Japan to Callao, Aug. 18, 35 N. 168 W.
Magnet, Hong Kong to Queenstown, Aug. 26, 23 93 E.
Elizabeth (Dutch ship), from Batavia, Sept. 16, 29 S. 41 E.
Kate Kearney (ship), Liverpool to Shanghai, July 31, 2 S. 27 W.
Constitution, Shields to Galle, Oct. 29, 11 N. 39 W.
Java, Batavia to Amsterdam, Oct. 25, 13 N. 27 W.
Dutch Brig, 1st d.p. No. 0748, Liverpool to Batavia, Oct. 20, 6 N. 24 W
Star of China, Shanghai to London, Aug. 25, 2 N. 133 E.
Zwaan, Batavia to Queenstown, Oct. 9, 32 S. 12 E.
Peterborough, Shanghai to London, Oct. 21, 13 N. (?) 9 W.
Robertus Hendrikus (barq.), Amsterdam to Bat., Nov. 1, 9 N. 25 W.
Bilderdyk, Amsterdam to Batavia, Nov. 1, 9 N. 25 W.
Eva Johanna, Amsterdam to Batavia, Nov. 1, 9 N. 25 W.
Kingfield (ship), Padang to New York, 51 days out, Aug. 29.
Royal Adelaide (?), Penang to Lond., 14 days out, Aug. 12, 4 N. 93 E.
Mary Ann (barq.), Colom. to Lond., 28 days out, Sept. 18, 30 S. 41 E.
Ida, Shields to Galle. 14 days out, 42 N. 14 W.
Brit. Ship, No. 8509, Manila to N. York, Oct. 2, N.W. C. Good Hope.
Ceylon, Sunderland to Colombo, Oct. 4, 16 S. 26 W.
Gysbert Karel (D. barq.), Newp. to Singapore, Oct. 9, 18 S. 26 W.
Sailor Prince, Manila to New York, Sept. 5, 25 S. 53 E.

FREIGHTS AND CHARTERS.

Although there is a plentiful supply of ships, outward berth freights for general cargoes have not given way.

Current Rates of Freight for Vessels on the Berth:—To Yokohama: 40s. weight, 50s. meast. To Nagasaki: 50s. weight or meast. To Shanghai: 45s. weight, 45s. to 47s. 6d. meast. To Amoy: 45s. weight or meast. To Foo-chow Foo: 45s. weight or meast. To Hong Kong: 35s. weight or meast. To Singapore: 30s. weight or measurement. To Penang: 40s. weight or measurement. To Manila: 40s. weight, 85s. meast. To Ceylon: 25s. to 30s. weight, 35s. meas.

The current quotations for coal, &c., are as follow:—From Wear or Tyne per keel. For Hong Kong: £43. For Singapore: £33. For Shanghai: £52. For Saigon: £50. For Yokohama: £50. From Newport, Cardiff or Swansea, per ton. For Hong Kong: £2. For Singapore, £1 11s. For Shanghai: £2 12s. For Saigon: £2 8s. For Yokohama: £2 8s. Batavia: £1 6s.

CASUALTIES.

The Grenada, Herd, from Singapore, which arrived at Liverpool Nov. 9, had thrown overboard a portion of her cargo.

The William Naizby, from Colombo to London, which put in at Mauritius Sept. 27 leaky, had experienced a succession of heavy gales during her passage. She had discharged and would go into dock.

The Stad Assen, Boer, from Batavia to Amsterdam, which put in at Mauritius Sept. 30 leaky, had experienced very bad weather on the 28th, in lat. 23 S., lon. 56 E., and was making ten inches of water per hour. She would have to discharge.

The Jan Van Schaeffelaar (Dutch barq.), van Duyn, from Batavia to Rotterdam, which arrived at Mauritius Oct. 8, leaky, has discharged part of her cargo there and would repair afloat.

The Confiance, Bolibo, from Batavia to Belle Isle, which put into Mauritius Sept. 22, to stop a leak, could not be repaired; her cargo had sustained slight damage, and some of it had been sold.

The Benvoirlich, Jenkins, which arrived in the Douro Nov. 19, from Singapore, had lost an anchor and chain, and was supplied from Deal.

The Kali Maas (barque), Kohn, for Hong Kong, put back for Cuxhaven Nov. 17, leaky, and with loss of bowsprit, foretopmast, and maintop gallantmast.

The Fortuna, from Shields to Singapore, which was towed into Ostend March 16, after being ashore, was sold by auction at Antwerp on the 10th November.

MISCELLANEOUS.

At Callao.—Sept. 28, Neuhof, Kross, from Hong Kong; Oct. 2, Teresa, Ball, from Macao; 3, Camilo Cavour, Landabasie, sailed for Macao.

At Mauritius.—Oct. 5, Kestrel, Davies, from Singapore; 23, West Wind, Blandford, sailed for Shanghai.

At St. Helena.—Sept. 30, Suzon, Robinson, from Hong Kong, and sailed Oct. 1 for Liverpool; Oct. 4, Anazi, Robson, from Ceylon, and sailed 5 for London; 5, Ironsides, Clave, from Manila, and sailed 5 for London; Comus, Black, from Batavia, and sailed 5 for Rotterdam; Yuk Shing, from Singapore, and sailed for London; Sept. 27, Susan Pardew, Davis, from Colombo, and sailed for London; Lammina Elizabeth, Pot, from Batavia, and sailed for Schiedam.

At St. Helena.—Oct. 6, Sinbad, Kooy, from Batavia; 22, May Queen, Gilfillan, from Canton, and sailed on 26th for New York; 27, Relief (U S.S.), Stimpson, from China, and left 28th for United States; 12, Elizabeth, Muller, from Batavia; 14, Balaklava, Stewart, from Penang; 17, Taymouth Castle, Hinds, from China; 19, Theresa, Denicke, from Manila; 24, Nagasaki, Horner, from Batavia; 25, River Eden, Valder, from Singapore; 27, Napoleon III., Mouat, from Shanghai; 26, Ornate, English, from China.

Report of the Ship "Coral Nymph."—Left Shanghai pilotage ground on Sunday the 29th of July; thence to Lombock Straits experienced light variable airs; passed through the Straits on the 8th of September and sighted Point Hood on the 1st of October; rounded the Cape of Good Hope on the 9th passed St. Helena on the 21st, Ascension on 24th; the Line on the 28th, and received the pilot on board off Dungeness on the 18th, making the passage from pilot to pilot in 112 days, from Lombock Straits in 68 days, and from the Cape of Good Hope in 38 days. Passed and spoke the Star of China off Dampier Straits bound to London, October 27th; the Dutch barque Zwann off the Cape bound to Cork, October the 8th, and the barque Peterborough on the 21st of October off St. Helena for London.

Digitized by Google

CHINA or JAPAN.—A Gentleman is open to make an ENGAGEMENT with a mercantile house as above. Ten years' experience in two of the first wholesale houses in the city, during which time he has held several responsible positions. References of the highest order.

Address F. H. DE'ATH, 57, Norfolk-terrace, Bayswater, W.

CHARTERED BANK of INDIA, AUSTRALIA, and CHINA.

Head Office—20, Threadneedle-street, London.

Incorporated by Royal Charter.

Paid-up Capital £800,000.

COURT OF DIRECTORS, 1866-7.

CHAIRMAN.

THOMAS ALEXANDER MITCHELL, Esq., M.P.

John Allan, Esq.	Thomas Lancaster, Esq.
James Fraser, Esq.	Wm. Macnaughtan, Esq.
John Jones, Esq.	Joseph R. Morrison, Esq.

LONDON BANKERS.

The Bank of England. The City Bank.

BRANCHES AND AGENCIES.

Bombay	Rangoon	Hong Kong
Kurrachee	Singapore	Shanghai
Calcutta	Batavia	Hankow

The Corporation buy and sell, and receive for collection, Bills of Exchange, payable at the above-named places; issue letters of credit; undertake the purchase and sale of Indian Government and other Securities; hold them or safe custody, and receive interest or dividends as they become due.

Deposits of money are received for not less than twelve months, bearing interest at five per cent. per annum, and for longer periods at a higher rate.

TO IMPORTERS.

The undersigned beg to remind Importers o Wearing Apparel, and Boots and Shoes, of the many advantages which their long experience as Manufacturers and Shippers, their vast resources, and their intimate knowledge of the requirements of Foreign and Colonial Markets enable them to offer.

ASSORTED SAMPLE CASES FORWARDED ON RECEIPT OF REMITTANCE OR ORDER ON LONDON AGENT.

E. MOSES AND SON,

CORNER OF MINORIES AND ALDGATE LONDON

ENGLISH GARDENS IN THE EAST.

THE Fourth Season has now confirmed the complete success of MR. CHRISTY'S Cases for conveying Fruit Trees, Vines, Plants, Flowering Shrubs, and Seeds, to the East, when shipped in the holds of Steamers like ordinary Case Goods. Mr. John Waterer, junr., the American Nursery, Bagshot, Surrey, or Mr. Christy, 28, Pall Mall, London, are prepared to execute orders for gentlemen in the East, and beg to call attention to the list of prices and conditions. FRUIT TREES, including PEARS, APPLES, PLUMS, CURRANTS, GOOSEBERRIES, PEACHES, NECTARINES, APRICOTS, CHERRIES, and QUINCES, per case, 10 Guineas.

	Guineas.
20 FRUIT TREES, with Ten vines, per case	14
ROSES of the best kinds ... ... ,,	15
RHODODENDRONS and AZALIAS, &c.	15
GARDEN SEED (various) ... ... ,,	5 upwds.

The number depends on the size of the roots; the cases average 30 plants each.

All the above prices include freight, insurance, and all charges to any port where the P. and O. steamers call. The season for shipment commences about September and ends in January. All orders must be accompanied by a remittance or orders for payment. The name of the agent at the port of arrival must be furnished, to prevent delay in fowarding.

COWASJEE DINSHAW.

lose to the Landing Place Depot of

EUROPEAN, CHINA, AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality. Bombay-made Soda Water and Lemonade. Perfumery, Confectionery, Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.

STEAMER POINT, ADEN.

Drawing and Reading-room free to Passengers.

THE "LONDON AND CHINA EXPRESS" ON SALE.

PIGNATEL & CO.,

STOREKEEPERS,

GENERAL MERCHANTS AND COMMISSION AGENTS

NAGASAKI

JAPAN.

HOLLOWAY'S PILLS.—This medicine has resisted every test which time, prejudice, and vested interests could impose upon it, and it at length stands forth triumphant as the most reliable remedy for those derangements of the system so common at the change of seasons. When the air grows cooler and the functions of the skin are retarded, an occasional dose of Holloway's Pills will call on the liver and kidneys for greater activity, and compensate the system for diminished cutaneous action. As alteratives, aperients, and tonics these Pills have no equals. To every aged and delicate person whose appetite is defective, digestion infirm, and tone of health low, this medicine will be a precious boon, conferring both ease and strength.

CHARTERED MERCANTILE BANK of INDIA, LONDON, and CHINA.

Incorporated by Royal Charter.

Paid-up capital, £750,000. Reserve Fund, £250,000.

BRANCHES AND AGENCIES.

Bombay.	Colombo.	Penang.	Shanghai.
Calcutta.	Kandy.	Singapore.	Hankow.
Madras.	Galle.	Hong Kong:	Yokohama.

The Bank negotiates and collects bills and grants drafts payable at the places above mentioned issues letters of credit and circular notes for the use of travellers by the Overland Route, terms for which can be ascertained at the Head Office in London.

The Bank will effect the purchase or sale of Indian securities, undertakes the safe custody of same, and the receipt of interest, dividends, pay, pensions, and other moneys for remittance through the Bank or otherwise.

The Bank receives money on deposit, on which interest will be allowed according to the length of time deposited. Particulars as to rates can be ascertained at the Head Office, 65, Old Broad-street, London, E.C.

Office hours from 10 a.m. to 3 p.m.; Saturdays, from 10 a.m. to 2 p.m.

No. 65, Old Broad-street, London, E.C.

Bottled Ales and Wines, &c.

"NO BUYERS for the BEST BRANDS, unless RE-PACKED," in consequence of repeated BREAKAGE.—Melbourne Journal of Commerce, Nov. 16. Heating and Breakage entirely prevented, and 15 per cent. saved in Freight of Cases by using SEYMER'S BOTTLE PACKINGS AND COOLERS.

Price 7½d. per doz. Bottlers contracting for large quantities effect so great a saving in labour, &c., that they can supply them at one-fourth less in price to Shippers, who will find it most profitable to order their goods to be so packed in future. In use by all the leading London houses.—T. WHITEHEAD, 37, EASTCHEAP, E.C Sole Manufacturer.

OUR SPECIALTY

PETROLEUM LAMPS.

DIETZ & Co.,

MANUFACTURERS and EXPORTERS of KEROSENE LAMPS in great variety, and as

GOODS APPERTAINING TO THE LAMP TRADE.

DIETZ & CO.'S

CELEBRATED

FLAT-WICK KEROSENE BURNERS

Are too well known and appreciated in

INDIA, CHINA, AND JAPAN

to need further commendation.

DIETZ & Co.'S

LARGE CATALOGUE,

Containing 500 Illustrations of KEROSENE LAMPS will be forwarded on application.

DIETZ & CO.,

4, ST. PAUL'S BUILDINGS.

CARTER LANE,

LONDON.

THE LONDON AND CHINA TELEGRAPH

THE EIGHTH Volume of this JOURNAL commenced on the 4th of January, 1866. The Subscription for the three numbers per month is 30s. per annum, including Postage, and to the Export Supplement 12s. Terms for advertising, 2s. 6d. per five lines; and 6d. for each additional line.

Subscriptions and Advertisements received abroad by the following Agents:—

Paris	G. W. YAPP, 4, Place Pentagonale Boulevard Pereire.
Hamburg	Mr. ONCKEN.
Amsterdam	LOMAN AND VERSTER.
Rotterdam.....	HOOG & KRUYT.
New York	WILMER AND ROGERS.
Gibraltar.....	W. SPEED.
Malta	J. CRITIEN.
Alexandria.....	P CUMBO, St. Catherine's-square.
Aden	COWASJEE DINSHAW.
Suez.....	
Bombay	CHESSON AND WOODHALL
Calcutta	SANDERS, CONES, AND Co.
Point de Galle	G. D. ANTHANISZ.
Colombo.....	J. W. VANDORT.
Kandy.....	W. A. ARCHBALD.
Labuan, Sarawak, and Singapore ...	JOHN LITTLE & Co., Singapor
Penang	SANDILANDS, BUTTERY AND Co.
Bangkok.....	
Batavia	HUNTLE, HOUGHTON, AND Co.
Anjer—Straits of Sunda	G. SCHUIT, Anjer Hotel.
Manila	PHILLIPS, MOORE, AND Co.
Hong Kong, Canton, Macao, & Swatow,	J. B. MORRIS, Hong Kong.
Amoy	BELLAMY AND Co.
Foo-Chow-Foo	HEDGE AND Co.
Shanghai.....	H. FOGG AND Co.
Tien-Tsin	JAMES HENDERSON.
Nagasaki—Japan ...	PIGNATEL AND Co.
Yokohoma	HANSARD AND BLACK.

OFFICE, 12, GEORGE-YARD, LOMBARD-STREET LONDON, E.C.

PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's Establishments at the above Port afford every facility for REPAIRING and SPARRING VESSELS and for CLEANING and PAINTING Iron and Steam Ships.

Their large Granite Dock, 286 feet long on the blocks, is in complete working order, and at average spring tides can take vessels drawing 16 to 17 feet water. The Dock is fitted with a Caisson Gate and with a Centrifugal Steam Pump of great power, ensuring despatch in all states of the tide. An ample stock is kept on hand of Timber, Oregon Spars, Sheathing Copper and Yellow Metal, and of every description of material for Dockyard use.

The premises comprise an Engineer's Workshop, Brass Foundry, a large Smithy and Carpenter's Workshops, and the works are superintended by Resident Europeans, viz., a Shipwright, an Engineer and a Blacksmith. Dry Godowns for the reception of vessels, stores, &c., when requiring to discharge them.

Amoy, March, 1865.

THE MONEY MARKET REVIEW

A WEEKLY JOURNAL OF THE HIGHEST CLASS,

EXCLUSIVELY DEVOTED TO THE DISCUSSION OF COMMERCIAL AND FINANCIAL TOPICS.

PUBLISHED EVERY SATURDAY

TERMS OF SUBSCRIPTION.

PAYABLE IN ADVANCE.

Single Paper ... ... 6d. Yearly ... ... £1 6s.

BY POST.

Single Paper ... ... 7d. Yearly ... ... £1 10s.

*** Post-office orders to be made payable to FRANCIS FISHER, 23, Birchin-lane, Cornhill, London. E.C.

THE CHINESE COMMERCIAL GUIDE.

CONTAINING Treaties, Tariffs Regulations, Tables, &c., useful in the trade of China and Eastern Asia, with an Appendix of Sailing Directions for those Seas and Coasts, by S. WELLS WILLIAMS, LL.D. Fifth Edition.

Hong Kong, SHORTREDE and Co.; London Agent, F. ALGAR, 11, Clement's-lane, E.C. Price Two Guineas.

"CHINA MAIL" OFFICE.

No. 2 WYNDHAM-STREET (back of the Club):—

1.—THE EVENING MAIL,

A DAILY PAPER.

PRICE.—2 dols. per month.

TERMS OF ADVERTISING.—First insertion, Ten lines and under, 1 dol.; each additional line, 10 cents. Subsequent insertions, per week, 50 cents and 5 cents—"Auction" Notices are excepted, for which only One Charge per week is made).

2.—THE CHINA MAIL,

AN ORIGINAL WEEKLY PAPER.

(Every Thursday Night)

PRICE.—15 dols. per annum; Single Copies, 44 cents.

ADVERTISING.—First insertion, Five lines, 1 dol.; each additional line, 20 cents. Subsequent insertions, 50 cents. and 10 cents.

The "China Mail" has been permanently enlarged in size namely, from 4 to 6 full pages. It is the only weekly paper published in China which contains a complete summary of Hong Kong news as well as that from the treaty ports of China and Japan, and from Manila, Australia, India, and the Straits. Its circulation, which has of late considerably increased, extends throughout the coasts of those countries as well as to various parts of Europe. Great facilities are thus afforded to advertisers in this newspaper.

3.—OVERLAND CHINA MAIL.

Containing 8 FULL PAGES, and consisting of a reprint of the articles in the EVENING and CHINA MAILS, with Summary of News and Commercial Summary.

ONCE A FORTNIGHT.

(The Morning of the Mail's despatch.)

PRICE.—To Subscribers to the Weekly issue, 8 dols to Non-subscribers, 12 dols. Single copies, 50 cents.

ADVERTISING.—The same as in the Weekly. All "Notices of Firms" appearing in the Weekly will be inserted in the *Overland*, and charged for, unless otherwise ordered.

A. SHORTREDE & CO.

Hong Kong, May 17, 1866.

REVUE ORIENTALE,

Conducted by M. LEON DE ROSNY,

Professor of Japanese in the Imperial School of Living Oriental Languages of Paris.

DEVOTED specially to Ethnography, History, Literature, and Commerce of Asia, Africa, and Oceana.

The last issue (No. 57) contains, amongst other matters,—

THE INEXORABLE COURTESAN, a Hindoo Story translated by M. Garcin de Tassy, Member of the Institute of France.

COMMERCIAL RELATIONS of the EAST and WEST in Ancient Times, by M. A. Castaing.

OCEANIC STUDIES, by G. Delbeuf.

VOYAGE in the HOLY LAND, by M. F. de Sauley, of the Institute.

ORIGINAL CORRESPONDENCE.

MISCELLANEOUS NEWS relating to the East.

Agents in London: TRUBNER AND CO.

TUPPER AND COMPANY,

MANUFACTURERS OF PATENT GALVANISED IRON in Sheets, Tiles, Iron Roofs Sheds, Cisterns, Pails, Gutters, Wire for Fencing, &c.

WORKS AT BIRMINGHAM AND LONDON.

OFFICES: 61A, MOORGATE STREET, LONDON.

Merchants' orders executed with despatch.

Digitized by Google

SOLID MAHOGANY FURNITURE FOR INDIA, CHINA AND THE COLONIES.

HEAL and SON are Manufacturing, ESPECIALLY FOR use in EXTREME CLIMATES BEDROOM FURNITURE, which is entirely Free from Veneer. A general Assortment always in Stock.

IRON AND BRASS BEDSTEADS

Suitable for all Parts of the World. Their Stock consists of 2,600 Bedsteads.

HEAL AND SON'S PATENT HORSEHAIR MATTRESS.

HEAL and SON have Patented an Improvement in the Manufacture of Mattresses, which prevents the materia from felting into a mass, as is the case with all Mattresses made in the ordinary way. The Patent Mattresses are made of the very best Horsehair, are rather thicker than usual, and the prices are but a trifle higher than those of other good Mattresses.

HEAL AND SON'S ILLUSTRATED CATALOGUE

For INDIA, CHINA, and the COLONIES, of Bedsteads, Bedding, and Bedroom Furniture, SENT FREE TO EVERY PART OF THE WORLD to which there is Book Post.

HEAL and SON, Bedstead, Bedding and Bedroom Furniture Manufacturers
196, 197, 198, Tottenham-court-road, London, W.

CELLE FRERES' PERFUMERY.

CHIEF ESTABLISHMENT, 35, RUE DES VIEUX AUGUSTINS, à PARIS.

THE house of GELLE FRERES, celebrated for the superiority of its Perfumery, addresses itself to the fashionable world as much for its essentially hygeianic, refreshing, and tonic preparations as for its delicate and distingué perfumes.

STEAM WORKS AT NEUILLY SUR SEINE

1st Class Exhibition Medal. DEPOT: BLUMBERG & CO., 55, CANNON-STREET WEST, LONDRES.

DEPOT: H. BRULE, 23, RUE DE L'HOPITAL, BRUXELLES. 1st Class London Exhibition Medal.

Commission. **Articles specially Recommended.** **Exportation**

REGENERATEUR GELLE FRERES, a superior pomade for preserving, beautifying, and reproducing hair.
EAU D'ALBION for the toilet, an exquisite production from the juice of flowers and aromatic plants.
CARBOQUINA ROSE superior toothpowder, composed of carbon quinine and Province roses.
CUCUMBER SOAP for softening the skin, the best of all toilet soaps
LAIT PROPHYLATIC to remove freckles and improve the appearance of the skin.
COMPOSITION ZOUAVE, for the instantaneous dyeing of the whiskers and moustache.
COLD CREAM, AU LOTUS LE LYBIE, to soften and refresh the skin.
NIGRITINE VEGETALE, an incomparable dye for the hair and beard, not staining the skin.
VIOLET ESSENCE and VIOLET WATER for the handkerchief.
CONCENTRATED EAU DE COLOGNE for the toilet.

SPECIAL PERFUMERY WITH A BASIS OF GLYCERINE,

SOAP, TOOTH-PASTE, POMMADE, CREAM FOR THE COMPLEXION, EAU DE TOILETTE.

To be obtained of all the principal Perfumers and Hairdressers in Europe and other parts of the world.

MESSRS. COLLARD & COLLARD

FIND it NECESSARY to CAUTION the Public against the EXTENSIVE FRAUDULENT USE of their NAMES in the COLONIES, and urge on Purchasers the necessity of Examining very Carefully the NAME-BOARD of any INSTRUMENT they may be Buying; but especially they recommend that in all cases Respectable DEALERS or PROFESSORS of MUSIC should be CONSULTED for GUIDANCE.

A Certificate of Authenticity accompanies every Instrument sent abroad by Messrs. COLLARD and COLLARD.

16, GROSVENOR-STREET, and 26, CHEAPSIDE, LONDON.

ELLWOOD'S NEW PATENT AIR-CHAMBER HAT

Combines the lightness of the Pith Hat and the softness of a Turban, with the durability, comfort, and numerous other good qualities for which ELLWOOD'S PATENT Air-Chamber Hats have so long been celebrated.

Hats, Caps, and Helmets of every description Manufactured at the Works of

J. ELLWOOD & SONS,

GREAT CHARLOTTE-STREET, S., LONDON

CAUTION.—No Air-Chamber Hats or Helmets are genuine unless they bear the above stamp, with either "ELLWOOD & SONS," or the seller's name in the Shield

*** Orders through Mercantile Houses carefully shipped.

IMPORTANT ANNOUNCEMENT.

JOSEPH GILLOTT,
Metallic Pen Maker to the Queen,

BEGS to inform the Commercial World Scholastic Institutions, and the Public generally that, by a novel application of his unrivalled Machinery for making Steel Pens, he has introduced a NEW SERIES of his useful productions, which, for EXCELLENCE OF TEMPER, QUALITY OF MATERIAL, and above all, CHEAPNESS IN PRICE, must ensure universal approbation, and defy competition.

Each Pen bears the impress of his name as a guarantee of quality; they are put up in boxes containing one gross each, with label outside, and the fac-simile of his signature.

At the request of numerous persons engaged in tuition J. G. has introduced his WARRANTED SCHOOL and PUBLIC PENS, which are especially adapted to their use, being of different degrees of flexibility and with fine medium, and broad points, suitable for the various kinds of Writing taught in Schools.

Sold Retail by all Stationers and Booksellers. Merchants and Wholesale Dealers can be supplied at the Works, Graham-street, Birmingham; at 91, John-street, New York; and 37 Gracechurch-street, London.

DINNEFORD'S FLUID MAGNESIA,

THE Medical Profession for Thirty Years have approved of this pure solution of Magnesia as the best remedy for Acidity of the Stomach, Headache, Heartburn, Gout and Indigestion, and as a mild aperient it is especially adapted for ladies and children. Prepared by

DINNEFORD & CO.,
CHEMISTS, &c.,
172, NEW BOND-STREET, LONDON

And sold throughout the world by all respectable Chemists

CAUTION.—See that "Dinneford & Co." is on each bottle and red label over the cork.

THE CAPE, INDIA, AND CHINA AGENCY.

ORDERS for GOODS of all descriptions executed, and Shipped by the Overland Route or by Clipper sailing vessels. Consignments of Produce realised. The Goods are selected by parties who have had personal experience of the requirements of the markets at the

CAPE COLONIES, INDIA, CHINA, AND JAPAN.

TERMS:—One-half the estimated cost to be remitted with the order, and the balance on receipt of Bill of Lading and Invoice.

Commission, 2½ per cent. on Orders over £50 and 5 per cent. on amounts under £50

Orders and remittances should be addressed to the MANAGER.

Office. 12, George-yard, Lombard-street, London E.C.

DYSENTERY, CHOLERA, FEVER, AGUE, ETC.

CHLORODYNE.

DR. J. COLLIS BROWNE'S CHLORODYNE. Vice-Chancellor Sir W. Page Wood stated publicly in Court that Dr. J. Collis Browne was undoubtedly the Inventor of Chlorodyne; that the whole story of the defendant Freeman was deliberately untrue, and he regretted to say it had been sworn to.—See *The Times*, July 12, 1864.

DR. J. COLLIS BROWNE'S CHLORODYNE. The Right Hon. Earl Russell communicated to the College of Physicians and J. T. Davenport that he had received information to the effect that the only remedy of any service in Cholera was Chlorodyne.—See *Lancet*, Dec. 31, 1864.

DR. J. COLLIS BROWNE'S CHLORODYNE. Extract from *Medical Times*, Jan. 12, 1866.—"Is prescribed by scores of orthodox medical practitioners. Of course it would not be thus singularly popular did it not supply a want and fill a place."

DR. J. COLLIS BROWNE'S CHLORODYNE is the best and most certain remedy in COUGHS, COLDS, ASTHMA, CONSUMPTION, NEURALGIA, RHEUMATISM, etc.

DR. J. COLLIS BROWNE'S CHLORODYNE is a certain cure in CHOLERA, DYSENTERY, DIARRHŒA, COLICS, etc.

DR. J. COLLIS BROWNE'S CHLORODYNE. EXTRACT *from the* GENERAL BOARD OF HEALTH, *London, as to its efficacy in Cholera*—"So strongly are we convinced of the immense value of this remedy, that we cannot too forcibly urge the necessity of adopting it in all cases."

From A. MONTGOMERY, Esq., *late Inspector of Hospitals, Bombay*.—"Chlorodyne is a most valuable remedy in Neuralgia Asthma, and Dysentery. To it I fairly owe my restoration to health after eighteen months' severe suffering, and when all other remedies had failed."

DR. J. COLLIS BROWNE'S CHLORODYNE. CAUTION.—None genuine without the words "Dr. J. Collis Browne's Chlorodyne" on the Government Stamp. Overwhelming medical testimony accompanies each bottle. Sole Manufacturer, J. T. DAVENPORT, 33, Great Russell-street, Bloomsbury, London. The immense demand enables the proprietors to reduce the price; it is now sold in bottles, 1s. 1½d., 2s. 9d., 4s. 6d., and 11s.

J. T. DAVENPORT, 33, GREAT RUSSELL-STREET, LONDON, W.C.
Be not misled by the statements of unscrupulous persons, as the Defendant was termed by the Vice-Chancellor

Digitized by Google

THE SHORTEST ROUTE TO AND FROM MANILA AND THE PHILIPPINES.

NOTICE to SHIPPERS and PASSENGERS by the OVERLAND ROUTE :—

The CHINA STEAM and LABUAN COAL COMPANY (Limited), in pursuance of an agreement entered into with the Government of Manila, have arranged to despatch steamships "MONA" and "JAPAN," or other of their first-class steamers, with the mails and passengers monthly between Singapore and Manila, and Manila and Singapore, in correspondence with the Messageries Imperiales Overland Route.

By a special permit all goods by these steamers from the 1st August, 1866, will be admitted into Manila at the reduced duty of 10½ per cent.

The Company's agents at Singapore will take charge of goods for transhipment. For further particulars apply at the Offices of the Company, Ethelburga-house, 70 and 71, Bishopsgate-street, London, E.C.

OVERLAND ROUTE.

COMMUNICATION by STEAM to INDIA, AUSTRALIA, &c., *via* EGYPT.—From SOUTHAMPTON and MARSEILLES.—The PENINSULAR and ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels for Gibraltar, Malta, Egypt, Aden, Ceylon, Madras, Calcutta, the Straits, China, and Japan (Yokohama), by their steamers leaving Southampton on the 4th and 20th of every month. For Gibraltar, Malta, Egypt, Aden, and Bombay by those of the 12th and 27th of each month; and for King George's Sound, Melbourne, and Sydney, by the steamers leaving Southampton on the 20th of every month. The steamers leave Marseilles on the 5th, 12th, 20th and 28th of the Month.

For further particulars apply at the Company's Offices, 122, Leadenhall-street, London, E.C., or Oriental-place, Southampton.

OVERLAND ROUTE VIA MARSEILLES.

SERVICES MARITIMES DES MESSAGERIES IMPERIALES.

FRENCH MAIL STEAM PACKETS.

The 19th of every Month, at 2 P.M for—

MESSINA, ALEXANDRIA, ADEN, POINT DE GALLE (Ceylon), PONDICHERRY MADRAS, CALCUTTA, SINGAPORE, BATAVIA, SAIGON HONG KONG, SHANGHAI, and JAPAN.

The 9th of every Month for—

MESSINA, ALEXANDRIA, ADEN, SEYCHELLES REUNION, MAURITIUS

For passage, freight, and information apply to B.W. and H. HORNE, 4, Moorgate-street, London; G. H. FLETCHER and Co., Liverpool; at the offices of the Services Maritimes des Messageries Imperiales in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

*** Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.

STEAM to INDIA, via the CAPE.—The UNION STEAMSHIP COMPANY (Limited) have entered into an arra gement with the Government for the extension of the Packet Service from Mauritius to Ceylon. Passengers can proceed from Southampton on the 8th of every Month to Point de Galle, where a junction is formed with steamers proceeding to India, China, Australia, &c. Rates of freight and passage very moderate.

Apply to FALCONER and MERCER, 23, Leadenhall-street, London; or THOMAS HILL, Southampton.

JAPAN AND CHINA NEW MAIL ROUTE VIA PANAMA.

THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamers from NEW YORK on the 1st, 11th, and 21st, and from PANAMA on the 9th' 19th, and 29th of every month for SAN FRANCISCO, calling at ACAPULCO, MANZANILLO, MAZATLAN, *en route* thence to YOKOHAMA and HONG KONG. Passengers from England may connect with this line at New York by any of the various steamers from Liverpool, Southampton, or Falmouth, to that port, or at Panama by the steamers of the Royal Mail Steam Packet Company leaving Southampton on the 2nd and 17th of every month.

For particulars of Freight, through passage rates, &c., &c., apply to H. STARR and Co., General European Agents, 145, Cheapside, London.

INDIA AND CHINA VIA ITALY.

SHORTEST SEA PASSAGE FROM EUROPE TO EGYPT.

BRINDISI to ALEXANDRIA—Contract Passage, 82 hours

It is frequently done in 72 hours.

THE Società Anonima Italiana di Navigazione Adriatica Orientale, under contract to carry the Direct Mails despatch as under their first-class English-built steamers CAIRO, BRINDISI, PRINCIPE DI CARIGNANO, or PRINCIPE TOMASO, between BRINDISI and ALEXANDRIA. The vessels of the Company sail as follows :—From Brindisi for Alexandria on the 7th, 14th, 22nd, and 30th of each month, at 6 A.M.; Alexandria for Brindisi, on the arrival of the mails, about the 5th, 12th, 20th, and 29th of each month. The arrivals at and departures from Alexandria are in coincidence with those of the steamers of the Peninsular and Oriental Company, with the Calcutta, China, and Bombay Mails.

Fares :—Brindisi to Alexandria, including provisions, 1st class, 275f.; 2nd class, 200f.; third class, 90f., and *vice versa*.

For further particulars apply to FLORENCE, via Montebello, 42; PARIS, Rue de L'Universite, 108; LONDON: Messrs. PALMER, 44, Eastcheap, E.C.

ORIENTAL, AUSTRALIAN, AND GENERAL STEAM AGENCY, AND GLOBE PARCEL EXPRESS.

PARCELS, PACKAGES, and MERCHANDISE forwarded, and PASSAGES engaged to all parts of the world. Baggage collected and shipped, insurances effected, &c.

CALCUTTA, MADRAS, CEYLON, and ADEN—Overland, 4th and 20th of every month.

BOMBAY and ADEN—Overland, 12th and 27th.

CHINA, JAPAN, SINGAPORE, and EASTERN SEAS—Overland, 4th and 20th.

AUSTRALIA, TASMANIA, and MAURITIUS—Overland, 20th.

NEW ZEALAND and AUSTRALIA via PANAMA, 2nd

INDIA, CHINA, and AUSTRALIA—Via Cape of Good Hope, Clipper Ships, weekly.

Prospectuses, with through rate to a thousand places free on application.

G. W. WHEATLEY and Co. (late Waghorn), 150, Leadenhall-street, E.C.; CHAPLIN'S, Regent-circus, W. and 32, Regent-street, S.W.

INDIA, CHINA, AND JAPAN.

ROBERTSON and CO. will despatch the following first-class VESSELS to their respective destinations :—

Destination.	Ships.	Class.	Dock.	To Sail.
Shanghai ...	Gossamer ...	A1 15 yr.	W.I.D.	With des.
Shanghai ...	Vigil ...	AA 1	W.I.D.	With des.
Manila ...	Ogono ...	3-3d=A1	W.I.D.	With des.
Hong Kong, Amoy, & Foochow-Foo ...	Argonaut ...	Newship	E.I.D.	With des.
Hong Kong ...	Burdwan ...	A1 14 yr.	W.I.D.	With des.
Kanagawa and Yokohama ...	Medina ...	A1 13 yr.	W.I.D.	With des.
Ditto ...	Cymbeline ...	A1 13 yr.	W.I.D.	With des.

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.

CHINA and JAPAN.—The following splendid first-class CLIPPER SHIPS will be despatched as under :—

Port.	Ship.	Class.	Dock.	Last Shipping Day.
Shanghai ...	City of Aberdeen	A1 14 yr.	E.I.D.	Dec. 5
Hong Kong & Whampoa ...	Pak Wan...	A1 14 yr.	E.I.D.	With des.
Kanagawa (Yokohama)	Eliza Shaw	A1 15 yr.	E.I.D.	Nov. 28
Nagasaki & Kanagawa	Rifle ...	A1 13 yr	W.I.D.	With des.

For Freight or Passage apply to KILLICK, MARTIN and Co., 28, Nicholas-lane, Lombard-street, E.C.

FROM LIVERPOOL.

Destination.	Ships.	Tons	Class.	To Sail.
Shanghai ...	Maiden Queen	814	A 1 —	Imm.
Batavia & Sourabaya ...	Caroline ...	462	—	"
Hong Kong & Whampoa ...	Everest ...	571	A1 13 yrs.	"
Calcutta ...	Waverley ...	1000	—	"

For terms of Freight or Passage apply to McDIARMID, GREENSHIELDS, and Co., Liverpool.

CEYLON, INDIA, AND CHINA.

THE undermentioned will despatch the following magnificent first-class VESSELS :—

Port.	Ships.	Tns.	Class.	Dock.	Date of Sailing.
Colombo ...	Aboyne ...	445	A 1 10 yrs.	L.D.	W. des.
Ditto ...	Spirit of the North ...	663	A 1 10 yrs.	E.I.D.	W. des.
H. Kong ...	Dora	379	A 1 10 yrs.	W.I.D.	W. des.
Sadashigur Cannanore, Beypore. & Cochin	Milbrook ...	328	A 1 —	W.I.D.	W. des.
Ditto ...	Abd. Medjid	402	AA 1 —	W.I.D.	W. des.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's.

HONG KONG and WHAMPOA.—Warran'ed First Ship.—The clipper barque DORA, A 1 ten years, 379 tons, C. BROWN, Commander; West India Docks. This fast sailing vessel (having made her last passage from Colombo in 94 days offers a favourable opportunity to shippers, and will shortly be despatched.

Apply to JOHN C. CAMPBELL 22, or to LIVINGSTON, HOLDING and BRIGGS, 31, Great St. Helen's, E.C.

Regular Line of Packet Ship.

FOR HONG KONG AND WHAMPOA, the very fast, new clipper JOHN MILTON, A 1, 14 years, 618 tons register, A. PIROUET, Commander; lying in the East India Docks. This ship, built last year, made the passage to China against the Monsoon in 104 days. Has good accommodation for passengers.

For Freight or Passage apply to SHAW, LOWTHER, AND MAXTON, 2, Royal Exchange-buildings, London E.C.

FOR SHANGHAI, to sail, full or not full, on the 1st December, the celebrated clipper ship SIR LANCELOT. A 1 14 years, 886 tons register, RICHARD ROBINSON, Commander, late of the Fiery Cross; lying in the East India Docks. This beautiful ship was built last year on the lines of the Ariel, by Messrs. Robert Steele and Co., of Greenock. Has superior accommodation for passengers.

For Freight or Passage apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings, E.C.

FOR SHANGHAI Direct (last shipping day 8th December), the magnificent China clipper ship LAUREL. A 1 thirteen years, 638 tons register, GEORGE MOODIE, Commander; lying in the East India Docks. This well-known ship (owned by Messrs. John Willis and Son (is strongly recommended to shippers of fine goods.

For Freight or Passage apply to GELLATLY, HANKEY, SEWELL, and Co., of 27, Leadenhall-street, E.C.

MALABAR COAST (Mangalore, Cannanore, Beypore, and Cochin), the beautiful clipper ship MILBROOK, A 1 nine years. 328 tons register, JOHN BARROW, Commander; West India Dock. This fast-sailing vessel has been especially selected to take the place of the Star of Ceylon, lately lost, and will have quick despatch.

Apply to JOHN C. CAMPBELL, 22, or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, E.C.

COLOMBO Direct, warranted first ship, the beautiful clipper ship ABOYNE; A 1 10 years, 445 tons register, J. GRANT, Commander; London Docks. This fast-sailing vessel, built in 1864, offers the best opportunity for shippers of fine goods, having room for light measuremen t goods only.

Apply to JOHN C. CAMPBELL, 22, or to LIVINGSTON, HOLDING and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

Will meet with very quick despatch.

FOR SADASHIGUR, CANNANORE, BEYPORE, and COCHIN.—The beautiful clipper ship, ABDUL MEDJID, A 1 (owned by Messrs. Vanner, Prest, and Lythe), 402 tons register, J. PITON, Commander; West India Docks. This fine little vessel has been especially selected to follow the Millbrook.

For Freight or Passage apply to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate street, E.C.

To follow the "Aboyne." and will meet with the usual quick despatch.

DIRECT for COLOMBO, the beautiful China Clipper, SPIRIT OF THE NORTH, A 1, 10 years, 663 tons register, ALEXANDER MATTHEW, Commander, lying in the East India Docks. This splendid clipper ship, well-known in the China trade, having just re-classed and newly coppered, offers a first-rate opportunity to shippers of fine goods

For freight or passage apply to JOHN C. CAMPBELL 22, Great St. Helen's, Bishopsgate-street, E.C., or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

COLOMBO (CEYLON) Direct (to follow the Palestine), having all her dead weight engaged, and only room for light measuremeut goods, the new clipper ship BOYNE, AA 1, 618 tons register, R. P. JONES, Commander; loading in the West India Docks. This splendid vessel has a full poop, with magnificent accommodation for the comfort and convenience of passengers.

For passage apply to the owner, W. H. TINDALL, 5, Tokenhouse-yard, E.C.; or for freight or passage to F. TALLACK, 23, Birchin-lane, Cornhill, E.C.

FOR COLOMBO, CEYLON Direct.—Will have immediate despatch having the greater portion of her cargo engaged, the beautiful clipper ship CAPE CITY, A 1 12 years, 423 tons register, JAMES BAWDEN, Commander; loading in the West India Docks This magnificent vessel, built under special survey, offers an unusual opportunity to shippers of fine goods, and has a capacious and lofty cabin, replete with every accommodation for the comfort and convenience of passengers.

For freight or Passage apply to F. TALLACK, 23, Birchin-lane, Cornhill, E.C.

T. & H. SMITH'S

ESSENCE OF COFFEE.

GIVES instantaneously a delicious Cup of Coffee with boiling water or milk merely. To be had in bottles at 1s. and 2s. each, of all respectable Grocers, Chemists, and Italian Warehousemen.

69, COLEMAN-STREET, CITY, AND 21, DUKE STREET, EDINBURGH.

T. & H. SMITH'S

CODEIA LOZENGES.

THESE Lozenges have a remarkable effect in allaying Cough and Irritation of the Throat and Chest.

Prepared only by T. and H. SMITH and Co., 2, DUKE-STREET, EDINBURGH, and 69, COLEMAN-STREET, LONDON. In boxes at 1s. 1½d. and 2s 9d. each.

Printed for the Proprietors by WOODFALL and KINDER Milford-lane, Strand, W.C., and published by JOHN ELLISON, at the Office of the "LONDON AND CHINA TELEGRAPH," 12, George-yard, Lombard-street, E.C. in the parish of St. Edmund the King.—Wednesday Nov. 28, 1866.

Digitized by Google

PER FREFCH MAIL.

The London and China Telegraph.

新聞紙

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON ARRIVAL OF THE MAILS, about the 4th, 14th, and 28th, in connection with the "LONDON AND CHINA EXPRESS,"
A SUMMARY OF NEWS FOR THE OUTWARD MAILS OF 10th, 17th, and 26th.

VOL. VIII.—No. 229.] LONDON, THURSDAY, DEC. 6, 1866. [Price 9d., with Sup., 1s. 3d.—Sub. 30s. per ann. postage included, Sup. 12s. extra.

Latest Advices.

	From London.	Arrived out.	Homeward. Arrived in London this day.
JAPAN—			
Yokohama	Aug. 27	Oct. 16	Oct. 16
Nagasaki			
Hakodadi			
CHINA—Peking			
Tien-tsin			
Chefoo			
New-chwang			
Hankow			
Kiu-kiang			
Chin-kiang			
Shanghai	Aug. 27	Oct. 11	Oct 21
Ningpo			
Foo-Chow			
Formosa—Tamsuy			
Amoy			
Swatow			
Hong Kong	Sept. 10	Oct. 23	Oct. 27
Canton			
Macao			
PHILIPPINES—			
Manila			
COCHIN-CHINA—			
Saigon			Oct. 31
SIAM—Bangkok			
BORNEO—			
Labuan			
Sarawak			
JAVA—			
Batavia			
MALACCA STRAITS—			
Singapore	Sept. 26	Oct. 28	Nov. 3
Penang			

The Malta and Alexandria cable being still out of order, we have no news of the next mail, due on the 14th inst., having reached Suez.

List of Passengers.

PASSENGERS OUTWARD.

Per P. and O. steamer Ripon, from Southampton, Dec. 4.—To Ceylon: Mr. H. Irwin, Mr. and Mrs. E. Fuller, Mr. A. H. Davidson, Mr. P. Le P. Bookey, Miss Bookey, Mr. J. Maclean, Mr. Hippesley and brother, Mr. and Mrs. G. Armitage. To Singapore: Mr. T. E. S. Stephens. To Shanghai: Miss Lapraik. To Hong Kong: Miss Roy, the Rev. J. Kingston, R.N.

From Marseilles, Dec. 12.—To Ceylon: Mr. Smeaton. To Hong Kong: Mr. H. J. Such, Mr. W. Toller. To Penang: Mr. J. Thomson, Mr. R. Maxwell, To Singapore: Mr. Thomas Dickson.

Per P. and O. steamer, from Marseilles, Dec. 20.—To Singapore, via Bombay: Mr. C. G. McClelland.

Per P. and O. steamer, from Southampton, Dec. 20.—To Yokohama: Mr. Hooper, Mr. Barber. To Hong Kong: Mr. Webb, Mr. A. S. Bradley, R.N.

From Marseilles, Dec. 28.—To Hong Kong: Mr. C. Morgan. To Yokohama: Mr. and Mrs. Thorel. To Penang: Mr. and Mrs. Hackett.

Per P. and O. steamer, from Southampton, Jan. 4.—To Ceylon: Mr. and Mrs. G. Vetch, Mrs. Wormald and two children, Mr. and Miss Allen, Mrs. Albert and child. To Hong Kong: Mr. Ridgway. To Singapore: Miss Gale.

From Marseilles, Jan. 12.—To Penang: Mr. H. J. D. Padday. To Ceylon: Mr. and Mrs. Boustead. To Hong Kong: Mr. Still.

Per P. and O. steamer, from Marseilles, Jan. 20.—To Hong Kong, via Bombay: Mr. Hitchcock.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

Since last advices from this port three mails had arrived out, namely, those of 10th, 17th, and 27th August; the latter was received on the 16th October, the day on which the present homeward mail left. No diplomatic news is recorded, except the departure of the Belgian Minister for China.

The *Japan Herald* says that Stotsbashi is confirmed as Shiogoon, and this is now proclaimed among the Japanese. He has placed himself at the head of his forces, and new spirit is infused into all the Government operations. There have been three engagements since he took command. One in the Province of Aki, and a second in Iwami. In both of these Choshiu's troops were routed. As, however, the idea prevailed in the Shiogoon's army that a large body of Choshiu's force was close at hand in each case, they did not pursue beyond a limited distance. At Kokura, Ogasawari-no-kami has had a decided advantage over Choshiu's invading force, driving them across the strait to Simonoseki, pursuing them, and taking the heads of upwards of two hundred men. Ogasawari-sama having obtained this victory, burnt the village or town of Kokura, and taking two of the men-of-war steamers, embarked with a large portion of his force, ostensibly for Nagasaki, but in reality to join the Shiogoon. Stotsbashi is showing the utmost activity in every department. He is getting his army into fine order and concentrating his forces. Ogasawari-Iki-no-kami has joined the Shiogoon with his contingent, and decrees have been issued respecting Choshiu. We are still, however, led to believe that the Shiogoon earnestly desires peace, and that his great energy is exhibited to this end.

The remains of the late Shiogoon have been conveyed to Yedo in the recently purchased steamer *Dumbarton*.

An embassy is to start by the next mail (English or French we know not) from Stotsbashi to the Emperor of Russia. The Envoy is Koidé Yamato no Kami, Governor of Hakodadi, and a newly appointed Governor of Foreign Affairs. He takes a portrait of Stotsbashi to the Emperor, and a letter stating that he would have desired to have seen the Czar in person, but as his affairs here are so very urgent he sends his Minister, who will present to his Majesty his picture. The object is to define boundaries, and arrange the Saghalien difficulties.

Kamakatsu Oomi-no-kami, long governor of the Japanese college at Benten, is appointed a Governor of Foreign Affairs, but will continue to reside principally in Yokohama. We rejoice in this appointment, as his acquaintance with the lights and shades of European character renders him capable of forming a more correct judgment than most of his compeers are able to do; and as he is a man of known integrity, high-minded and very intelligent, the best results may be expected.

The *Herald* says the following may be thoroughly depended upon as authentic respecting the death of the late Shiogoon:—

"The Shiogoon, although so young, was in a state of health for some months past such as to give cause for uneasiness. He had heart disease besides a tendency to dropsy. Added to these, lately, kake, the malady we have before described, had shown itself, but the real and immediate cause of his death was disease of the heart. He suffered very much from rheumatism three years ago, which laid the foundation of the complaint he died of. As every effort and all the skill of his native physicians had no beneficial effect, Dr. Bauduin, Superintendent of the Medical College at Nagasaki was sent for. He arrived at Osaca on the 22th August, but found that he was too late, as the Shiogoon died before he arrived. Finding his services were not required, Dr. Bauduin at once proceeded from Osaca to Yedo. The Shiogoon felt acutely the non-success of his army on the opening of the war; and this, operating on his spirits, the sufferings he endured from kake, and the general unhealthy state of his body, all helped to hasten the crisis. He was twenty-one years of age, and it is not surprising that with such accumulated infirmities he was unequal to the exertion the troubles of his Government called for.

Digitized by Google

The *Japan Times* says:—"The position of Stotsbashi at present is this:—He has been named as heir to the late Shiogoon, but has not received a commission from the Mikado to assume the vacant post. Kishiu, the late Shiogoon's uncle, and commander-in-chief of his forces has resigned his command which Stotsbashi has taken up, and he is now with the troops. The Daimios in Osaka are stated to be getting tired of the war, which keeps them away from their territories and forces them to retain large bodies of men in the capital at their own expense. Everything seems to portend a speedy termination to this unhappy civil war, which is desolating a fine part of the country, raising the price of provisions and labour everywhere and creating general discontent. Should its result be, as we have reason to anticipate, a radical change in the constitution and Government of Japan, it will be well for her and the rest of the world."

The *Japan Times* says:—"Our silk market has shown more activity during the past fortnight, as reference to our commercial record and to the cargo list of the *Labourdonnais* will show. We have to note the arrival by the last English mail of an agent of the Peninsular and Oriental Company. The position of this association here is not by any means satisfactory, and we cannot see how it will be able to maintain its line in the face of the French and American opposition, without what it should have received from its first start, a fair subsidy from our Government. It is true that the wants of the trade here at present would be fully supplied by two steamers a month, and if the P. & O. ran its vessels only alternately with those of the Messageries, the line might be made to pay. It certainly cannot do so at present, when one of its steamers which runs concurrently with the French ship almost invariably goes away with a freight which must leave a heavy loss upon the voyage. But at the same time it might, on occasion, be most prejudicial to English interests to ship the entire export of each alternate fortnight in a foreign bottom, and we trust that the company will succeed in obtaining the same assistance from our own executive as that given by its rivals by their respective Governments. But at the same time some radical change in its own management must be made; for, subsidy or no subsidy, merchants here will not ship silk in the P. and O. steamer when they have the opportunity of sending it by another which, starting only twenty four hours before it from this port, places its valuable freight in consignees' hands in England five or six days earlier. And when the American line is started, both English and French will have to cede to it all the freight from this port, so far as the carriage to Hong Kong is concerned. From Yokohama to Hong Kong direct is the natural route for Japanese produce, and the communication between Shanghai and this had better be left to private steamers."

NAGASAKI.

The following is from Messrs. Alt and Co.'s Market Report:—

IMPORTS.—A decided improvement has manifested itself in our import market during the month. Grey Shirtings, White Shirtings, and T-Cloths are in small demand at quotations; Dyed Brocades, Damasks, Turkeys Red Cambrics, and Prints are also in fair demand; White Spots, Brocades, and Fancy Prints are dull of sale, with large stocks of the latter. Taffechellas are also in heavy stock, but with improved inquiry. Camlets are saleable at quotations, but holders are firm stocks being light. Long Ells, Scarlet and assorted, Black Velvets, Figured Orleans, and Camlet Cords, are wanted, and stocks also light. Lustre Orleans are more inquired for. Metals share to some extent in the general improvement. Spelter and lead are wanted at quotations. Fine Nail Rods and Pig Iron are also in demand, but other descriptions are dull of sale. Of Coal there is no stock, but prices, which are to some extent governed by those current in Shanghai, are lower.

EXPORTS.—Produce continues in good demand at advanced rates for general staples, owing principally to the necessity some people are under of making purchases to fill chartered vessels. Vegetable Wax and Tobacco remain in demand at a further advance for the latter. Galls and Camphor have been settled to a small extent. In Copper or Cotton nothing has been done. Tea: Less anxiety being exhibited on the part of operators, our dealers show more inclination to quit their stocks, and prices may be considered about $2 lower. As supplies of good medium leaf, however, continue to arrive freely, a further decline may be anticipated. Settlements for the month are estimated at 1,800 piculs. Silk: No supplies have reached us.

EXCHANGE.—Doct. bills on London, at 6 months' sight, have been sold at 4s. 8d. On Shanghai, 10 days' sight, 1 per cent. prem. On Hong Kong, 10 days' sight bills are offering at 1 per cent. dis. Ichibous 310—nominal. Freights.—To London, £2. 10s. New York £3, nominal. Shanghai, $3.50 to $4. Hong Kong, $3.50 to $4. Tonnage is still equal to requirements. Vessels loading:—The *William Mitchell* and *John Bunyan*, for London, and the *Niphon* for Sydney, N.S.W.

EXPORT OF TEA FROM ALL JAPAN.—From 1st June to 30th September, 1866: From Nagasaki to United Kingdom 123,037 lbs.; to United States, 421,885 lbs.; from Yokohama to United Kingdom, 92,089 lbs.; To United States, 1,204,271 lbs. Total from all Japan, 1,841,282 lbs.; against same period last year, 1,114,899 lbs.

KOREA.

The truth of the telegram from Kiachta published in our issue of the 5th ultimo, is fully confirmed as far as regards the loss of the *General Sherman*, and the massacre of the crew; while that portion of it announcing war between France and Korea is amply justified by the fact that the French forces have actually been in hostile collision with the Koreans. Two Chinese junks which arrived at Chefoo on the 12th brought the following report:—

The captain of one of the junks was engaged by Mr. Thomas, the interpreter on board the *General Sherman*, to pilot her up the river Phieng, and thus became acquainted with that gentleman. Mr. Thomas, it will be remembered, came to China some years ago under the auspices of the English Mission, and has lately made a trip along the Korean coast for the purpose of obtaining some knowledge of their language and with the further object of making an exploring tour to the interior. The junk captain took the schooner up the river four tides. By this time an alarm had spread among the natives of the presence in the river of a piratical vessel with a large crew and having armament. The protestations of Mr. Thomas that the vessel was a peaceful trader were of no avail; business of all kinds was suspended, and the natives began to collect in large numbers on the banks of the river. The friends of the junk captain, whose vessel it would seem had followed the schooner thus far, demurred at his proceeding further up the river, saying that if he were killed they would not dare to return to Yen-tai. Yielding to their solicitations he left the schooner at a point opposite Little Phienganso. Those on board the schooner were determined to proceed. The junk then came direct to Chefoo, with the report that a foreign schooner had been wrecked opposite Phineganso, and all on board burnt, with the vessel. The *General Sherman* is the only schooner known to have been on the Korean coast, and it is certain that it is she who met this fate.

The French admiral returned from Korea to Chefoo early in October. The exploring squadron having reached the Bay of Prince Jerome, the Korean pilot on board pointed out the mouth of the river leading to the capital. The gunboat *Deroulede*, commanded by Lieutenant Richy, was immediately ordered off to sound, and if possible to reach the town of Kang Hoa, about one-third of the way up to the capital. The gunboat ascended the river against a current running five miles an hour, and found it practicable as far as Kang Hoa, and the commander, having made drawings of the island on which this town is situated, and also a plan of the river, returned to the Admiral. The next day the Admiral embarked on board the *Deroulede*, and in company with the *Tardiff* made his way up to Kang Hoa. It appears that the steamer *Emperor* had lately reached this place by another channel of the same river, which meets the stream ascended by the French gunboats at that spot, and a town on the other bank was taken by the captain of the *Emperor* for the capital. The French gunboats concluded the ascent of the river from the point where the *Emperor* terminated her observations and surveys, for about twenty miles; and then came in sight of the walls of the city of Say-ool, the capital and residence of the King. On their way thither they found great difficulties; continual shoals, rocks and sharp turnings, together with the rapidity of the current brought them to a stand several times. They found several stone forts along the river side, with guns mounted. On their way the Mandarins collected a fleet of junks to bar the passage, but after a warning and a round shot, they dispersed and left the road clear. The authorities came on board and presented the French with provisions, a fat ox amongst other things, and requested them to withdraw. After taking drawings, soundings, and plans, the Admiral gave orders for the *Deroulede* to turn her course down the river, but very soon after the *Tardiff* was fired at; both gunboats returned the fire and dispersed the soldiers. At Kang Hoa they were again fired at, and again were obliged to send a few shot in return. The forts seemed swarming with soldiers, with flags, and armed with muskets; the soldiers also wore Japanese swords. After some little trouble the gunboats rejoined the *Primanguet* which had been waiting for them at the mouth of the river, and the squadron returned to Chefoo. The expedition leaves for Korea immediately. While off the coast they heard that the American schooner *General Sherman* had been wrecked and all hands murdered; this has since been confirmed by a junk arrived from the Korean coast. The Koreans who held intercourse with the *Emperor* have all had their heads cut off.

Digitized by Google

CHINA.

CHEFOO.

Mr. Thomas L. McCready, of the firm of Allen and Co., has arrived at Chefoo in the *Nanzing* with a view of endeavouring if possible to obtain intelligence respecting the people on board the *General Sherman*. He will go on, if necessary, from Chefoo to Tientsin and thence to Peking; where he will obtain a passport from the United States' Legation and will then continue his journey to Moukden, where he will endeavour to procure the assistance of the Chinese authorities in tracing out the facts connected with this matter. It is believed by some to be not altogether without the bounds of possibility that the Koreans may have taken the foreigners to the barrier and have handed them over to the Chinese. Should such be the case there may be some difficulty in finding them out, as the Mandarins at Moukden have upon more occasions than one thrown foreigners into gaol to avoid the expense of sending them on to their proper authorities. It is not very long ago since Mr. Meadows, the British Consul at Newchwang, was instrumental in obtaining the release of four Russians, who had been for a lengthened time in prison at that place, and the attempt made to induce Captain McCaslin and the crew of the steamer *Surprise* to take up their quarters in a gaol, would probably have resulted in their being similarly detained, had they allowed themselves to get into the mandarins' power to that extent. The plan contemplated by Mr. McCready of going to the barrier in company with Chinese officials will probably prove the most satisfactory that could be devised; as the Coreans are familiar with the Chinese authorities, and their presence will secure the matter receiving attention at head-quarters.

SHANGHAI.

Dates hence are to the 21st October. The outward mail of August 27 was delivered on October 11. The only interesting item of news is a meeting of the Chamber of Commerce, at which the subject of railway communication was alluded to and a line by the sea wall to Hangchow recommended as the least likely to excite objection, as a first attempt. Another letter, written by the Chamber to Sir Rutherford Alcock, regarding the navigation of inland waters by small steamers, was laid before the meeting, together with a curt reply by the latter, simply saying that he saw no reason to change his previous decision. Resolutions were passed condemnatory of the shortening of the usance of bills, and pointing out the hardships of the present rule in reference to Custom-house seizures. The conduct of H.B.M.'s Consul at Canton in the *Prince Albert* case was blamed; and a resolution passed reducing the future rate of subscription to tls. 25. Messrs. Hargreaves, Bryans, Probst, Turing, Tyson, Duncanson, Johnson, and Iveson were elected to be the committee for the ensuing year.

The *North China Herald*, in commenting on the *Lubra* piracy and murder case, remarks:—"It is sincerely to be hoped that the efforts of the police to discover the perpetrators of the crime will prove successful; though the hope arises rather from a desire for vengeance than from any confidence that punishment will avail to prevent similar outrages in future. Exclusion of the piratical vessels which have hitherto found a refuge in Hong Kong harbour, and execution of every pirate who falls into our hands, will do little towards the suppression of piracy as an institution, or to save the lives of future captives. So long as pirates find immunity in the weakness of their own government, and a safe refuge under the eyes of their own officials, piracy will continue to flourish in Chinese waters. All the efforts of the English gunboats, which have now for years patrolled the Chinese waters, must utterly fail to eradicate a disease of which they cannot reach the fountain head. However vigorous a crusade may be carried on, many vessels may be captured or destroyed, others will continue to be equipped in their stead, so long as the native officials lack either the power or the will to control the movements of the piratical fraternity on shore, in their inlets and harbours. One object of Admiral King's visit to Peking is said to be to concert with Sir Rutherford Alcock measures for the repression of piracy. If the latter can impel the Chinese themselves to more vigorous action in the matter, he will have gained an important step towards their end."

HONG KONG.

The present mail brings advices to the 27th October. The English mail of September 10 arrived out on the 23rd of October.

(FROM OUR OWN CORRESPONDENT.)

Even at the present day,—when the boast of *Civis Romanus sum*, which was until so lately looked upon as the legitimate assertion with which a British subject might express his inviolability, has entirely lost the significance given to it by vigour of Lord Palmerston's policy,—it may be supposed that the intelligence from Korea which this mail takes home will not be looked upon with utter indifference in England. The news of the miserable fate that has befallen British and United States' subjects at the hands of the ferocious potentate who sways the Government of Korea has horrified even the apathetic communities of the Chinese ports, and but one sentiment—the desire for speedy vengeance—is expressed on all sides. Significantly enough, however, the results of the Russell-Gladstone policy are seen in the anticipations that are expressed of hostile action being taken by the French and United States' vessels of war, whilst the assertion of British power is looked upon as so very unlikely as to be scarcely discussed as a possible event. The destruction of the *General Sherman* in the river near the Korean capital has been ascertained almost beyond the possibility of mistake from two quite independent sources, namely, from a French missionary who accompanied the French exploratory expedition to the coast of Korea, and from a Chinese trader, who came forward recently at Chefoo and volunteered a statement of all he knew concerning the massacre of the Europeans and the destruction of the schooner on board which they had entered the river. His story has been published in the newspapers here, and will therefore reach you in full by this mail. There can be no doubt that the voyage of the *General Sherman* was a most foolhardy undertaking, and that those on board proceeded with their lives, it may be said, in their hands; but it is most fervently to be hoped that the British Government will not seek in this fact an excuse for ignoring the outrageous and murderous savagery of the Korean Government. It may be, however, that before orders for any action by the Admiral on this station can reach China the capital of Korea will be in the possession of a French naval brigade. The entire available force of French vessels of war in these seas is already assembled at Chefoo, and rumour has it that a portion of Korean territory is to be forthwith occupied, pending instructions from Paris which shall authorise an advance upon the capital for the purpose of avenging the massacre of the French missionary priests. The time has obviously arrived for reading an unmistakable lesson to this last of Asiatic tyrants, and great will be the pity if the British flag finds entrance into his dominions only under sufferance of our French allies.

As regards any commercial advantage to be derived from the "opening" of the country, no very sanguine expectations are entertained here, though it appears by no means improbable that under an enlightened and liberal regime both the productive capabilities of the country might be rapidly stimulated, and a market created for the consumption of texile manufactures.

In previous letters I have already mentioned that a memorial to the Home Government from the Hong Kong Chamber of Commerce, urging the opening of the port of Shuey Tung, on the west coast of the Canton province, has been talked about for some time past, and I now learn that the U.S. steamer *Wachusetts* has been sent down in the direction of Hainan for the purpose of reaching if possible the port of Kiung-chow (which, though included in the Treaties in the list of open ports, has never yet been formally declared open), and reporting on its capabilities.

The coolie trade at Macao continues to excite great attention, and the interior swarms with crimps, by whom hundreds of wretched Chinese are brought down in daily batches to the barracoons of that iniquitous settlement.

The commercial rumours here are so distressing and at the same time so vague that I refrain from doing more than alluding to their existence.

The latest mercantile quotations are as follows:—

Exchange Bank, six months' sight, 4s. 6¼d. to 4s. 6⅜d.; Credit, do., 4s. 7¼d.

Grey Shirtings: 8·4 lbs., $3.80 to $3.85; do., 7 lbs., $3.45 to 3.50.

Freight to London: £1 10s. per ton of 50 cubic feet.

Tea: Congou, small sales at Canton at tls. 27; S. O. Pekoe, tls. 24 to 27.

Silk: No. 1 Loong Kong, at Canton, 600 to 620; Tsatlee reel, 620 to 645. Small sales.

In a heavy gale experienced at Macao two vessels drifted from their anchorage. One of them, recently under the British, at present sailing under the Russian flag, called the *Avon*, was carried out to sea and went ashore some distance below Macao, was subsequently brought in by the steamer *White Cloud*, which

Digitized by Google

was chartered for the purpose. She had nearly completed taking in her number of passengers for Havana. The other craft, a French one, the *Sagittaire*, with a full complement of coolies, also drifted and has not yet been heard of, although the steamer *Fire Dart* had been out to search for her.

The arrival of the Chief Justice, the honourable John Smale late Attorney-General of this colony, determines the acting appointment so long held by Mr. Ball. During the four years that gentleman has been in the colony (says the *Hong Kong Mercury*) he has certainly been seated for three years and a half on the bench of the Supreme Court, and it would hardly be gracious to permit him to step down from the position he has so worthily filled without some acknowledgment by the public of his attention to the business of his Court, of his patience and urbanity, of his impartiality, and of the general satisfaction with which his judgments have been received. If any fault has to be found with him it is that he leaned too strongly to the side of mercy in criminal cases, and appeared to strain a point very frequently in favour of a prisoner. His unflinching application of the powers intrusted to him by the clauses of the flogging ordinance in every case to which they could possibly be made applicable merits the gratitude of all. He resumes, we believe, the duties of his appointment as Judge of the Court of Summary Jurisdiction, while Mr. Whyte devotes himself entirely to his magisterial duties. He too has done well in his acting appointment, and gave satisfaction to the suitors frequenting his Court by his general disregard of all legal technicalities, and his habit of deciding each case on its substantial merits. His decisions were very equitable.

Five-cent pieces (the *Mercury* informs us) are in course of manufacture at the Mint for some of the banks, for whom, too, the twenty-cent pieces, and in fact a large proportion of the small change, is being coined. A profit of ten or twelve per cent. will, we have been told, be derived by the banks from the investment, as the smaller coins are not intrinsically of the value they represent, but are only tokens circulating at a fictitious value. If this is the case—that is, if the banks derive a profit from the conversion of dollars or sycee into ten and twent-cent pieces even after paying the seigniorage and premelting fee, we cannot understand why the Government did not secure that profit for itself by calling in a proportion of the existing currency and having the amount so called in converted into small coin and issued at once. This operation, by no means a difficult one, would have had the effect of diminishing the heavy loss that must be incurred by the colony on account of the Mint. We may possibly be basing our remarks on unreliable information. The profit on the smaller coins may not be as considerable as we have been informed. No harm, however, can be done by calling the attention of the Government and the public to a matter which may be of importance in connection with the Mint question.

The report of the Bremen barque Perle shows the violence of the typhoon which raged on the 29th and 30th September. She left Taiwanfoo on September the 28th ; had a fresh gale of wind from the northward and a high rough sea from the same quarter, on account of which she could not discharge cargo ; about noon all communication with the shore was completely interrupted ; barometer going down, prepared for a storm, and were ready to slip ; vessels at anchor, Swedish barque Bengal, Hamburg barque Atalanta, Bremen barque Perle, three-masted schooner Japon and Willy. At midnight heavy northerly storm, the Willy and Bengal were dragging their anchors ; glass still going down.

The *Evening Mail* says :—"Mr. Tonnachy, the Registrar-General, has discovered the existence of a den of kidnappers, and brought up some twenty-five Chinese who had been illegally detained therein. The names of one or two 'eminent' Europeans are freely mentioned in connection with the existence of this disgraceful establishment, but we of course refrain from comment until the actual facts of the case are further elucidated. Hitherto the only firm mentioned publicly in court is that of Messrs. Bourjau, Hubener and Co., whose well known abhorrence of the coolie traffic is a sufficient answer to any who would endeavour to fix upon them the guilt of maintaining such an establishment. Some interesting details will probably be evolved when the case is heard. We congratulate Mr. Tonnachy on the zeal and sagacity he has displayed. No less than eight Macao crimps have been executed lately at Canton."

Linkee, a Chinese contractor, lately kidnapped, and for the detection of whose kidnappers a reward of five hundred dollars was recently offered by the Colonial Government, has at length returned. It appears that his kidnappers took him to a village some fifty miles above Canton, and there detained him until he agreed to pay up a ransom of $4,500, which, hopeless of gaining his freedom in any other way, he eventually consented to do. We trust that the Government will move the Chinese authorities to take steps to discover and punish the kidnappers.

Fourteen Chinese had been flogged in one day at the public whipping post, Queen's-road West. The ceremony attracted a large crowd, among whom were many countrymen of the culprits. We have had occasion lately to notice the diminution of offences by the Chinese, and it is possible that this public mode of punishment may have had a deterring effect upon them.

We are glad to learn that the assay question regarding the new dollars has been satisfactorily settled at Canton, and they will shortly be proclaimed legal tenders at that port in payment of Customs duties. We trust that the sagacious example shown by the Canton Commissioner will be followed at other ports.

Saturday the 29th, at 4 A.M., hurricane-like storm from N.W. and a tremendous swell from the West ; the glass rising, hoped for a favourable change in the state of the weather ; about 5 A.M., the Japan parted cables and was soon lost out of sight ; heavy showers of rain were fast succeeding one another ; at daybreak had only the Atalanta with us ; no change of wind and weather, glass being stationary. Struck topgallant masts and took every other possible precaution. About ten o'clock the storm commenced in hurricane-like squalls from the westward, the sea increasing at a fearful rate ; the ship was riding heavily, the sea continually washing over her ; at 10.30 A.M. in an awfully heavy sea parted our chain, when we were heading N.W. ; the westerly swell made the ship pay off to the northward ; hoisted immediately foretopmast staysail, loosed our topsails, sheeted some close reefed foretopsails ; kept close reefed maintop sail shaking, put the helm hard a port, hoisted the jib, and she fell off to NE. by E. All at once a heavy ground swell broke right over us in 5½ fathoms of water ; the ship broached to and drifted broadside on ; let go our second and third anchors, paid out all chain, shackled the ends round the foremast ; the windlass alone could no longer be trusted, although it had been sustained by stanchion tackles ; furled the sails, or what was left of them. The ship dragged her anchors at a rapid rate, breakers all around us ; had no other alternative left us but to cut away the masts, to prevent the ship being dashed to pieces within the next few minutes ; cut away the masts accordingly, when the ship ceased dragging her anchors, and ship and cargo could be considered safe. Heavy ground seas were still breaking all over the vessel, smashing to pieces the boat, watercasks, companion-ladders, gig, sty, hencoops, and many other things ; the rest of the day sea and rain as heavy as ever ; in the afternoon the storm gradually decreased, the glass rising ; made a raft to safe our lives if required.

Sunday, the 30th of September, moderate storm from west by south, soon dying away to a stiff gale of wind. Less swell and rain than yesterday. At daybreak saw to the southward of us the Willy high and dry, and another schooner close to her ; found our third cable was sprung ; the vessel was still knocked about most fearfully ; in the afternoon succeeded in rigging a jury mast on the fore deck ; kept the pumps sucking.

Monday, the 1st October. The weather moderating ; rigged a jury-mast on the poop. At nightfall took on board the shipwrecked crew of the Dutch barque Pylades, lost the night previous ; close to her a British barque was lost, and a 3-m. schooner capsized ; were towed towards our old anchorage on the following day and left Taiwanfoo on the 18th October, jury rigged ; experienced strong gales and heavy running sea from the northward ; anchored on the 20th, at 10 A.M. in the Lamma Channel ; at 8 P.M. in Hong Kong roads.

SIAM.

The *Bangkok Recorder* gives the following details of the rebellion in Upper Burmah. The intelligence from Mandalay is to the effect that on the 2nd August two sons of the King of Burmah murdered their uncle the Ein Shee Meng. After that by their orders two of their half-brothers, three of the Woongyees and other leading men were murdered. The Thongzay Prince, who formerly came to Rangoon, has escaped from the city. There appears every probability that no more bloodshed will take place. All Europeans are safe and unmolested.

Digitized by Google

No difficulty as respects intercourse between the Burmese and British Governments is anticipated.

Since the accession to the throne of the present King in December, 1852, his brother by the same mother, called the Elin Shee Meng, was regarded both by the Court and the population as the heir apparent to the Throne. The meaning of the Burmese title by which he was addressed implied this heirship. But as the King and the royal brother were both rising in years, the former being fifty-five and the latter fifty-two, the younger branch thought it high time to act as all their predecessors had done—to strike for the throne, A Burman monarch never dies in power. He is generally either put down by some conspiracy or placed in confinement. King Tharawaddee, the father of the late and present Burmese Sovereigns, was made a prisoner by his eldest surviving son, who mounted the throne and retained his father a captive during the remainder of his life. Similarly the Paghan Meng, the late King, was hurled from power by a rising of the people at the capital, during the late war with the British Government. He was considered a mere puppet in the hands of a few persons and utterly unfit to govern. The Men-doon Meng then mounted the throne, and has kept his half-brother, the Paghan Meng, a prisoner ever since. The deposed King has no sons.

By the events which have taken place at the Burmese capital within the last few days, the throne of the present and very popular King seems to be shaking. A rebellion is always a precursor of a revolution. The game for the throne lies between the Thongzay Prince and the Mengoon Prince. Both of these princes are half-brothers, being born of different mothers.

According to Burmese custom, the prince who aspires to the throne escapes as quietly and as quickly as he can from the Royal city. In the country, he and his followers raise the standard of revolt. They rally all the banditti and decoits throughout the country, and lure them on by promises of plunder. As the game is still playing, it is impossible to tell who will be the next King of Burmah. That the good and friendly King will be dethroned there is no doubt. His life will be spared, and the remainder of his days will be spent as a captive. As it is unusual to retain two deposed Kings at one time in the Royal city, the fate of the Paghan King may be considered as decided. He will be quietly put out of the way.

Two of the three Ministers of State who have been murdered are known, one was the Myadoung or Commander-in-Chief of the city, of the Royal troops, of the arsenal and palace. The other was Loungshay, the King's special and confidential friend and adviser in all matters pertaining to the welfare of the kingdom. The name of the third is not known. Among others who have been assassinated in the course of recent events is the celebrated Moung Oke, the ex Burmese Governor of Rangoon, to whose rapacity and ferocity toward Europeans the last war was attributable. He held no office, but his brother is Master of the Horse and Governor of Moke-so-bo, the district just north of the capital.

Lieutenant Bagge, of the Royal Engineers, who completed the demarcation of the north-east boundary between Tenasserim and Siam during the last dry season as far as the Amya Pass, will proceed to Bangkok for the purpose of getting assistance there, with which to recommence the work. Lieut. Bagge requires elephants and guides, which are more easily procured from the Siamese than in any part of our own territory, and will make an early start in November, beginning at the Pakchan river and will work up northward to the pass.

Births, Marriages, and Deaths.

(Announcements for subscribers are made free of charge.)

BIRTHS.

BURROWS—On the 23rd Oct., at Hong Kong, the wife of O. Hoffman Burrows, of a daughter.

CARST—On the 11th Oct., at Yokohama, the wife of Mr. J. Carst, of a son.

DICKINSON—On the 13th Oct., at Shanghai, the wife of Henry Dickinson, of a son.

GRAHAM—On the 21st Sept., at Bangkok, Mrs. Graham, of a daughter.

MARSHALL—On the 25th Nov., at South-place, Herne-hill, the wife of Gloster Marshall, of a son.

RAWLING—On the 26th Nov., at Beaumont House, Stoke, Devonport, the wife of S. B. Rawling, Esq., late of Hong Kong, of a son.

WOODWARD—On the 19th Oct., at Shanghai, the wife of R. H. S. Woodward, Esq., of a son.

MARRIAGE.

BUTTERY—KAY.—On the 29th Nov., at Dowanside, Glasgow, by the Rev. T. M. Lawrie, John Buttery, Esq., to Jane, daughter of Alexander Kay, Esq. No cards sent.

SCHUTZE—KELMERS.—On the 6th Dec., at St. Peter's Church, Hamburg, Franz S. Schutze, of Hong Kong, to Marie, eldest daughter of J. W. Kelmers, of Kiel. No cards.

DEATHS.

BAULSOM—On the 20th Sept., at Bangkok, of dysentery, W. Baulsom, 1st Engineer at Borneo Company's Rice Mill.

HALL—On the 16th Sept., at Bangkok, of dysentery, G. H. Hall, engineer.

JEFFREY—On the 12th Oct., at Shanghai, Captain Jeffrey, of the barque Camilla.

TURNER—On the 17th Oct., at Shanghai, the infant daughter of Henry Turner.

SHIPPING INTELLIGENCE.

ARRIVALS.

At YOKOHAMA.—From Sunderland, Oct. 8, Emperor; from Cardiff, Marmion; from Marseilles, 2, Johanna Maria.

At SHANGHAI.—From Newcastle, Oct. 19, Southern Cross; from Shields, 9, Chanticleer.

At HONG KONG.—From Newcastle, Oct. 25, Paramatta; from Cardiff, Twee Cornelissen; from Boston, Oct. 24, Autocrat.

DEPARTURES.

From YOKOHAMA.—For New York, Oct. 5, Recife.

From NAGASAKI.—For London, Sept. 28, Margaret Campbell.

From SHANGHAI.—For London, Oct. 15, Sir W. F. Williams; 17, Juanpore; for New York, 19, Royal Diadem; for London, 20, Red Deer.

VESSELS EXPECTED.

From YOKOHAMA.—Thomas Dryden, Conference.

From NAGASAKI.—George, Margaret Campbell.

From HANKOW.—Napoleon III., Mary Nicholson.

From SHANGHAI.—Blencathra, Nelly, Illimani, Lansdowne, William Melhuish, Charlgrove, Challenger, John Paul, Knight of Snowdon. Marquis of Argyle, Trebolgan, Wild Deer, Queen of the East, Antipodes, Helen Nicholson, Ann Adamson, Dartmouth, Polmaise, John Bull, Agamemnon and General Caulfield.

From FOOCHOW.—Philomela, Marion, Monarchy, Naomi, Veronica, Louisa, Northfleet, Beautiful Star and Scawfell.

From CANTON.—Island Queen, Victoria, Melbreck, Valdivia, The Cedars, Kelso and Solent.

CASUALTIES.

The Kwang Foong, from Newchwang to Canton, has been totally lost off the west coast of Formosa.

COMMERCIAL POSTSCRIPT.

At the annual meeting of the P. and O. Company to-day the report was adopted which, as already announced, recommends a dividend for the half-year of 3 per cent., with a distribution of $2\frac{1}{3}$ per cent. from the underwriting account, making, with the dividend of $3\frac{1}{2}$ per cent. declared in June, a total of 9 per cent. for the year. The assets of the company, including £3,043,163 for stock of ships, less the amounts deducted for depreciation, are £4,144,290, while the liabilities, including 2,300,000 paid-up capital and £626,500 debentures are £3,685,275, showing a surplus of £459,015. The company have contracted with Denny Brothers, of Dumbarton, for a new vessel of 2,167 tons and 500-horse power, which is to be ready in six months, and several of the finest of their old ships have undergone a complete renewal. The amount remaining to be called up on the new shares of the company having been absorbed, and the directors feeling it requisite to prepare to meet any invitation for tenders for new services which might lead to the necessity of building more vessels, an application has been made for a supplemental charter authorising an addition of £1,000,000 to the present capital by an issue of 20,000 new shares of £50 each. Three vacancies have occurred in the board of direction, and Mr. E. Thornton, C.B., and Mr. G. Carleton L'Estrange, together with Mr. Henry Bayley, now one of the assistant-managers, were elected.

Mr. C. E. Walduck, secretary pro. tem. of the Colombo Gas and Water Company (Limited), has issued a circular inviting capitalists and others interested in the proposed scheme to meet this day, to consider information recently received from Ceylon. It appears that a very advantageous contract has been made with the Municipal Council of Colombo for the supply of gas, and this will involve an outlay of £50,000 in the establishment of works. The capital of the proposed company is to be £150,000 in 15,000 shares of £10 each, and it is stipulated that 5,000 are to be reserved for Ceylon.

In Vice-Chancellor Stuart's Court yesterday Mr. Roxburgh asked that a petition of the National Bank to wind up the Bank of Hindustan, China, and Japan, which had been reserved for the 14th inst., might be ordered to come on with another petition for the same purpose which was to come on upon the 11th inst. The Vice-Chancellor said it would be inconvenient to bring the petitions on to be heard on Tuesday, the 11th inst., and directed them to be in the paper on the 14th inst. A notice has been issued that the extraordinary meeting convened to be held at the head office of this bank the 10th inst., at twelve o'clock, will be forthwith adjourned to the London Tavern, Bishopsgate-street, when the resolutions referred to in the secretary's circular notice of 23rd ult. will be submitted.

A telegram received yesterday from Bombay states that the proposed resuscitation of the Agra Bank has been assented to

Digitized by Google

by a meeting of shareholders and creditors held at Bombay on the 24th ult. A second telegram from the manager at Bombay states that shareholders and others desire to subscribe for the new capital. This, however, has already been allotted here, it having been considered by the new board desirable to have the whole of it secured before making the intended application to the Court for its sanction to the resuscitation arrangement. The matter came before the Chief Clerk in Chambers yesterday, and was by him adjourned into court, to come on on Saturday, the 15th inst.

Biddings for £350,000 in bills on India took place yesterday. The proportions allotted were—to Calcutta, £151,300; to Madras, £3,500; and to Bombay, £105,800. The *minimum* price was fixed at 1s. 11d, on all the Presidencies—a reduction of 1 per cent., and tenders at and above the *minimum* will receive in full. These results present a decline of 2 per cent. in the terms obtained for Calcutta and Madras, and of 1 per cent. in those for Bombay, and show that the demand for means of remittance to the East has experienced a further considerable diminution.

ARRIVAL NOT IN THE TABLE.—At New York, from Manila, Ann Holzberg.

DEPARTURES.—Dec. 5, from London for Shanghai, Sir Launcelot; for Yokohama, Eliza Shaw; from Amsterdam for Batavia, Telegram; Nov. 28, from Liverpool for Japan, Nellie Hastings; Dec. 4, from Sunderland for Shanghai, Elmstone.

LAID ON.—At Liverpool for Yokohama, Barracouta.

SPOKEN.—Henrietta, Amsterdam to Batavia, Oct. 31, 5 N., 24 W.; Jacoba and Christina, Batavia to Amsterdam, Oct. 27, 9 S., 13 W.

CASUALTY.—The Helena and Anna, van Aalborg, from Rotterdam to Batavia, arrived at Falmouth Dec. 4 with foreyard carried away and damage to stern (?), having been in collision that morning forty miles off the Lizard.

THE P. AND O. COMPANY'S SERVICE.

This Company has now publicly notified its intention (already announced in our issue of the 12th ultimo) of running two steamers every month between Bombay and Suez, as an experimental line, in addition to the existing fortnightly mail service, thus increasing the communication with Bombay to four times a month. These extra steamers will run to and from Suez in conjunction with the Calcutta, China and Australian mail packets in the Mediterranean. The first departure will take place by the steamer of the 20th January from Southampton, and on the 28th of January from Marseilles. The company has just adopted a step of a somewhat unusual character, having issued a pamphlet entitled "A Statement of the Position and Operations of the Company, from its Incorporation to the Present Time." The matter presented by the directors is divided into the following twelve heads, viz., the charters, the postal service, the passenger service, the transport service, the establishments at home and abroad, the consumption of coal, the consumption of provisions, the employment of agents, commanders, engineers, officers, and others, the expenditure and revenue, the shareholders, the direction and management of the company, the parliamentary committee of 1866. From the magnitude of the company's operations, this resumè naturally possesses considerable interest.

EASTERN ASIA TELEGRAPH.

(To the Editor of *The London and China Telegraph.*)

SIR,—Having read the letter of "An Engineer" in your issue of the 28th ult., and being desirous to counteract the tendency of said letter to mislead persons who would be disposed to invest money in the Eastern Asia Telegraph Company, I beg that you will allow me to place the following before your readers.

To show that I am competent to offer an opinion on the subject, I may be permitted to mention that I have just returned from Singapore, where I resided about ten years as engineer and contractor, and that I have travelled over a considerable portion of the peninsula along which the proposed line would pass; also that I erected the line of telegraph which has been several years at work in Singapore between that place and New Harbour.

1. Your correspondent "An Engineer" implies that the difficulty arising from the rudeness of the inhabitants would extend along the entire line from Moulmein to Singapore, instead of less than half that distance; the territories at both ends of the line being comparatively civilised, and in a great measure under the influence of Europeans. Of the middle portion in so far as uninhabited I say nothing, as I do not see from whom danger would be apprehended; and regarding the thinly inhabited districts, the natives are not wild savages, and I believe that the protection afforded by his Highness the King of Siam, his Highness the Tumungong of Johore, and other native princes, with whom provisional agreements are made on behalf of the company will be faithfully executed, and will be as effective a a Government treaty regarding a matter for which it is not supposed that our Government would not proceed to warlike extremities.

2. The cost of a land line is stated by your correspondent to be £100 per mile, and no doubt he would be glad to obtain a contract at such a rate (though perhaps a submarine line would please him still better), whereas lines can be shown in satisfactory working that did not cost half this sum and for the proposed line there is cheap wood for posts at hand, and water carriage for material available at short intervals along the entire line, in which particulars it contrasts favourably with some inland Indian telegraphs.

3. Fluctuations of weather and temperature are stated as objections, but any one can satisfy himself that such variations are less in the localities and latitudes in question than in any part of the known world, and are of no injurious consequence whatever to such a line of telegraph as is proposed.

4. Your correspondent is silent about the dangers, difficulties, and losses that so frequently beset submarine lines. A submarine line was laid from Singapore to Batavia which very soon became entirely useless, being cut up by friction upon coral. I have myself seen portions of it fished up that looked like an open umbrella skeleton. I cannot speak so confidently as to the causes of the damage of the Red Sea cable, but it is well known that the loss to those concerned has been very serious. The Malta and Alexandria telegraph is notorious for the frequent interruptions it is subject to, but it appears to be more easily repaired than the Red Sea cable, probably owing to the absence of such destructive coral in the Mediterranean. This objection is in full force between Moulmein and Singapore, and I consider it the most insurmountable obstacle to the success of a submarine cable there.

5. I have only to add that economy of working and repairing are on the side of a land line as well as economy of cost, and I have no hesitation in stating my belief that the Eastern Asia Telegraph will prove one of the most important and most remunerative ever constructed.—I remain, Sir, your obedient servant,

J. FISHER.

London, Dec. 5, 1866.

Naval and Military.

By the death of Sir William Parker, Sir George Francis Seymour, G.C.B., G.C.H., will be advanced to the dignity of Admiral of the Fleet, and will consequently be removed from the post of Vice-Admiral of the United Kingdom, in which he will no doubt be succeeded by Sir William Bowles, K.C.B., now Rear-Admiral of the United Kingdom, who in his turn will make room for Admiral Sir Phipps Hornby, G.C.B., one of the few survivors of Sir William Hoste's victory off Lissa. Sir Phipps is the maternal uncle of the Premier, but irrespectively of this claim on the consideration of the Government no fitter officer could be selected for the vacant appointment. The late Admiral of the Fleet, Sir William Parker, held the high appointment of first and principal naval aide-de-camp to He Majesty the Queen.

Vice-Admiral the Earl of Lauderdale, K.C.B., has been appointed First and Principal Aide-de-Camp to the Queen, in the place of Admiral Parker.

The flag of Sir Thomas Sabine Pasley, Bart., Naval Commander-in-Chief at Portsmouth, has been shifted from the fore to the main, in consequence of the gallant officer's promotion to the rank of full admiral, on the death of Admiral Parker. The St. George's ensign, on being hoisted at the main of the *Victory*, was saluted according to naval etiquette, the flag of Rear-Admiral George Wellesley, superintendent of Portsmouth Dockyard, being transferred to the *Duke of Wellington* for the occasion.

The Royal Warrant for the distribution of the Banda and Kirwee prize money has received, as we are credibly informed, Her Majesty's signature, and will forthwith be dispatched to India for publication in the Calcutta and other Presidential Gazettes. We believe that the distribution of the fund, in consequence of the arrangements which have been authorised by Lord Cranborne, will take place simultaneously in England and in India; and we may, therefore, at length congratulate the fortunate expectants on the prospect of an early realisation of the prize for which they have so strenuously and successfully combated.

Rear-Admiral the Hon. George Fowler Hastings, C.B., who has been appointed to succeed Vice-Admiral the Hon. Joseph Denman as Commander-in-Chief of the Pacific station, was born in November, 1813, and entered the navy in September, 1824. He obtained the rank of lieutenant Jan. 7, 1833, and, after serving at Portsmouth and the Mediterranean, became commander June 30, 1838. He commanded the Harlequin, 16, from August, 1841, to January, 1845, and while serving in that ship, besides sharing in the closing operations of the Chinese War, obtained the public thanks of the Commander-in-Chief for his conduct in landing her boats in conjunction with those of the Wanderer and the Diana in an attack upon the piratical towns of Murdoo and Quallo Batto, and was promoted to post rank, January 31, 1845. He commanded the Endymion, 44, from August, 1847, to January, 1848; the Cyclops, from July, 1848, to the spring of 1851; the Curacoa, from August, 1854, to April, 1857, in the Mediterranean; the Meander, 44, in Portland Roads, May to November, 1867; the Blenheim, 60, and the Hannibal, 91, at Portsmouth, November, 1857, to June 5, 1858, when he was appointed Captain-Superintendent of Haslar Hospital, which post he held until he attained flag rank, April 27, 1863. He went down to Woolwich on Wednesday afternoon and hoisted his flag on board the Fisgard, on his appointment as Commander-in-Chief in the Pacific, in succession to Vice-Admiral the Hon. Joseph Denman.

The screw sloop Reindeer, 7,953 tons, 200 nominal horse-power, Commander E. Nares, fitting for sea in Chatham harbour, is complete in her equipment and stores, and, in accordance with a telegram received at the dockyard, will leave to-morrow for the Pacific, on a four years' cruise. On reaching the Nore she will be detained for a few days to make her official trial of speed at deep draught, and to be swung for the adjustment of her compasses, and will be finally inspected by the Vice-Admiral Commanding-in-Chief.

The screw steam-corvette Satellite, 17, Captain Edye, left Plymouth on the 22nd for China.

LAUNCH OF A CHINA CLIPPER.—Messrs. Steele and Co. have launched a new China clipper, which was named *Titania* by Mrs. William Steele. The adjectives "handsome," "fine," "elegant," "beautifully modelled," &c., hitherto applied to the vessels lately launched by this and other firms for the China trade, are altogether inadequate for the ex-

Digitized by Google

pression of an idea of the build of the *Guinevere*, *Ariel*, and *Sir Lancelot*, whose models were such that the term "yacht-like" should be applied to each, and if to them, then specially so to the *Titania*, which may be aptly designated as an enlarged and improved copy of the lines of the schooner yacht *Selene*, whose triumphs in English and French waters are already known to our readers. The *Titania* is of the following dimensions:—length, 199 feet; breadth, 36 feet; depth, 21 feet. Her burthen is 1,225 tons, and she is registered in the highest class at Lloyds, being a composite ship, and, from her speciality of build, of very strong construction. She will be masted with steel spars and yards; fitted with every convenience for the saving of labour to the crew; and have a flush deck and low bulwarks, so as to lessen the action of adverse winds. The *Titania*, whose model cannot fail to augment—if this be possible—the reputation of Messrs. Steele for the construction of this class of traders, is the property of Messrs. Shaw, Lowther, and Maxton, a London firm eminent in the China trade, and owners of successful competitors for the prize awarded to the first teas of the season. She will be commanded by Captain Deas, an experienced gentleman long in their employment, and will load here for Shanghai. After the launch were proposed success to the ship, and the healths of the owners, to which Peter Maxton, Esq., responded, giving in a most complimentary manner those of the builders.

CENTRAL ASIA.—"An Old Indian" writes as follows to *The Times*, in allusion to the paper by Sir Henry Rawlinson published in our last issue:—"I think *The Times* has done a public service by its full report of the paper and discussion on Khotan at the Royal Geographical Society's *soiree*. I can perfectly trust the good sense of the public to steer between the extremes of Russophobia on the one hand, and utter neglect of Russian policy in Central Asia on the other, if it is well-informed of the facts; but not otherwise. The cause of all our errors and oscillations of opinion on the subject hitherto has been ignorance of the facts. Allow me to point out briefly in how clear a light our interest and our duty are shown by the two leading facts communicated to the world at the above *soiree*. Firstly, that the cities and vast region of Chinese Turkestan, emancipated by force of arms from the Chinese empire, and too distant from both Powers to be occupied by Russia or England, are eager to trade with the two empires, especially with ours, as the millions of Mahomedans, to whom tea is a necessary of life, must look to India for their supply, now stopped from China, and are offering to exchange their gold, silver, and other metals, their jade, fine wool, horses, &c., for many of our products besides tea. Secondly, that the much abused Rajah of Cashmere (who would have a good deal to say for himself if he could attend a Geographical Society's *soiree*) does not really oppose any obstacle to the prospect of trade thus opened, as the road through his dominions is impracticable to an extensive commerce; the tract of Thibet between Cashmere and Turkestan being nearly as high as Mont Blanc in its plains, while its 'passes' are from 16,000 to 20,000 feet above the sea; whereas there is an old and really good road, with wood, water, and provisions at every station, and paved in the time of the Maghul emperors, practicable for wheeled carriages throughout the year, and which leads through a pass in the Kuen Lim chain, far to the east of Cashmere, straight down to the North-West Provinces, and thus opens this vast region of Chinese Turkestan to British commerce in the safest and most desirable way. Who can help feeling that it is a relief to know these two facts; and who is not ready to join in the wish expressed by Sir Henry Rawlinson, 'to see Russian and English consuls established in all these cities of Central Asia, and good feeling and honourable emulation excited between the two European Powers?'"

THE P. AND O. COMPANY'S STEAMERS.—During the year 1865 the steamships of the Peninsular and Oriental Company performed 384 voyages from Southampton and Marseilles under their India and China mail contracts. This represents a total distance of 1,023,792 miles. The number of first-class passengers conveyed outwards was 2,891, and homewards 2,448, at an average charge, including all provisions, wines, &c., of from 2¼d. to 3¼d. per mile for each passenger. These vessels are found to consume more coal, and to travel slower, when transferred from the Mediterranean to the Indian seas, the increase in consumption of fuel averaging about 1 cwt. per mile for each ship, the average decrease of speed being from 1 to 6 furlongs per hour. During the last seven years this company has added 28 ships to its fleet, which represents collectively a carrying capacity of 48,986 tons, and a propelling force of 10,190-horse power. During the past year these ships have conveyed outwards from Southampton 746 tons of mails, consisting of 17,839 packages, at an average speed of from nine to ten nautical miles per hour.

WRECK OF THE "CYCLONE."—The following despatch has been received at the Foreign-office from Her Majesty's Consulate at Nagasaki, transmitting the official deposition taken on oath of the three survivors of the British ship *Cyclone*, belonging to Aberdeen, which has been totally lost on the south-west coast of the Island of Tanega Tima, and twenty of her crew drowned:—"We left Sydney on the 22nd of last June, bound to Shanghai, and experienced strong fair winds until about latitude 6 south; afterwards winds light and variable. On the 12th of July, in lat. 12 north, lost our fore and main topmasts. On Thursday, August 8th, it was blowing a gale from S. to S.E. with a very low glass and heavy sea, steering W. ½ N. At 4 P.M. gale increasing; hauled to the wind on the port tack, under close-reefed fore and maintopsails, and foretopmast-staysail. During the night wind still increasing, very dark, with vivid lightning and heavy rains; glass 29.30; corpusants flying about on the yardarm. At about 1.45 A.M. on Friday, the 9th, was roused out of bed with the cry of land to leeward. Jumped on deck, the captain going up at the same time. The ship having scarcely any headway on her, tried to wear her, but whilst hauling in the weather main braces she touched on a reef, but went over it, and the next sea was broadside on against the rock, the lightning showing it to be about fifty feet high, completely smooth, and up and down; the second sea the masts went; and the third she turned over on her beam ends, deck towards the rock, and went down, she being then almost entirely broken up. Not more than five minutes elapsed from the time she first touched till she was completely broken up. I was in the water about three-quarters of an hour on some of the spars, when I managed to reach another island at daylight; found that I was on one of a group of five small islands close to the main land, and the rock on which we had struck was about half a mile to seaward. I managed with the help of a spar to reach the mainland. As soon as I landed the Japanese went off in their boats, and found Thomas Guymar, A.B., and George Brown, the cook, on another island. All of us were badly bruised. All that we saved from the wreck was two shirts and a pair of trousers, which the natives picked up on the beach and brought to us. On Saturday we found the body of Joseph Macnamara on the beach, and we buried him in the afternoon, the natives digging the grave for us. On Sunday afternoon, the sea having gone down considerably, the Japanese officers took me off to the rock the ship struck on, and likewise to the other islands. There were no pieces of wreck on or about the rock; but the weather bays of all the other islands were full, even the lower masts and beams being splintered up into small pieces, and some of the wreck jammed into the crevices of the rock forty or fifty feet high. During the three days we stopped in the village no other bodies were washed on shore. On the 12th we went in a junk to another village along the coast, and from there took ponies across the island to a town on the other side. We stopped there, living in a temple till Monday, August 26th. We then started in two junks to Prince Satsuma's head town, Kagosima. It took us three days to get there. Left Kagosima for Nagasaki in a Japanese steamer belonging to the Prince of Satsuma, on Tuesday, Sept. 10th, and arrived in Nagasaki on the 12th. The Prince of Satsuma was most kind to us, supplying us with clothes and whatever else we required, and forwarded us at his own expense, to the Consul at Nagasaki. We were never without guards, and wherever we went the people followed us in hundreds and treated us kindly. We cannot refrain from testifying our sincere thanks to Prince Satsuma and his people, for the affable and kind manner in which they treated us during the time we were in their country, which we shall ever bear in remembrance.—(Signed) FREDERICK TAYLOR, Second Mate; THOMAS GUYMAR, A.B.—"Declared before me, at this Her Britannic Majesty's Consulate, Nagasaki, Sept. 15, 1866.—(Signed) MARCUS FLOWERS, Her Majesty's Acting Consul."

A JEWISH COLONY IN CHINA.—An American missionary in China writes to a New York paper to say that the famous Jewish colony in Kai-fung-fee, the ancient capital of the Celestial Empire, is scattered, and their synagogue demolished. He visited the site of the latter, and found a stone had been placed on the spot. On one side of the stone was an inscription commemorating the erection of the synagogue in the reign of the Sung dynasty, A.D. 1163; and referring the first arrival of the Jews in China to the dynasty of Hon, A.D. 200. On the other side was a record of its rebuilding in the dynasty of Ming, about 300 years ago. He found out some of the descendants of the colony, and learnt that they now numbered about 300 individuals. They stated that they had been obliged o sell the materials of their synagogue to purchase the necessaries of life. They were all poor, some were money-changers, others sold fruit and cakes, and others again dealt in old clothes. They possess a few copies of the Jewish scriptures, and a roll of the law, but they are ignorant of the Hebrew language. The missionary saw the son of the last Rabbi, with whom perished the knowledge of a sacred tongue. The individuals forming this most interesting remnant were unable to trace their tribal pedigree; they kept no register, they never assembled as a congregation, and their children are growing up without the seal of the covenant. They remembered the names of the feasts of tabernacles, and unleavened bread. The missionary found a large tablet that adorned the synagogue, on which could be traced the name of Israel, in a Mahommedan mosque in Kai-fung-fee.

THE ATLANTIC AND PACIFIC RAILWAY.—This line, from New York to San Francisco, will be 3,200 miles long. It passes through St. Louis, Kansas city, the heart of New Mexico, and gets into California, near the head waters of the Colorado river, by a low pass in the Rocky Mountains. The railway is rapidly being made from both termini. By January, 1868, it will be extended 1,870 miles from New York to within 200 miles of the Rocky Mountains. In two or three years' time a person will reach San Francisco from England in little odds of a fortnight, and he will have made during that period an ocean voyage 3,000 miles long, and performed a land journey of greater length. When the Atlantic and Pacific railroad is completed the route to Japan and China via New York and San Francisco from this country will be much the best and quickest one.

RE THE AGRA AND MASTERMAN'S BANK (LIMITED).—This was a motion on behalf of Mr. Alexander Dunlop Anderson (of the firm of Thompson, Anderson, and Co.) for the purpose of restraining the official liquidator from enforcing payment under the winding up of a bill of exchange for £1,565, accepted by Mr. Anderson, who claimed a right of set-off in respect of an overdue bill of exchange for £1,500 accepted by the company in December, 1865, the balance of £65 having been paid to the official liquidator pursuant to an order made when the motion was first brought on at the end of last July, when Mr. Anderson was also ordered to give security for £1,500 as the condition of obtaining possession from the liquidator of the jute, in respect of which the bill for £1,500 had been accepted by Mr. Anderson. Mr. Giffard, Q.C., and Mr. Druce, in support of the motion, contended that if an action for the £1,565 had been brought by the official liquidator, and Mr. Anderson had paid into court the £65 and then pleaded set-off as to the remaining £1,500 it would have been a good legal plea, and it would be inequitable for this Court to deprive Mr. Anderson of his right of setting off this amount from the pendency of the winding-up order, and the circumstance that the official liquidator was resorting to his equitable remedies (under the winding-up) for payment of a legal debt. Mr. Roxburgh (with whom was the Attorney-General), on behalf of the official liquidator, contended that to allow the set-off claimed by Mr. Anderson would prejudice the rights of the creditors, for whose benefit, as well as that of the contributories, the winding-up order, which was equivalent to a decree for the general administration of the estate of the company, was made; and that the Companies Act of 1862, from the absence of any provision to that effect, must be construed as negativing any right of set-off in a person indebted to a company which was being wound up. The Vice-Chancellor held that the right of set-off was not interfered with by the proceedings under the winding-up order, and that the case must be regarded as if no such order had been made, and Mr. Anderson and the bank stood to each other in the ordinary position of debtor and creditor. The official liquidator must deliver up the acceptance of Anderson, and Anderson must deliver up the company's acceptance. The bond given by Mr. Anderson, pursuant to the order made in July last, would be cancelled.

Digitized by Google

REMOVAL OF OFFICE.

NOTICE.—On the 1st of January next, the Office of the LONDON AND CHINA EXPRESS and LONDON AND CHINA TELEGRAPH will be removed to No. 2, Cowper's Court Cornhill (over the JERUSALEM).

NOTICES TO CORRESPONDENTS.

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be authenticated by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

A REGISTER is kept of the addresses of all persons connected with the FAR EAST and reference can be made to the same by personal application at the office or by letter.

Any information required by Subscribers, in reference to Commercial or General matters in CHINA, JAPAN, SINGAPORE, *and other parts of the* FAR EAST, *will be supplied on application at the Office, where files may be seen of the Journals published in those countries.*

THE LONDON AND CHINA EXPRESS.

PUBLISHED on the departure of the Mails *via* Marseilles on the 10th, 17th, and 26th, contains a Summary of European, American, and General News; Commercial and Shipping Reports, and Special notices of Trade with the FAR EAST.

Subscription 54s. per annum, including Postage. Export Supplement 12s. extra.

The London & China Telegraph.

LONDON, THURSDAY, DEC. 6, 1866.

THE SAN FRANCISCO, JAPAN, AND CHINA MAIL ROUTE.

THE West India and Pacific Steamship Company of Liverpool, have issued a circular announcing that they have concluded arrangements with the Pacific Mail Steamship Company for the conveyance by the latter's new line of vessels, of passengers, goods and specie, from Liverpool to Japan and China, and *vice versa*. The steamer already announced to leave San Francisco on the 1st January, and due at Hong Kong on the 29th January, will start thence for the return voyage on the 18th February, arriving at San Francisco on the 17th March. From this place the passengers and cargo will be brought on by a steamer in connection with the one leaving Colon on the 1st April, and due at Liverpool on the 25th April, making the entire passage from Hong Kong to Liverpool in sixty-six, and from Yokohama to Liverpool in fifty-eight days. The second departure from Liverpool will be on the 10th February, arriving at Hong Kong on the 2nd May. The rates of passage money from Liverpool to Yokohama (first class) will be £110 10s., and to Shanghai or Hong Kong £120 10s. Freight on general merchandise will be £18 5s. per ton of forty feet to either port, free of primage. This applies however to the outward voyages only, as the homeward freight will be fixed by the agents of the Pacific Mail Company at those ports.

AUSTRIAN EXPEDITION TO THE FAR EAST.

ENCOURAGED, probably, by the success which has attended her late antagonists, the Italians, Austria has now resolved on despatching a treaty-making expedition to the Eastern seas. Admiral TEGETHOFF, the hero of Lissa, is the officer appointed to the command, and it is generally believed that a worthier selection could not have well been made. A frigate and a corvette are already undergoing special preparation for the service, and will be ready to sail in February next. The Admiral will be furnished with magnificent presents for the King of SIAM and the Shiogoon of JAPAN, including marble statues of the Emperor of AUSTRIA, richly bound books and pictures from the Imperial collections, sets of Chinese and Japanese works published by the Academy of Sciences at Vienna, portraits of the Imperial family, photographs of Austrian scenery, and specimens of all the principal productions of the Empire. Besides the diplomatic element the mission is to include commercial experts and scientific men. A sum of 200,000 florins has been appropriated for its expenses, which, it is remarked, is a handsome allowance for such a purpose from a State supposed to be on the verge of national bankruptcy.

THE MESSAGE OF SIR HERCULES ROBINSON TO THE CEYLON LEGISLATURE.

IT has never fallen to the lot of a Governor of Ceylon to address the Legislature of the colony under more auspicious circumstances than those which attended the opening of the present session. A larger revenue than any previously raised, and an excess of income over expenditure which, with former surpluses, leaves an unappropriated balance of nearly a quarter of a million sterling, is certainly encouraging, especially when taken in connection with the improvement of trade and the rapid progress of the public works. The slight extent to which Ceylon has been affected by the financial crisis, due mainly to the soundness of its commercial relations, sufficiently indicates the character of that improvement. The balance on hand affords the stronger ground for congratulation that so considerable a portion of it is available for disposal. Exchequer surpluses are by no means new to Ceylon, but the difficulty has been to secure any portion of the golden fruit for her own use. As with Tantalus, it has been within reach, yet not to be appropriated or enjoyed. The vivifying effect of a more enlightened administration in the Home Colonial-office is already apparent. With the unexpended balance put out to interest, and a large portion of the principal made immediately applicable to public improvements, the leading grievance of undue restraint in the control of the public moneys is removed. Now, however, that Imperial demands are satisfied, it is time that the entire control of these balances should lie with the Government and Council. Nothing else will satisfy the just demands of Ceylon; nothing else remove the impression that the Home Government is but lying in wait for another "seizure." We trust the Ceylon League will make another effort to achieve its aim in this as in other matters during the present administration, encouraged by the promptitude with which colonial Acts now receive the Royal sanction, subject of course to modifications suggesting themselves as advisable. We find even the telegraph called into requisition in giving power to expend a further portion of the Treasury balance than had previously been released from home control. Sir HERCULES, by his official acts no less than by his announced policy, indicates the wisdom of the choice which placed him at the head of affairs in Ceylon. Far from averse to change, if change be but improvement, he would yet rather improve than reconstruct the several departments; and what Ceylon requires is a change in their efficiency rather than their organism. His Excellency is evidently greatly aided by the spirit shown by the whole European community in favour of these public improvements, now being carried actively forward—a spirit showing that those jealousies have been set aside which elsewhere spring up when vested interests are interfered with or the field is widened for individual competition. There appear to be those who think that the Governor's address should have been nothing less than a treatise on political economy; but what we look for in an Executive is the practical application rather than the abstract exposition of sound principles. Ceylon is yet to some extent the victim of mere theory—the theory that would deny an effective representation of the popular views and will in the Legislative Council, the subject yet of Imperial reservation, to which she should not, for her own dignity, much longer submit. We are far from coinciding in the view expressed in some quarters, that native interests should have been dealt with in this address separately from those of European colonists. What progress is there for any Asiatic race apart from European progress? Just so far as Asiatics are subordinated to our aims, just so far they improve their real condition. Our interest is their interest, and our success their gain. It is to be regretted that in dealing with the subject of rice production and the question of Governmental expenditure on irrigation, Sir HERCULES should have left wholly out of view the inducements that exist for individual capitalists to apply themselves to rice-growing; his argument that in the event of such expenditure the natives would not avail themselves of the advantages offered, assumes quite a different aspect when European co-operation is taken into account. The fact of 4,000,000 bushels of rice having been imported last year provides, one would think, sufficient inducement, in connection with the fact that Asiatics are ever ready, where certain pay is offered, to engage in rice cultivation. The results of leaving Government outlay on irrigation solely to idle natives are too apparent; and, to use the words of Sir HERCULES, "could have no material influence on the importation." But why was the opportunity omitted to invite the application of capital in this direction, especially with the high

Digitized by Google

rates ruling and the steadiness of the current demand? Ceylon must not be satisfied with one great staple, still less with a dependence for the very existence of her native population on Indian supplies. We would have been glad to have found the subject of tea cultivation adverted to. Before the session passes we trust the experiments now being carried out will be so far successful as to place tea at an early period on the list of important exports.

THE NEW FRENCH AMBASSADOR TO PEKING.

THE Comte de LALLEMAND is appointed Envoy Extraordinary and Minister Plenipotentiary at the Court of China, in place of M. BERTHEMY. The Count has just been raised by the Emperor to the dignity of Commander of the Legion of Honour, for his services in the international sanitary conference of Constantinople, which lasted for more than twelve months, and of which M. de LALLEMAND was first French commissioner; the same honour has been paid to SALIH EFFENDI, first Turkish commissioner and President of the conference. Dr. BARTOLETTI, second Turkish commissioner, and M. PINTO DE SOVERAL, Portuguese commissioner, have been made officers of the Legion, and M. KALERGI, Greek, Dr. MUHLIG, Prussian representative, as well as Dr. NARANZI and BARON DE COLLONGUE, secretaries of the conference, chevaliers of the same.

FOREIGN TRADE WITH CHINA.

(SECOND NOTICE.)

IN our issue of the 30th ultimo we reviewed briefly the opening contributions to the recently published *Reports on the Trade at the Ports in China opened by Treaty to Foreign Trade, for the Year* 1865, *Published by order of the Inspector-General of Customs*, comprising extracts from a despatch addressed to the Tsung-li yamên by Mr. HART, and a report on the trade of Ying-tzu and the surrounding districts by Mr. MACPHERSON. Continuing our review we now arrive at the report on the trade of Tien-tsin for the same period, drawn up by Mr. BAKER. It is well known that Tien-tsin supplies a very large extent of country, and that in the north of China the products of Western looms, as well as opium and metals, find a ready market amongst the natives of Chih-li, Shan-si, and Southern Mongolia. Reliable statistics of the Tien-tsin trade are available for the last four years only; that is to say, since the establishment of the foreign inspectorate at the port. As might naturally have been expected, the year 1861 witnessed a "roaring trade" in imports, which encouraged several merchants to settle down in the place, and led most of the wealthy and time-honoured European and American firms to open agencies. In 1862, however, a serious falling-off was noticed, and 1863 seemed to threaten a total extinction of the trade, so far as foreigners were concerned. The heavy coast freights were in themselves sufficient to check the demand for foreign produce, and insurance, commission, &c., tended to swell the charges on each article until its value was so enhanced as to place it practically out of the reach of native buyers. Added to this was the increased price of goods caused by the American struggle, and hence it was hardly to be wondered at that many of those who, full of trust, had opened establishments at Tien-tsin, were reluctantly compelled to cease the pretence of business and migrate to some more favoured locality. For the past two years the imports of cotton and woollen goods and metals have largely increased, and there seems to be good ground for hope that, although the earlier anticipations with regard to the importance of the trade at Tien-tsin will not be realised, there will at least be a respectable share of the total imports into China absorbed by Northern consumers. But it must be borne in mind that the imports to Tien-tsin include very little shipped on speculation. There is no such thing as a market for foreign imports, the native merchants being in the habit of making their purchases in Shanghai and shipping their stocks thus acquired for their own use and benefit. Thus Chinese owned imports are offered to the small country dealers at rates with which foreigners cannot compete, and the entire trade of the place is in the hands of native hongs. The apparent trade of Shanghai is therefore swollen to the advantage of vendors at the latter port, but the system presses heavily upon those whose business is confined to Tien-tsin alone, and who are thus driven out of the market by the well-sustained competition of the natives. The great importance of Tien-tsin as a mart for the sale of European cotton goods will be most clearly understood from the following figures, which exhibit at a glance the relative consumption of those goods at the six most important open ports. In 1864, at Shanghai the import of cottons of all kinds amounted to 1,022,437 pieces; at Tien-tsin to 293,802 pieces, chiefly re-exported from Shanghai, which also exclusively supplies the river ports; to 128,471 at Foochow, 123,598 at Canton, 51,452 at Amoy, and 39,983 at Swatow. Tien-tsin therefore stands second to Shanghai, with which, however, it must not be compared, as Shanghai supplies, as we have stated, not only Tien-tsin, but Chinkiang, Kiu-kiang, and Hankow, as also, to a more limited extent, Ningpo. Mr. BAKER suggests the advisability of opening a trade with Europe direct in vessels of from 200 to 300 tons burden. Were this suggestion carried out, foreigners might, it is true, supply the Tien-tsin market at prices not sensibly higher than those now paid by native buyers in Shanghai; there would be no transhipment, and the vessels might make directly for the mouth of the Peiho, and under favourable circumstances discharge their cargoes alongside of the foreign settlement nearly forty miles up the river. But the power of selection which the native buyers now enjoy, and which forms one of the attractions of the existing system, would then be lost; and moreover the cost of towage up the Peiho, or, failing this, the wearisome and expensive delays in ascending the river under sail, and the great risk run by any vessel attempting to navigate the stream, are sufficient in our mind to outbalance any possible advantages to be gained from shipping directly from a European port to Tien-tsin. The Peiho has not been the scene of many accidents to shipping, but this result is principally due to the fact that sailing vessels of large or even average tonnage never attempt to pass Taku. If, however, it became the rule for foreign shipping to encounter the dangers of the passage from the Taku to Tien-tsin, we have little doubt that the rates of insurance on Tien-tsin bound vessels would speedily be raised. It is also a matter for question whether it would pay to despatch vessels from England for the Tien-tsin trade alone, even under the undoubtedly favourable circumstances of avoiding the present heavy coast freight from Hong Kong and Shanghai. Comparing the year 1865 with 1864 we notice a large increase in the imports of manufactured goods and opium. In the former case we have 822,350 pieces against 335,324 pieces imported in 1864, and in the latter 5,625 piculs against 2,879 piculs. Grouping into one list all the metals imported for two years, we find 22,473 piculs, as compared with 10,880 piculs imported in 1864, and in like manner foreign needles (used chiefly in Korea) rose from 141,563 thousand to 309,575 thousand. It is to be regretted that Mr. BAKER has not given comparative *value* tables, for after all we derive a much clearer and more satisfactory view of the trade of a port when the different items which make it up are represented in taels or in pounds sterling than when it is, as in the present instance, conveyed to our minds in the shape of "piculs" and "pieces." We are, it is true, informed that the total value of the imports for 1865 amounted to Tls. 11,852,437, or in round numbers £3,950,000, showing an increase of £1,400,000 over 1864; but in this are included the very important items of native produce and Japan imports. We are therefore left in the dark as to the value of the foreign trade, or at best have to depend upon a laborious and tentative calculation for the result upon which when found we can place no dependence. In this respect as in many others Mr. MACPHERSON in his luminous reports offers a shining example to the other commissioners.

We now turn to the export trade. Tien-tsin and the districts of which it forms the most natural exit and entrance are essentially consumptive and hardly if at all productive. The grass lands of Mongolia, the sterile soil of Shansi, and the almost equally unproductive plains of Chih-li, offer little of value to the exporter. Hence the balance is sustained by treasure, of which one million and a half of taels was during 1865 shipped to Shanghai, Hong Kong, and Chefoo. Taking into consideration the nature of the surrounding country there is little reason to hope for any largely increased development of resources except in the case of minerals. Coal is found in extensive fields to the north and north-west of Peking, and its quality leaves little to be desired. It is, however, possible that when the mines shall be worked on scientific principles the quality may improve and render the mines of China as renowned as are those of England and Wales. It is at least consolatory to reflect that when the bugbear of British croakers shall at length have arrived, and England is literally "out of coals," an inexhaustible supply will be obtainable in China,

Digitized by Google

which may by that time have changed hands or in some other way have become more accessible to European nations. At present the Government levy so heavy a duty upon native coal, and so persistently discourage any attempt at developing the mineral wealth of the country, that the mines are worked in a most unsatisfactory manner by persons totally unacquainted with the means of avoiding the ingress of water in deep excavations, and who are in consequence compelled to content themselves with merely tunnelling along the faces of the coal-producing hills. Amongst the principal exports are cotton, which is grown all over Chih-li, medicines, grain, and soap. Furs, skins, and felt are also prepared and exported, but the chief staples have been already enumerated. Taking a comprehensive view of the export trade for 1865, we find that it amounted in value to £563,987, as against £570,262 for 1864. The return of shipping is satisfactory, showing a steady increase since 1862, in which year there was a falling off from easily explained causes in the tonnag as compared with 1861. The figures are as follows :—1861, 111 vessels, 26,561 tons ; 1862. 87 vessels, 21,921 tons ; 1863, 134 vessels, 36,276 tons ; 1864, 185 vessels, 45,968 tons ; 1865, 209 vessels, 60,049 tons.

Mr. Baker appends to his report some interesting general remarks regarding Mongolia and the prospects of trade at Tien-tsin. The Mongolians are described in terms similar to those used by Abbé Huc, as simple in their habits, peaceful and hospitable. They are indifferent to the luxuries of civilised life, and consequently have no idea of the value of money. Their transactions are conducted on an equitable principle of barter, brick tea being the most valuable and most readily exchangeable commodity. The country they inhabit is subject to all the vicissitudes of climate which prevail between the arctic and torrid zones, but in spring and autumn the sky is without a cloud and the air pure and buoyant. The traveller who leaves Tien-tsin for a holiday-run into Mongolia finds abundant attractions in the peculiarities of the natives, the primitive modes of conveyance, and the pastoral life so different from anything he has been accustomed to in Europe or during his previous residence in China. Mongolia may be regarded as the head quarters of Bhuddism, or at any rate as the field wherein the tenets of the great Indian apostle have received their fullest and noblest development. There are also not wanting places of historic interest ; amongst others Ichol, the site of the Imperial winter palace.

The causes which operate in the disfavour of Tien-tsin as a great centre of trade are, according to Mr. Baker, few in number and easily surmountable. The bar at the entrance of the Peiho is not a dangerous one, but the lowness of the land around the mouth of the river renders it a matter of difficulty to find the entrance without running the risk of grounding on some one of the many banks which extend for miles in all directions. When the forts have actually been passed a new difficulty arises in the circuitous course of the stream. The entire river from Taku to Tien-tsin is a series of reaches, inclined to one another in general at acute angles. Sailing vessels therefore find themselves at a vast disadvantage, especially when the water is low. At spring tides steamers of eleven feet and a half draught can ascend without difficulty, but this, as will readily be seen, is an exceptional case, and forms no argument for the navigability of the river. Besides this, another element of danger is introduced by the presence of southern junks moored sometimes thirteen abreast off the village of Kokow, which is situated at a most impracticable bend in the river. Collisions are therefore of frequent occurrence in spite of the care and skill of the steamer captains. Of course sailing vessels which, comparatively speaking, are totally unmanageable, run even greater risks in such cases than do steamers. The water communication between Tien-tsin and the trading centres in Honan, Shensi and Shansi, is almost perfect, and hence the great demand for foreign manufactures. Chih-li absorbs but little of the imports brought into Tien-tsin, but this is due to the grinding poverty which prevails over the greater portion of the Imperial province, which will probably be removed if the growth and production of cotton in coming years fulfil the promise made during 1864 and 1865. The peasants will thus find themselves in possession of money, which they will gladly expend in the purchase of foreign merchandise. Tien-tsin, like Newchwang, labours under a serious disadvantage in the closure of the port by ice during nearly three months of the year, but as this is beyond human power to remove, it is vain to speculate upon what might be the result were the phenomena of nature in this respect altered.

Our remarks on Mr. Baker's report have run to so great a length that we can afford but scanty room to that which follows next in order. Proceeding southwards we arrive at Chefoo, in the province of Shantung, which was placed under the foreign inspectorate in 1863. We are glad to notice that the Acting Commissioner, Mr. Luson, adopts the plan of assigning the *values* of the various items of import and export trade, and thus conveys the clearest possible idea of the mercantile importance of his port. We briefly summarise his results. Foreign imports, exclusive of opium, treasure, and re-exports, amounted in 1865 to Tls. 800,274 (increase over 1864, Tls. 123,857). Opium, Tls. 1,569,799 (increase, Tls. 788,653). Exports to foreign countries, Tls. 535,065 (*decrease* from 1864, Tls. 355,082). Exports to native ports, Tls. 1,993,941 (increase, Tls. 125,541). The total import trade for 1865 amounted to Tls. 4,521,390, and exports to Tls. 2,529,006, or an aggregate of about £2,350,132 against £2,000,000 sterling the total value for 1864. This progress although not very strongly marked is encouraging, and leads us to hope for much better things when the crisis through which the commercial world has just passed shall have been obliterated even in its effects. Opium shows a marked increase, probably in consequence of the Imperial edict promulgated early in 1865 prohibiting the cultivation of the poppy in Shansi. The design of the framers of the edict has been completely frustrated, as is evidenced by the increased imports from India ; we can only hope that the soil hitherto devoted to the culture of the poppy is now put to the more praiseworthy purpose of producing grain and cotton. Within the last year considerable quantities of manufactured goods have been shipped from Chefoo to Korea, where they are bartered for ginseng, timber, and paper. The trade is as yet in its infancy and is carried on solely by native junks. The exports from Chefoo resemble those from Newchwang, and consist chiefly of pulse and pulse cake. The quality is superior to that obtainable at Newchwang, and there is in consequence a steadily increasing demand for those articles at Chefoo. Cotton was produced in large quantity during 1864, but the settlement of the American difficulty lowered the demand and brought the exports from Tls. 61,805 to Tls. 19,142. Chefoo supplies, as we have seen, Korea, and also of course the province of Shantung. Goods intended for consumption in the interior are carried by junks to Ta Tsing-ho, where they are transhipped to lighter craft and are then carried along the tributaries of that river and the canals which, as at Kiang-su, run in every direction. By this means they reach Chi-nau-fu, the capital of Shantung, Tung-chang-fu, Yen-chow-fu, Tsao-chow-fu and Tung-ping-chow, all important cities in the same province. They are said to find their way even to Ta-ming-fu, in the pro-Chih-li, on the borders of Shantung.

We had hoped to receive accurate details regarding the Grand Canal from the Commissioner either at Tien-tsin or at Chefoo, but we are still in ignorance of the actual state of that great channel. Mr. Baker informs us that in former times when the Grand Canal was in good order throughout its course from Chinkeang to Tien-tsin, the southern grain junks used the inland route exclusively, but that since it has become no longer of use for this purpose, grain is transported by long sea. This we knew before, but for the past two years the English papers published in China have from time to time reported the commencement of active operations for the restoration of the canal to its ancient state of efficiency. Whether the projected improvements have or have not fallen through we cannot say, but *apropos* of this subject, we would suggest to the framers of future reports as well as to the journalists in China, to collect as many facts as possible regarding not only the Grand Canal but the Yellow River, and the subjects of interest which are indissolubly connected with the past history of the Celestial Empire.

SILKWORMS SET ASIDE.

If report speaks the truth, for which however she is not universally celebrated, Lyons, France, and indeed all the world will be able to laugh at the silkworm disease, and the West will once more become independent of the East for raw material for the looms. A gentleman named Trocol, who resides at a place called Bourg-Argental, near Saint Etienne, is said to have discovered the means of producing silk without worms or cocoons! Having arrived at the conviction that the silkworm was a mere mechanical agent in the matter, a middle man to be got rid of, and that the silk resided in the mulberry and only required extracting (a position which may be true, much in the same sense as that every block of marble contains a Venus, provided the sculptor have only the talent to relieve the goddess from her bondage), M. Trocol set to work, and, we are told,

Digitized by Google

after endless trials, disappointments, and renewed efforts, has succeeded in coaxing the silken Venus out of the heart of the mulberry. The *Memorial de la Loire*, a respectable journal, says that it is assured the thing is done. "We cannot be expected (says the writer) to explain the process by which M. Lucien Trocol treats the young shoots of the mulberry tree, and reduces them to the condition of bundles of filaments, but trustworthy witnesses assure us that these filaments are of irreproachable whiteness, are in no way to be distinguished from cocoon silk, and submit like that to all the necessary operations for working the material."

It is a magnificent discovery and only requires confirmation; but it will be awkward for our friends who are engaged in the Chinese silk trade. Perhaps, however, the invention of M. Trocol will not come into general practice so rapidly as to leave no time for getting off old stock and avoiding new engagements. We shall watch the new process with considerable interest.

THE CHINA STEAMSHIP AND LABUAN COAL COMPANY.

(MONEY MARKET REVIEW.)

The coincidences that may be found by a very slight inquiry between industrial, commercial, and scientific progress in the West, may also be distinctly traced in the ruder civilisations of the East. In the West, the introduction of steam was followed by a wonderful advance in the arts of locomotion. The use of steam, by the necessities it created, stimulated geological science to the search for and the discovery of carboniferous deposits in localities previously unsuspected of containing such elements of power and wealth. Then the advance in material facilities of interchange, by some hidden law in our mental nature, created a state of restlessness for still more rapid intercommunication of thought and intelligence that was only satisfied by the recent perfection of ocean telegraphy. As a decade or two is but little in the life of a nation, and still less in the life of the world, these advances may be regarded as synchronous, and so entitled to the designation of coincidences, though, chronologically they were separated from each other by what, from a small point of view, might be regarded as long intervals of time. Such having been the progress of the West, a little reflection will show that the like coincidences are being exactly repeated in the East; and that they are, perhaps more rapidly than in the West, fulfilling the inevitable law of progress, though operating upon civilisations inferior to our own. Take the case of India. Five-and-twenty years ago—a period as nothing in the life of the country—there was not an inch of railway in the whole Peninsula. Now most of its chief cities and marts are connected with each other and with the ports on all its coasts by the iron band, and the mileage is constantly increasing. The necessity for the production of steam led to the discovery and development of coal deposits in quarters where the older race of geologists would have pronounced the search as waste of time and labour. And then India received nearly if not quite simultaneously the gift from the West of the inestimable advantages of inland and ocean telegraphy. The material progress which India has made from this combination of coincidences is only an example of what is certain to happen from the like causes among all the other countries of the East. Indeed, it is evident already that it is not in the Indian Peninsula alone that the East is advancing on the civilisation of the West through the agencies of material progress. The same inevitable law is now in operation in several of the bordering countries. The rate is not the same, but the movement has commenced. A special development is taking place at the hands of the company whose name stands at the head of these remarks, and which is at once both a steamship and a coal company. Here we have at once the two great elements of progress—coal and steam—in practical combination. The coal is a deposit in a small British possession—the island of Labuan. The steam is needed to increase intercommunication in the Malay Archipelago, and with the world at each of its sides. It is already used to convey the mails to and from that other settlement of ours, Singapore—the "City of the Lion"—to the Spanish possession of Manila, of the trade of which we conduct fully three-fourths. Without the coal of Labuan there would not be steam mail communication, on anything like reasonable terms, between Singapore and Manila, and British trade would feel the difference. But with two such mighty agencies at work, each animated by the irresistible motive of commercial profit, it may well be affirmed that the East is surely following the progress attained in the West. The configuration of the Archipelago suggests at a glance the conviction that nature intended its position as a focus for trade to diffuse its beneficent influences among the surrounding populations. It was through this Archipelago that the ancient trade was carried on between India and China. Coal and steam, while multiplying the political advantages of the position, have extended them as a commercial route even to Japan; and, by-and-bye, submarine telegraphy will further increase their utility.

No mean part is being played by this company in its double capacity as coal-owner and mail-carrier. Labuan is about half way between Singapore and Manila. Steamers coal there either or both ways; and we observe that while the quality of the coal is improving as the surface deposits are removed, the Royal Navy in those waters as well as mercantile steamers constantly resort to the island to replenish their fuel. Labuan is thus becoming a scene of incessant movement, as may be expected from the increasing trade between Japan, China, India, the Islands, and the outer world, as far as England. Such a geographical position, accompanied by such natural resources, among which is to be reckoned the finest water in the East, is unrivalled in that part of the world. It is not surprising, therefore, that the trade of the company, especially in coal, is increasing; and it is specially satisfactory to learn that by the end of the year the yield will be increased to 3,000 tons per month, for every ton of which there is a remunerative demand. In their character of shipowners and mail-carriers the company are stated to be realising good profits.

It is satisfactory to learn that the shareholders have adopted a policy well calculated to make the most of the advantages they possess. Their liability on account of uncalled capital has been reduced to a merely nominal point. The details of the new arrangement we described in our number of the 13th ult. (p. 418), and we need not repeat them; it will suffice to remark that they have been unanimously adopted.

Literature.

Dictionnaire Francais-Anglais Japonais. Vol. I. 8vo. Paris: DIDOT. —This is the first volume of a very important work, the second and last of which is promised in the course of the coming year. The Dictionary is compiled by the Abbe Mermet de Cachon, and published with the assistance of Capt. A. Le Gras, of the French Imperial Navy, as regards the English portion, and of the learned professor M. Leon Pages with respect to the Japanese. The work is, moreover, published under the patronage of Monsieur Drouyn de Lhuys, late Minister of Foreign Affairs, and of the Marquis De Chasseloup Laubat, Minister of Marine and of the Colonies; it therefore comes before the world with the highest recommendations literary as well as official.

M. Abbe Mermet de Cachon has resided in Japan for twelve years. Captain Le Gras is the author of various hydrographic works, and particularly of nautical directions for maritime regions in the Far East. M. Leon Pages is an acknowledged authority with respect to the Chinese and Japanese languages, and is now engaged in a translation, from the original Portuguese, of the "Dictionnaire Japonais-Francais" of the Jesuits, a portion of which has been published.

M. Pages gives a short explanation of the combined system of Chinese and Japanese writing adopted in the Dictionary under notice. The Japanese language, in itself syllabic, admits in speaking, and still more when written, a considerable number of Chinese words which have been introduced by the learned. These words are written in their proper Chinese characters, but are pronounced in a manner somewhat differently according to the genius of the Japanese tongue. The construction of the phrases however is always Japanese, and the Chinese words have particles affixed which indicate the inflections of the nouns and verbs. The more elevated the style of the composition the more these Chinese words abound in the Japanese composition. Sometimes the Chinese word is not represented by the Chinese sound rendered in Japanese but by the synony min the latter language. The Dictionary is printed in two columns, one containing the word or phrase in French and English, the other the same in the Japanese and Chinese symbols with the pronunciation beneath them. The following specimen will show the plan of the work:—

A, prep.	(Symbols.)
To.	Ni; hòni; ie; outkini.
Aller d'un lieu à Paris.	(Symbols.)
To go from one place to another.	Hitotsouno tocoro iori tocoroni ioucou.
Vivre à Paris.	(Symbols.)
To live in Paris.	Parisni ozai-kiò sourou.
Etre blessé à la tête.	(Symbols.)
To be wounded in the head.	Atamani kizzou-o fiki-oukerou.
C'est à vous de parler.	(Symbols.)
It is for you to speak.	Sorewa anatani made iou becou arou
ABAISSEMENT, n.	(Symbols.)
Lowering; falling; taking down.	Chitani otkirou coto; sagarou coto.
Abaissement volontaire.	(Symbols.)
Self-abasement.	Mizzoucara heri-coudarou coto.
Abaisser, v. a.	(Symbols.)
To lower; to bring low.	sagherou; ocou.
—— mettre en bas.	(Symbols.)
To let down.	Orosou.

We will add a few of the instances in which the Japanese presents the most curious contrast with the English as regards brevity, or the contrary:—

To stun.	Mimi-o tohocou sourou.
To debase.	Chò-o achicou sourou.
To degenerate.	Mizzoucara-o socondò; *or*, Mizzoucara iyachicou narou.
Dejectedness.	Cocoro-o otosou coto.
Abdication.	Teino courai-o iouzzourou.
Abnegation.	Onore-o oite fito-o tasoukerou.
A subscriber.	Cane-o caketa hito.
Misemployment.	Achicou motkirou coto.
Accessible.	Awarerou mono; *or*, tkicazzoucou beki.
To agree.	Yacousocou-o sadamerou.
To tune.	Fiochi-o awacherou.

It must be understood that the sounds of the Japanese are rendered according to those of the French language.

The Dictionary is prefaced by a list of Japanese signs with their pronunciation, and a table of the vocal forms with their equivalents in French. It is remarked in a note to this table that while the Japanese have the letter R and not the letter L, the contrary is the case with the the Chinese. We have noted but very few faults in the English translations and those, generally, of no importance. The work is printed by M. Victor Goutry, of Paris; the Japanese symbols are remarkably clear, and the work in all respects admirably executed. The commercial as well as the learned world ought to be grateful to the authors and all concerned in the production of this Dictionary, which represents an immense amount of work of the most difficult description and which must have been a labour of love rather than one from which much profit was expected. The volume before us, which reaches to the word *Exploiter*, contains four hundred and forty pages.

Monetary and Commercial.

The outgoing mail conveys £50,000 bar silver, purchased here for the use of the Hong Kong Mint. This operation caused a monetary rise in the market of ½d. per ounce, but there is at present no further demand, and the quotation remains at 60⅞d. Mexican Dollars are still without inquiry for China, and the price is unchanged at 4s. 11⅛d. per oz.

The allotment letters of the Agra Bank (Limited) have been

Digitized by Google

issued, and, looking at the intense and daily increasing depression in all classes of investments, it is highly satisfactory that the applications were not only considerably in excess of the amount required, but were mostly from new investors, the proportion of new subscribers to old shareholders being five to two. The arrangements for the resuscitation of the bank have, it is stated, made rapid progress. The replies from the shareholders have been unanimous in favour of the proposal, and the assents from the creditors in this country now exceed £4,000,000 out of about £5,000,000. Application will be made to the Court of Chancery on the earliest day that can be obtained for its sanction to the plan.

With reference to the resignation of Messrs. Flux and Argles of their appointment as solicitors in connection with the Bank of Hindustan, China, and Japan, the directors of the bank have passed the following resolution :—

"That the board hereby expresses its regret that circumstances have occurred to induce Messrs. Flux and Argles to send in their resignation as solicitors of this bank, in which capacity they have, in the judgment of the board, always evinced the greatest zeal and ability, and in accepting the resignation the board believe that it will, nevertheless, be for the interests of the bank that they be allowed to carry on all pending proceedings."

The application made on the 30th ult. in Vice-Chancellor Kindersley's court on the part of Mr. Charles Oppenheim, that the money now in the hands of the liquidators of Overend, Gurney, and Co., amounting to £1,200,000, should be divided amongst the creditors, was ordered to stand over until the 8th inst. for the decision of the Vice-Chancellor. The solicitor to the Defence Association was present to oppose any division until after the pending motions respecting liability shall have been disposed of, as in the event of the shareholders being successful, they would not only claim the amount paid in respect of the £10 call, but also nearly £1,500,000 paid in respect of their shares. It transpired during the argument that the claims of creditors to the extent of over £1,000,000 in respect of guarantees are disputed, and from this it would appear that the liquidation of the company, through its intimate connection with the acts of some of the partners of the old firm, is likely to be involved in very serious litigation. The members of the Defence Association have, through the advice of the committee, decided upon paying their money into Chancery, and have remitted the funds for that purpose.

The half-yearly meeting of the Ceylon Company (Limited) is called for the 18th December, to declare an interim dividend.

At a meeting of the Eastern Bengal Tea Company (Limited), on the 27th ult., it was resolved to wind up the company voluntarily under the supervision of the Court of Chancery, and Mr. F. B. Small was appointed liquidator.

The directors of the China Steamship and Labuan Coal Company (Limited) have issued a circular announcing a call of £1 per share in accordance with the terms of the circular of 4th October last, and urging punctual payment, in order to enable the reconstruction plan to be carried out without delay.

In a late issue we noticed the return of the acceptances of Messrs. J. B. Cumming and Co. We understand that telegrams have been received announcing the suspension of the house in Singapore, Messrs. Cumming, Beaver and Co.

The premises of the old Agra and Masterman's Bank, in Nicholas-lane, Lombard-street, covering a very large area, have been put up at auction, but were bought in. It has been suggested that these premises, from their peculiar situation and extent, comprising a frontage in Lombard-street as well as Nicholas-lane and Clement's-lane, would form an admirable site for the city Post-office, which is at present confined to very inconvenient dimensions.

The Union Bank of Australia has issued a notice inviting tenders for £400,000 six per cent. Queensland Government debentures, the first portion of £600,000 entrusted to their charge. The disposition of late on the part of investors has been decidedly towards colonial securities, and the present transaction it is believed will be successful. The issuing price is £91 per £100 debenture, including interest from the 1st of July last, and payments will be required between the present date and the 8th of January.

The prospectus has been issued of the Union Hill Silver Company (Limited), (Nevada), with a capital of £60,000, in £6,000 shares of £10 each. The deposit on application is 10s. per share; on allotment £1 10s. No call is to exceed £1 per share, and only at intervals of two months. The property, it is stated, consists of three extensive silver mines in the best part of the richest district in Nevada. The Northerner, the Morning Glory, and the Blazing Star, are the names of the mines. The owners take payment in 3,000 fully paid-up shares, and these shares are not to be entitled to any dividend until and after 20 per cent. per annum has been paid to ordinary shareholders.

The prospectus of the Nicaragua Railway Company (Limited) has been issued. The object is to open a transit route between the Atlantic and Pacific Oceans, through Nicaragua, as projected by Captain Bedford Pim. The nominal capital is £1,000,000, in shares of £10 each, one-half to be now issued. The first shareholders are to receive, from the free grants of land conceded to the company, in perpetuity ten acres for each share allotted. There is a highly respectable provisional committee, including Captain Bedford Pim, R.N.; Mr. Charles Bell (Thomson, Bonar, and Co.), Admiral Young, director of the Royal Mail Company; Mr. Eden Colvile, director of the Panama, New Zealand, and Australian Steam Company; Capt. Maury, LL.D.; Mr. Parke Pittar (P. Pittar and Co.), Mr. A. A. Pollock, &c. Mr. Hawksley, C.E., and Mr. Collinson, C.E., are the engineers.

The liquidators of the Scinde, Punjab, and Delhi Bank Corporation have issued a circular stating that they have £200,000 available toward a part return of capital to the shareholders. This capital, under a provisional arrangement with the National Bank of India, was to have been handed over to that institution, which was to issue shares at par for the amount; but some of the Scinde shareholders were promised, at one of the public meetings of the company, the option of taking such shares or of receiving cash, and as the National Bank of India object to the arrangement being carried out, except in its entirety, a request has been addressed to the Board of that bank at Calcutta to authorise the cancelling of the scheme, in which case the liquidators will be enabled forthwith to distribute the funds in hand. A further distribution of about £70,000 is hoped to be ultimately made.

Mr. John Stuart, Secretary and Treasurer of the Bank of Bombay for twenty years previously to 1860, and whose management of its business is considered to have been most successful, has been reappointed by the directors, and will proceed to Bombay by the steamer of the 18th of December.

Advices from Liverpool announce the failure of a firm of wine brokers, owing, it is stated, to transactions in the China trade. The assets are expected to produce about 10s. in the pound.

The Board of Trade Returns for the month of October, 1866, and for the ten months ended 31st October, have been published. The month of October, 1865, was one of extraordinary activity in our export business, but the returns for the past month show an increase of nearly nine per cent. over the totals of that date. Compared with the corresponding month of 1864, there is an increase of about 31 per cent. The improvement over last year is chiefly under the heads of cotton and woollen manufactures and miscellaneous or "unenumerated" articles. In the shipments of cotton yarn there has been an increase of 28 per cent. in value and 39 per cent. in quantity, and in cotton manufactures an increase of nine per cent. in value and 17 per cent. in quantity. Woollen goods figure for a falling off in quantity, but an increase of 10 per cent. in value. The value of the exports during the month of October of this present year was £16,895,894, against £15,547,225 in the same month of 1865, and £12,871,491 in October, 1864. For the period of ten months ended 31st October the total value of the exports from this country was:—For 1866, £158,832,792; for 1865, £135,264,602; and for 1864, £136,275,652. These figures show an increase in value for 1866 over 1865 of £23,568,490, or about 17 per cent.; and an increase over 1864 of £22,557,140, or 16 per cent. Of the enumerated imports we have returns up to the 30th September, the total value for that month during the three years being as follows :—For 1864, £19,961,633; for 1865, £21,632,731; and for 1866, £18,305,015. For the nine months ended September 30, 1864, their value was £160,974,110; for the same period of 1865, £137,303,165; and for 1866, £174,167,605. It will be observed that there is a decrease in value of £3,276,716 in the imports for the month as compared with 1865, and of £1,605,618 as compared with September 1864; but for the nine months there is a steady increase, the amount being as follows :—Increase for 1866 over 1865, £36,864,440; and over 1864, £13,193,495.

Digitized by Google

Unless these operations have been persistently carried on upon unremunerative terms, a supposition for which there is not the slightest ground, there must already have been some progress towards the accumulation of new wealth in the country to repair the disasters of the panic, and when we consider the enormous amounts yearly received in the shape of foreign and colonial dividends it will be seen that the process of accumulation must be going on at a rate which will not long remain without forcing some new channel for investment, if all the old channels are to be distrusted and abandoned, as would seem to be the present resolution of the public. The extent and value of our trade with the ports and countries in the Far East contribute the following figures to the Returns before us :—

EXPORTS TO CHINA AND HONG KONG.

	1864.	1865.	1866.
Quantity for the Month ended 31st Oct.			
Cotton yarn	40,000	4,000	637.600 lbs.
Cotton manufactures	2,504,781	11,035,749	24,460.664 yds.
Worsted stuffs	599 225	1,125,570	1,044.598 „
Woollen & worsted cloths.	109,565	71,571	153,552 „
Lead	542	449	585 tons
Quantity for the Ten Months ended 31st Oct.			
Cotton yarn	1,762,893	921,178	4.244.196 lbs.
Cotton manufactures	57.626,503	98,354.228	152,511.977 yds.
Worsted stuffs	11,883,246	13,522,332	16,880.242 „
Woollen and worsted cloths	1,505,488	1,382,802	1,596 639 „
Lead	6,639	1,702	4,596 tons.
Value for the Month ended 31st Oct.			
Cotton yarn	£4,907	£500	£53,568
Cotton manufactures	68,772	242,981	524.141
Worsted stuffs	47.575	79,240	64.961
Woollen & worsted cloths	27,257	9.549	21,578
Lead	8,407	3,312	6.718
Value for the Ten Months ended 31st Oct.			
Cotton yarn	£218,660	£87,966	£389,113
Cotton manufactures	1,626 207	2,142.340	3.632,797
Worsted stuffs	786,701	1,004,020	1,070,086
Woollen and worsted cloths	260,291	229,700	265,146
Lead	145,340	36,182	100,980

The quantities and value of Cotton Yarn exported to other countries in the Far East are given as follows :—

To	1864.	1865.	1866.
Quantity for the Month ended 31st Oct.			
Ceylon	15,200	47,100	128,400 lbs.
Singapore	11,416	37,700	95,950 „
Quantity for the Ten Months ended 31st Oct.			
Ceylon	759,318	1,074,400	1,379,144 lbs.
Singapore	161,026	267.200	735,976 „
Value for the Month ended 31st Oct.			
Ceylon	£1,425	£4.155	£6,018
Singapore	1,570	5,572	15,371
Value for the Ten Months ended 31st Oct.			
Ceylon	£26.081	£23.451	£78,243
Singapore	92,167	100,864	137,225

The quantities and value of Cotton Manufactures during the several periods of the respective years are as follows :—

To	1864.	1865.	1866.
Quantity for the Month ended 31st Oct.			
Ceylon	1,068,919	2,343,715	2,256.913 yds.
Singapore	463,145	2,736,803	2.143 461 „
Java	957,833	2,769,518	5,953.521 „
Philippine Islands	3,126,223	3,188 519	3,252,329 „
Quantity for the Ten Months ended 31st Oct.			
Ceylon	11.282,761	11,753,720	20,911,215 yds.
Singapore	20,909.540	36,973,228	45,123,876 „
Java	18,082,605	25,242,053	47,752,868 „
Philippine Islands	19,900.645	25,714,866	23,253,746 „
Value for the Month ended 31st Oct.			
Ceylon	£35.104	£56,295	£50,615
Singapore	12,047	61,917	46,753
Java	27,796	65,148	119,367
Philippine Islands	88,740	76.484	80,593
Value for the Ten Months ended 31st Oct.			
Ceylon	£371,983	£286.437	£492.958
Singapore	558 331	769,403	1,029,046
Java	484.882	554,234	1,110,576
Philippine Islands	546,257	618,162	603,106

The following Returns show the total quantity and value of the several articles named exported from the United Kingdom during the ten months ended 31st October, 1866 :—

	Quantity.	Value.
Cotton yarn	113.299,717 lbs.	£11,246,015
Cotton manufactures	48,565,774 yds.	51,099,483
Worsted stuffs	152.611,902 „	18,750,552
Woollen and worsted cloths	30,002,120 „	4,692,354
Lead	26,738 tons	590,149

During the month of September and the nine months ended 30th Sept. of the present and two preceding years, the value of the Exports to the several countries mentioned was as follows :—

To	1864.	1865.	1866.
Value for the Month ended 30th Sept.			
China(exclusive of H. Kong).	£239,991	£245.733	£233,426
Ceylon	100,782	79,640	73,409
Cochin-China, Camboja, and Tonquin	—	—	—
Egypt	345,876	513,568	672,832
Hong Kong	180,037	210,966	145,704
Japan	91,418	88,951	8,747
Netherlands India (Java, &c.)	46.012	57.599	130,692
Philippine Islands	8,980	128.681	85,851
Singap. and Eastern Straits	67,188	85,288	206,917
Siam	3,616	—	—
Value for the Ten Months ended 30th Sept.			
China(exclusive of H. Kong)	£2,308,522	£2,572,302	£3,714,029
Ceylon	627,286	449,467	774,109
Cochin-China, Camboja, and Tonquin	—	—	940
Egypt	4,478,083	3,946,158	5,726,874
Hong Kong	1,347,773	1,168,639	1,816,796
Japan	431,821	986.107	1,101.091
Netherlands India (Java, &c.)	640,055	639,219	1,208,895
Philippine Islands	616,739	741,155	668,051
Singp. and Eastern Straits	970,756	1,103,897	1,493,562
Siam	15,129	22,365	4,088

IMPORTS.

The total quantity of Raw Cotton imported into the United Kingdom (so far as the landing accounts were made up) during the month and ten months ended 31st October, and the value for the month and nine months ended 30th September of the present and two previous years are thus given :—

From	1864.	1865.	1866.
Quantity for the Month ended 31st Oct.			
British India	675,607	544,496	640,435 cwts.
China	37,804	7,506	1,380 „
Egypt	7,986	150,622	13,083 „
Total from all parts	823,585	855,495	819,957 „
Quantity for the Ten Months ended 31st Oct.			
British India	3,355,747	3,125,905	4,804.234 cwts.
China	609,136	309.031	34,767 „
Egypt	892.419	1,256.893	785,636 „
Total from all parts	6,146,796	6,135,565	10,610,271 „
Value for the Month ended 30th Sept.			
British India	£3,700,727	£3,936,912	£2,873,071
China	256.926	—	66,640
Egypt	462.154	852,744	324.564
Total from all parts	5,830,076	6,242,847	4,633,578
Value for the Nine Months ended 30th Sept.			
British India	£24,862.133	£14,181,006	£19,012,950
China	4,945,209	1,449.687	144,640
Egypt	11,354.653	8,946,915	6,951.304
Total from all parts	56,334,266	36,187,355	62,838,122

Of Raw Coffee imported from British Possessions the quantity and value were as follows :—

From	1864.	1865.	1866.
Quantity for the Month ended 31st Oct.			
Ceylon	3,638,817	5,186,283	10,246,226 lbs.
Other British Possessions	3,995,279	2,086,124	1,339,071 „
Quantity for the Ten Months ended 31st Oct.			
Ceylon	59,511,661	67,956.617	63,473.394 lbs.
Other British Possessions	17,393,669	18,413,882	15,619,119 „
Value for the Month ended 30th Sept.			
Ceylon	£289,238	£506,383	£194,697
Other British Possessions	135,219	111,901	94,442
Value for the Nine Months ended 30th Sept.			
Ceylon	£1,919.621	£2,158,944	£1,748.297
Other British Possessions	419,245	542,150	477,515

The Returns are given of the quantity and value of Unrefined Sugar imported from Java and the Philippine Islands :—

	1864.	1865.	1866.
Quantity for the Ten Months ended 31st Oct.			
Of 2nd quality	436	2,117	3,830 cwts.
Of 3rd do.	129,403	152,254	57,181 „
Of 4th do.	80,778	373,996	316,926 „
Value for the Nine Months ended 30th Sept.			
Of 2nd quality	£632	£2.214	£4,692
Of 3rd do.	130,367	153,687	53,226
Of 4th do.	100,258	365,892	236,104

Of Hemp imported from the Philippine Islands the quantity for the ten months and value for the nine months are thus given ;—

	1864.	1865.	1866.
Quantity to 31st Oct. (cwts.)	134,002	17,688	42,040
Value to 30th Sept.	£215,928	£249,639	£81,187

The total quantity of the several Imports named brought into this country from all parts during the ten months ended 31st October, and their value for the nine months ended 30th September, are thus returned :—

	Quantity.	Value.
Coffee (lbs.)	99.856,776	£2,779,742
Raw Silk (lbs.)	4,103,084	4,307,561
Tea (lbs.)	103,057,208	6.808.709
Unrefined sugar (cwts.)	9,396.607	8,842.473

The following quantities of the undermentioned articles remained in the bonded warehouses of the United Kingdom on the 31st October, of the present and two former years :—

	1864.	1865.	1866.
Coffee (lbs.)	34,475,379	30,332,937	32,767,941
Tea (lbs.)	87,681,110	77,767,313	86,171,764
Unrefined Sugar (cwts.)	4,154,800	3,432,671	3,930,928

Digitized by Google

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Nov.24	Taymouth Castle	Hinds	Canton	Deal.
— 22	Dordrecht	Verhoven	Batavia	Texel.
— 26	Peterborough	Orchard	Shanghai	London.
— 25	Alma	Reimers	Bassein	Falmouth.
— 26	Benvenue	Harris	Penang	Deal.
— 21	Sinbad	Kooy	Batavia	Texel.
— 26	Lauderdale	Hutchings	Hankow, &c.	Deal.
— 26	Amber Witch	Langlois	Foo-chow-Foo	Do.
— 28	Scott	Layeklock	Galle, &c.	London
— 28	Mary Ann	Graves	Colombo, &c.	Do.
— 27	Lochnagar	Baskfill	Manila	Deal.
— 25	Comus	Block	Batavia	Helvoet.
— 28	Ironside	Clare	Manila	Deal.
— 28	Queen of Avon	Hopper	Rangoon	Liverpool.
—	Bard of Avon	—	Do.	Clyde.
— 30	Balaklava	Stewart	Penang	London.
— 30	Therese	Derricke	Manila	Falmouth.
— 17	Castleton	Hall	Do.	New York.
— 18	Ann Lucy	Wade	Macao	Do.
— 19	Wave	Henderson	Nagasaki	Do.
— 20	Leopoldine Bauer	Succovich	Zebu	Boston.
Dec. 2	Ornate	English	China	Deal.
— 1	Industry	Bennett	Akyab	Queenstown.
Nov.29	Java	Mann	Batavia	Texel.
Dec. 3	Loretto	McLeod	Akyab	Falmouth.
— 4	Star of China	Hodge	Shanghai	London.
—	Orient (?)	—	Foo-chow-Foo	Off the Lizard
— 4	Oribe	—	Penang	London.
— 4	Melbrek	—	China	Deal.
— 4	Aliquis	—	Moulmain	Do.
— 2	Garibaldi	Hoyt	Do.	Queenstown.
Nov.30	Johanna	Ouwehand	Batavia	Texel.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Nov.24	Medway	Grieves	Colombo	London.
— 22	Gentoo	Freeman	Manila	Cardiff.
— 22	Kon. Ned. Yacht Club	Swart	Sourabaya	Hartlepool.
— 27	Min	Sargent	Hg. Kong & Canton	London.
— 24	Boanerges	Dunn	Hong Kong	Cardiff.
— 25	J. N. A. Lorentzen	Jessen	Do.	Do.
— 6	Luisa Carrevaro	—	Shanghai	New York.
— 28	Lennox Castle	Brunton	Do.	London.
— 26	Nellie Hastings	Hall	Japan and Cardiff	Liverpool.
— 29	Hoang Ho	Carrington	Shanghai	London.
— 29	Coral Nymph	Winchester	S'derland & Shangai	Do.
— 1	Meteor (s.)	Watson	China	Rio de Janeiro.
Dec. 1	Belle of Southesk	McKenzie	Singapore	London.
—	Nederland & Orane	Moller	Batavia	Rotterdam.
—	Peiho (s.)	Robsien	China	Hamburg.
—	Telanak	Popken	Batavia	Amsterdam.
—	Boni	Rotgans	Do.	Do.
—	Elisabeth	Feenstra	Do.	Rotterdam.
—	Helen Anna	Aalborg	Do.	Do.

(See Commercial Postscript.)

LOADING.

At LONDON.—For Yokohama: Medina, Eliza Shaw, Cymbeline, Anazi. For Nagasaki and Yokohama: Rifle. For Shanghai: Sir Lancelot, City of Aberdeen, Laurel, Gossamer, Vigil, Coulnakyle, Lauderdale. For Hong Kong: Burdwan. For Hong Kong and Canton: Dora, John Milton, Pak Wan. For Hong Kong, Amoy, and Foo-chow-Foo: Argonaut. For Singapore and Penang: Zingra. For Penang: Ceylon. For Batavia, Samarang, and Sourabaya: Pieter Adolf. For Manila: Ogono. For Colombo: Aboyne, Boyne, Cape City, Spirit of the North.

At LIVERPOOL.—For Hong Kong: Everest. For Singapore: George and Henry, Twilight. For Manila: Trinidad. For Mauritius, Penang, Singapore, Hong Kong, and Shanghai: Agamemnon (s.). For Batavi & and Sourabaya: Caroline, Java, Arches. For Galle: Hurry Puddemsey.

At GLASGOW.—For Penang: Trambeze. For Batavia and Sourabaya: Sea Wave, Priam.

At GREENOCK.—For Shanghai: Titania.

SPOKEN.

SUZANNE, Bordeaux to Singapore, Nov. 12, 24 N., 23 W.
ENGEL, Liverpool to Batavia, Oct. 20, 7 N., 24 W.
SAILOR PRINCE, Manila to New York, Sept. 23, 31 S., 11 E.
DARTMOUTH, Shanghai to London, Sept. 20, 16 N., 115 E.
LICHSTRAAL, Rotterdam to Batavia, Sept. 16, 12 N., 26 W.
CHAMPION (barq.), London to Penang, Oct. 30, 10 N., 25 W.
RINGDOVE (Dut. ship), from H. Hong, 60 days out, off the I. of Buro.
JOHANNA, Sourabaya to Holland, 27 N., 32 W.
MEDEA, Rotterdam to Batavia, Nov. 11, 22 N., 24 W.
JUBILEE, London to Shanghai, Oct. 27, 8 N., 22 W.
CAPIOLANI, London to Japan, Oct. 1, 23 S., 29 W.
KANAGAWA, Newcastle to Batavia, Oct. 1, 23 S., 29 W.
PROF. V. D. BOOM, Newcastle to Batavia, Oct. 9, 19 S., 28 W.
ANN & CATHARINE, Penang to L'd'n., 114 days out, Nov. 24, 47 N., 13 W.
SHIP, 3RD D. P. No. 9807 (Formby), Shang. to L'd'n., Nov. 9, 17 N., 29 W.
HAVELOCK, London to Japan, Nov. 5, 7 N., 23 W.

FREIGHTS AND CHARTERS.

Considerable inactivity still prevails in the export trade; nevertheless outward berth freights remain steady at our last quotations. In homeward business we have no transaction to report.

Current Rates of Freight for Vessels on the Berth:—To Yokohama: 40s. weight, 50s. meast. To Nagasaki: 50s. weight or meast. To Shanghai: 45s. weight, 45s. to 47s. 6d. meast. To Amoy: 45s. weight or meast. To Foo-chow Foo: 45s. weight or meast. To Hong Kong: 35s. weight or meast. To Singapore: 30s. weight or measurement. To Penang: 40s. weight or measurement. To Manila: 40s. weight, 85s. meast. To Ceylon: 25s. to 30s. weight, 35s. meas.

The current quotations for coal, &c., are as follow:—From Wear or Tyne per keel. For Hong Kong: £43. For Singapore: £33. For Shanghai: £52. For Saigon: £50. For Yokohama: £50. From Newport, Cardiff or Swansea, per ton. For Hong Kong: £2. For Singapore, £1 11s. For Shanghai: £2 12s. For Saigon: £2 8s. For Yokohama: £2 8s. Batavia: £1 6s.

MISCELLANEOUS.

At CALLAO.—Oct. 19, R. Pratalongo, Bretunn, from Macao; Oct. 22, Lima, Monkwell, from Macao; Oct. 15, Forest King, Jones, from Monte Video, and sailed Oct. 17, for China.

CASUALTIES.

The Dewa Gungadhur, which arrived in the river on Nov. 19, from Foo-chow-Foo, reports that on Oct. 29 she spoke the Annie Kimball, of Beverly, United States, from New York to Shanghai, which vessel had encountered a hurricane on Sept. 22, during which she sprang a leak, shifted cargo, and lost sails and half her fresh water.

The Wilbelmina Johanna, Albert, from Batavia to Rotterdam, which put into Algoa Bay on Oct. 19, leaky, had lost bulwarks, &c., and thrown overboard 150 bags of coffee.

Accounts from Brouwershaven state that the Elizabeth, Muller, which sunk there during a gale on Nov. 24, was bound from Batavia to Rotterdam, and that the crew were saved, but three passengers drowned.

The Raphael, Winslade, from Marseilles for Yokohama, put in at Pernambuco on Nov. 9, having been in collision on Oct. 28, when she sustained the loss of mizenmast and other damage.

The Ann Lucy, Wade, from Macao, which arrived at New York on Nov. 18, had lost sails, maintopmast, &c., in the China Sea.

The Wave, Henderson, from Nagasaki, which arrived at New York on Nov. 19, had split sails, stove bulwarks, sprung rudder, and had been on her beam ends during a typhoon in the Pacific Ocean from June 23 to 25.

The Java, Mann, from Batavia, which arrived at Texel on Nov. 29, had encountered heavy gales in the North Sea from Nov. 25 to 27, and had sustained much damage to sails and rigging.

SOLID MAHOGANY FURNITURE FOR INDIA, CHINA AND THE COLONIES.

HEAL and SON are Manufacturing, ESPECIALLY FOR use in EXTREME CLIMATES BEDROOM FURNITURE, which is entirely Free from Veneer. A general Assortment always in Stock.

IRON AND BRASS BEDSTEADS

Suitable for all Parts of the World. Their Stock consists of 2,500 Bedsteads.

HEAL AND SON'S PATENT HORSEHAIR MATTRESS.

HEAL and SON have Patented an Improvement in the Manufacture of Mattresses, which prevents the material from felting into a mass, as is the case with all Mattresses made in the ordinary way. The Patent Mattresses are made of the very best Horsehair, are rather thicker than usual, and the prices are but a trifle higher than those of other good Mattresses.

HEAL AND SON'S ILLUSTRATED CATALOGUE

For INDIA, CHINA, and the COLONIES, of Bedsteads, Bedding, and Bedroom Furniture, SENT FREE TO EVERY PART OF THE WORLD to which there is Book Post.

HEAL and SON, Bedstead, Bedding, and Bedroom Furniture Manufacturers
196, 197, 198, Tottenham-court-road, London, W.

COLOMBO (CEYLON) Direct (to follow the Palestine), having all her dead weight engaged, and only room for light measurement goods, the new clipper ship BOYNE, AA 1, 618 tons register, R. P. JONES, Commander; loading in the West India Docks. This splendid vessel has a full poop, with magnificent accommodation for the comfort and convenience of passengers.

For passage apply to the owner, W. H. TINDALL, 5, Tokenhouse-yard, E.C.; or for freight or passage to F. TALLACK, 23, Birchin-lane, Cornhill, E.C.

FOR COLOMBO, CEYLON Direct.—Will have immediate despatch having the greater portion of her cargo engaged, the beautiful clipper ship CAPE CITY, A 1 12 years, 423 tons register, JAMES BAWDEN, Commander; loading in the West India Docks This magnificent vessel, built under special survey, offers an unusual opportunity to shippers of fine goods, and has a capacious and lofty cabin, replete with every accommodation for the comfort and convenience of passengers.

For Freight or Passage apply to F. TALLACK, 23, Birchin-lane, Cornhill, E.C.

THE CAPE, INDIA, AND CHINA AGENCY.

ORDERS for GOODS of all descriptions executed, and Shipped by the Overland Route or by Clipper sailing vessels. Consignments of Produce realised. The Goods are selected by parties who have had personal experience of the requirements of the markets at the

CAPE COLONIES, INDIA, CHINA, AND JAPAN.

TERMS:—One-half the estimated cost to be remitted with the order, and the balance on receipt of Bill of Lading and Invoice.
Commission, 2½ per cent. on Orders over £50 and 5 per cent. on amounts under £50
Orders and remittances should be addressed to the MANAGER.

Office, 12, George-yard, Lombard-street, London E.C.

Digitized by Google

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, 30th August, 1851.
PAID-UP CAPITAL, £1,500,000.
RESERVE FUND, £444,000.

COURT OF DIRECTORS.

CHAIRMAN—HARRY GEORGE GORDON, Esq.
DEPUTY-CHAIRMAN—WILLIAM SCOTT BINNY, Esq.

James Blyth, Esq. | Lestock Robert Reid, Esq.
Duncan James Kay, Esq. | Patrick F. Robertson, Esq. M.P.
Alexander Mackenzie, Esq. | James Walker, Esq.

CHIEF MANAGER—Charles J. F. Stuart, Esq.

BANKERS.
The Bank of England.
The Union Bank of London.

The Corporation grant Drafts and negotiate or collect Bills payable at Bombay, Calcutta, Madras, Pondicherry, Ceylon, Hong Kong, Shanghai, Yokohama, Singapore, Mauritius, Melbourne, and Sydney, on terms which may be ascertained at their office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India, the purchase and sale of Indian Securities, the safe custody of Indian Government Paper, the Receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named dependencies.

They also receive deposits of £100 and upwards, repayable at 10 days' notice and also for longer periods, the terms for which may be ascertained on application at their office. Office hours, Ten to Three; Saturdays Ten to Two.

Threadneedle-street, London, 1866.

CHARTERED BANK of INDIA, AUSTRALIA, and CHINA.

Head Office—20, Threadneedle-street, London.
Incorporated by Royal Charter.
Paid-up Capital £800,000.

COURT OF DIRECTORS, 1866-7.
CHAIRMAN.
THOMAS ALEXANDER MITCHELL, Esq., M.P.

John Allan, Esq. | Thomas Lancaster, Esq.
James Fraser, Esq. | Wm. Macnaughtan, Esq.
John Jones, Esq. | Joseph R. Morrison, Esq.

LONDON BANKERS.
The Bank of England. The City Bank.
BRANCHES AND AGENCIES.

Bombay	Rangoon	Hong Kong
Kurrachee	Singapore	Shanghai
Calcutta	Batavia	Hankow

The Corporation buy and sell, and receive for collection, Bills of Exchange, payable at the above-named places; issue letters of credit; undertake the purchase and sale of Indian Government and other Securities; hold them or safe custody, and receive interest or dividends as they become due.

Deposits of money are received for not less than twelve months, bearing interest at five per cent. per annum, and for longer periods at a higher rate.

CHARTERED MERCANTILE BANK of INDIA, LONDON, and CHINA.

Incorporated by Royal Charter.

Paid-up capital, £750,000. Reserve Fund, £250,000

BRANCHES AND AGENCIES.

Bombay.	Colombo.	Penang.	Shanghai.
Calcutta.	Kandy.	Singapore.	Hankow.
Madras.	Galle.	Hong Kong.	Yokohama.

The Bank negotiates and collects bills and grants drafts payable at the places above mentioned, issues letters of credit and circular notes for the use of travellers by the Overland Route, terms for which can be ascertained at the Head Office in London.

The Bank will effect the purchase or sale of Indian securities, undertakes the safe custody of same, and the receipt of interest, dividends, pay, pensions, and other moneys for remittance through the Bank or otherwise.

The Bank receives money on deposit, on which interest will be allowed according to the length of time deposited. Particulars as to rates can be ascertained at the Head Office, 65, Old Broad-street, London, E.C.

Office hours from 10 a.m. to 3 p.m.; Saturdays, from 10 a.m. to 2 p.m.

No. 65, Old Broad-street, London, E.C.

THE CHINA STEAMSHIP and LABUAN COAL COMPANY (Limited).

NOTICE IS HEREBY GIVEN, that a CALL of £1 per Share on Shares of this Company has THIS DAY been made by the Board of Directors PAYABLE on the 20th December, 1866, at the National Provincial Bank of England, 112, Bishopsgate-street Within, London.

Interest at 10 per cent. per annum will be charged on the amount overdue if the call be not paid by the day named, and interest at 6 per cent. per annum will be allowed on all calls paid in advance.

The Transfer Books of the Company will be closed until payment of the call.—By order of the Board,

JAS. TAIT, Acting Secretary.

Ethelburga House, Nos. 70 and 71, Bishopsgate-street, London, Nov. 28, 1866.

PIGNATEL & CO.,
STOREKEEPERS,
GENERAL MERCHANTS
AND
COMMISSION AGENTS
NAGASAKI
JAPAN.

PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's Establishments at the above Port afford every facility for REPAIRING and SPARRING VESSELS, and for CLEANING and PAINTING Iron and Steam Ships.

Their large Granite Dock, 286 feet long on the blocks, is in complete working order, and at average spring tides can take vessels drawing 16 to 17 feet water. The Dock is fitted with a Caisson Gate and with a Centrifugal Steam Pump of great power, ensuring despatch in all states of the tide. An ample stock is kept on hand of Timber, Oregon Spars, Sheathing Copper and Yellow Metal, and of every description of material for Dockyard use.

The premises comprise an Engineer's Workshop, Brass Foundry, a large Smithy and Carpenter's Workshops, and the works are superintended by Resident Europeans, viz., a Shipwright, an Engineer and a Blacksmith. Dry, Godowns for the reception of vessels, stores, &c., when requiring to discharge them.

Amoy, March, 1865.

TO IMPORTERS.

The undersigned beg to remind Importers o Wearing Apparel, and Boots and Shoes, of the many advantages which their long experience as Manufacturers and Shippers, their vast resources, and their intimate knowledge of the requirements of Foreign and Colonial Markets enable them to offer.

ASSORTED SAMPLE CASES FORWARDED ON RECEIPT OF REMITTANCE OR ORDER ON LONDON AGENT.

E. MOSES AND SON,
CORNER OF MINORIES AND ALDGATE LONDON

COWASJEE DINSHAW.

lose to the Landing Place. Depot of
EUROPEAN, CHINA, AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality. Bombay-made Soda Water and Lemonade. Perfumery, Confectionery, Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.

STEAMER POINT, ADEN.

Drawing and Reading-room free to Passengers.
THE "LONDON AND CHINA EXPRESS" ON SALE.

Bottled Ales and Wines, &c.

"NO BUYERS for the BEST BRANDS, unless RE-PACKED," in consequence of repeated BREAKAGE.—Melbourne Journal of Commerce, Nov. 16. Heating and Breakage entirely prevented, and 15 per cent. saved in Freight of Cases by using SEYMER'S BOTTLE PACKINGS AND COOLERS.

Price 7½d. per doz. Bottlers contracting for large quantities effect so great a saving in labour, &c., that they can supply them at one-fourth less in price to Shippers, who will find it most profitable to order their goods to be so packed in future. In use by all the leading London houses.—T. WHITEHEAD, 87, EASTCHEAP, E.C Sole Manufacturer.

TUPPER AND COMPANY.

MANUFACTURERS OF PATENT GALVANISED IRON in Sheets, Tiles, Iron Roofs heds, Cisterns, Pails, Gutters, Wire for Fencing, &c.
WORKS AT BIRMINGHAM AND LONDON.
OFFICES: 61A, MOORGATE STREET, LONDON.
Merchants' orders executed with despatch.

THE LONDON AND CHINA TELEGRAPH

THE EIGHTH Volume of this JOURNAL commenced on the 4th of January, 1866. The Subscription for the three numbers per month is 30s. per annum, including Postage, and to the Export Supplement 12s. Terms for advertising, 2s. 6d. per five lines; and 6d. for each additional line.

Subscriptions and Advertisements received abroad by the following Agents:—

Paris	G. W. YAPP, 4, Place Pentagonale Boulevard Pereire.
Hamburg	Mr. ONCKEN.
Amsterdam	LOMAN AND VERSTER.
Rotterdam	HOOG & KRUYT.
New York	WILMER AND ROGERS.
Gibraltar	W. SPEED.
Malta	J. CRITIEN.
Alexandria	P. CUMBO, St. Catherine's-square.
Aden	COWASJEE DINSHAW.
Suez	
Bombay	CHESSON AND WOODHALL
Calcutta	SANDERS, CONES, AND CO.
Point de Galle	G. D. ANTHANISZ.
Colombo	J. W. VANDORT.
Kandy	W. A. ARCHBALD.
Labuan, Sarawak, and Singapore	JOHN LITTLE & Co., Singapor
Penang	SANDILANDS, BUTTERY AND CO.
Bangkok	
Batavia	HUNTER, HOUGHTON, AND CO.
Anjer—Straits of Sunda	G. SCHUIT, Anjer Hotel.
Manila	PHILLIPS, MOORE, AND CO.
Hong Kong, Canton, Macao, & Swatow	J. B. MORRIS, Hong Kong.
Amoy	BELLAMY AND CO.
Foo-Chow-Foo	HEDGE AND CO.
Shanghai	H. FOGG AND CO.
Tien-Tsin	JAMES HENDERSON.
Nagasaki—Japan	PIGNATEL AND CO.
Yokohoma	HANSARD AND BLACK.

OFFICE, 12, GEORGE-YARD, LOMBARD-STREET LONDON, E.C.

THE MONEY MARKET REVIEW

A WEEKLY JOURNAL OF THE HIGHEST CLASS,
EXCLUSIVELY DEVOTED TO THE DISCUSSION OF COMMERCIAL AND FINANCIAL TOPICS.
PUBLISHED EVERY SATURDAY

TERMS OF SUBSCRIPTION.
PAYABLE IN ADVANCE.
Single Paper ... ... 6d. Yearly ... ... £1 6s.
BY POST.
Single Paper ... ... 7d. Yearly ... ... £1 10s.
*** Post-office orders to be made payable to FRANCIS FISHER, 23, Birchin-lane, Cornhill, London, E.C.

THE CHINESE COMMERCIAL GUIDE.

CONTAINING Treaties, Tariffs Regulations, Tables, &c., useful in the trade of China and Eastern Asia, with an Appendix of Sailing Directions for those Seas and Coasts, by S. WELLS WILLIAMS, LL.D. Fifth Edition.

Hong Kong, SHORTREDE and Co.; London Agent, F. ALGAR, 11, Clement's-lane, E.C. Price Two Guineas.

"CHINA MAIL" OFFICE.

No. 2 WYNDHAM-STREET (back of the Club) :—

1.—THE EVENING MAIL,

A DAILY PAPER.

PRICE.—2 dols. per month.
TERMS OF ADVERTISING.—First insertion, Ten lines and under, 1 dol.; each additional line, 10 cents. Subsequent insertions, per week, 50 cents and 5 cents—"Auction" Notices are excepted, for which only One Charge per week is made).

2.—THE CHINA MAIL,

AN ORIGINAL WEEKLY PAPER.
(Every Thursday Night.)

PRICE.—15 dols. per annum; Single Copies, 44 cents.
ADVERTISING.—First insertion, Five lines, 1 dol.; each additional line, 20 cents. Subsequent insertions, 50 cents. and 10 cents.

The "China Mail" has been permanently enlarged in size, namely, from 4 to 6 full pages. It is the only weekly paper published in China which contains a complete summary of Hong Kong news as well as that from the treaty ports of China and Japan, and from Manila, Australia, India, and the Straits. Its circulation, which has of late considerably increased, extends throughout the coasts of those countries as well as to various parts of Europe. Great facilities are thus afforded to advertisers in this newspaper.

3.—OVERLAND CHINA MAIL.

Containing 8 FULL PAGES, and consisting of a reprint of the articles in the EVENING and CHINA MAILS, with Summary of News and Commercial Summary.

ONCE A FORTNIGHT.
(The Morning of the Mail's despatch.)

PRICE.—To Subscribers to the Weekly issue, 8 dols to Non-subscribers, 12 dols. Single copies, 50 cents.
ADVERTISING.—The same as in the Weekly. All "Notices of Firms" appearing in the Weekly will be inserted in the *Overland*, and charged for, unless otherwise ordered.

A. SHORTREDE & CO.
Hong Kong, May 17, 1866.

REVUE ORIENTALE,

Conducted by M. LEON DE ROSNY,
Professor of Japanese in the Imperial School of Living Oriental Languages of Paris.

DEVOTED specially to Ethnography, History, Literature, and Commerce of Asia, Africa, and Oceana.

The last issue (No. 57) contains, amongst other matters,—

THE INEXORABLE COURTESAN, a Hindoo Story translated by M. Garcin de Tassy, Member of the Institute of France.

COMMERCIAL RELATIONS of the EAST and WEST in Ancient Times, by M. A. Castaing.

OCEANIC STUCIES, by G. Delonore.

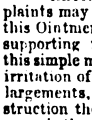
VOYAGE in the HOLY LAND, by M. F. de Saulcy, of the Institute.

ORIGINAL CORRESPONDENCE.

MISCELLANEOUS NEWS relating to the East.

Agents in London: TRUBNER AND CO.

To follow the "Aboyne," and will meet with the usual quick despatch.



DIRECT for COLOMBO, the beautiful China Clipper, SPIRIT OF THE NORTH, A 1, 10 years, 663 tons register, ALEXANDER MATTHEW, Commander, lying in the East India Docks. This splendid clipper ship, well-known in the China trade, having just re-classed and newly coppered, offers a first-rate opportunity to shippers of fine goods

For freight or passage apply to JOHN C. CAMPBELL 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

HOLLOWAY'S OINTMENT. — Throat Affections.—All varieties of these distressing complaints may be readily and effectively treated by rubbing this Ointment twice a day upon the neck and chest, and supporting the strength by suitable nourishment. By this simple means diphtheria, ulcerated and relaxed throat, irritation of the windpipe, quinsey, and all glandular enlargements, will have their progress arrested and the destruction they have caused repaired. Holloway's Ointment is the most trustworthy remedy for all internal and external throat ailments, and may be safely and effectively employed in every case, without regard to season, sex, age, or constitution. It is highly extolled for its ready cures of spasmodic coughs, chronic hoarseness, and all disagreeable discharges from the throat and nose.

Digitized by Google

THE SHORTEST ROUTE TO AND FROM MANILA AND THE PHILIPPINES.

NOTICE to SHIPPERS and PASSENGERS by the OVERLAND ROUTE:—

The CHINA STEAM and LABUAN COAL COMPANY (Limited), in pursuance of an agreement entered into with the Government of Manila, have arranged to despatch the steamships "MONA" and "JAPAN," or other of their first-class steamers, with the mails and passengers monthly between Singapore and Manila, and Manila and Singapore, in correspondence with the Messageries Imperiales Overland Route.

By a special permit all goods by these steamers from the 1st August, 1866, will be admitted into Manila at the reduced duty of 10½ per cent.

The Company's agents at Singapore will take charge of goods for transhipment. For further particulars apply at the Offices of the Company, Ethelburga-house, 70 and 71, Bishopsgate-street, London, E.C.

OVERLAND ROUTE.

COMMUNICATION by STEAM to INDIA, AUSTRALIA, &c., *via* EGYPT.—From SOUTHAMPTON and MARSEILLES.—The PENINSULAR and ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels for Gibraltar, Malta, Egypt, Aden, Ceylon, Madras, Calcutta, the Straits, China, and Japan (Yokohama), by their steamers leaving Southampton on the 4th and 20th of every month. For Gibraltar, Malta, Egypt, Aden, and Bombay by those of the 12th and 27th of each month; and for King George's Sound, Melbourne, and Sydney, by the steamers leaving Southampton on the 20th of every month. The steamers leave Marseilles on the 5th, 12th, 20th and 28th of the Month.

For further particulars apply at the Company's Offices, 122, Leadenhall-street, London, E.C., or Oriental-place, Southampton.

OVERLAND ROUTE VIA MARSEILLES.

SERVICES MARITIMES DES MESSAGERIES IMPERIALES.

FRENCH MAIL STEAM PACKETS.

The 19th of every Month, at 2 P.M for—

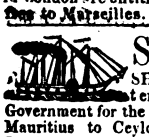
MESSINA, ALEXANDRIA, ADEN, POINT DE GALLE (Ceylon), PONDICHERRY MADRAS, CALCUTTA, SINGAPORE, BATAVIA, SAIGON HONG KONG, SHANGHAI, and JAPAN.

The 9th of every Month for—

MESSINA, ALEXANDRIA, ADEN, SEYCHELLES REUNION, MAURITIUS

For passage, freight, and information apply to B.W. and H. HORNE, 4, Moorgate-street, London; G. H. FLETCHER and Co., Liverpool; at the offices of the Services Maritimes des Messageries Imperiales in Paris, Lyons, Borceaux, and Marseilles; or to SMITH and Co., Rotterdam.

*** Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.



STEAM to INDIA, via the CAPE.—The UNION STEAMSHIP COMPANY (Limited) have entered into an arrangement with the Government for the extension of the Packet Service from Mauritius to Ceylon. Passengers can proceed from Southampton on the 8th of every Month to Point de Galle, where a junction is formed with steamers proceeding to India, China, Australia, &c. Rates of freight and passage very moderate.

Apply to FALCONER and MERCER, 23, Leadenhall-street, London; or THOMAS HILL, Southampton.

JAPAN AND CHINA NEW MAIL ROUTE VIA PANAMA.

THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamers from NEW YORK on the 1st, 11th, and 21st, and from PANAMA on the 9th 19th, and 29th of every month for SAN FRANCISCO, calling at ACAPULCO, MANZANILLO, MAZATLAN, *en route* thence to YOKOHAMA and HONG KONG. Passengers from England may connect with this line at New York by any of the various steamers from Liverpool, Southampton, or Falmouth, to that port, or at Panama by the steamers of the Royal Mail Steam Packet Company leaving Southampton on the 2nd and 17th of every month.

For particulars of Freight, through passage rates, &c., &c., apply to H. STARR and Co., General European Agents, 145, Cheapside, London.

INDIA AND CHINA VIA ITALY.

SHORTEST SEA PASSAGE FROM EUROPE TO EGYPT.

BRINDISI to ALEXANDRIA—Contract Passage, 82 hours

It is frequently done in 72 hours.

THE Società Anonima Italiana di Navigazione Adriatica Orientale, under contract to carry the Direct Mails despatch as under their first-class English-built steamers CAIRO, BRINDISI, PRINCIPE DI CARIGNANO, or PRINCIPE TOMASO, between BRINDISI and ALEXANDRIA. The vessels of the Company sail as follows:—From Brindisi for Alexandria on the 7th, 14th, 22nd, and 30th of each month, at 6 A.M.; Alexandria for Brindisi, on the arrival of the mails, about the 5th, 12th, 20th, and 29th of each month. The arrivals at and departures from Alexandria are in coincidence with those of the steamers of the Peninsular and Oriental Company, with the Calcutta, China, and Bombay Mails.

Fares:—Brindisi to Alexandria, including provisions, 1st class, 275f.; 2nd class, 200f.; third class, 90f., and *vice versa*

For further particulars apply to FLORENCE, via Montebello, 42; PARIS, Rue de L'Universite, 108; LONDON: Messrs. PALMER, 44, Eastcheap, E.C.

OPENING OF THE NEW CHINA STEAM ROUTE FROM LIVERPOOL.

VIA THE ISTHMUS OF PANAMA AND SAN FRANCISCO.

THE WEST INDIA and PACIFIC STEAMSHIP COMPANY (Limited) have the pleasure to announce that they have concluded arrangements with the PACIFIC MAIL STEAMSHIP COMPANY for the conveyance, by the latter's new mail line of steamers, of Passengers, Goods, and Specie between LIVERPOOL, YOKOHAMA (Japan), HONG KONG, and SHANGHAI.

THE NEXT DEPARTURE WILL BE:—

From Liverpool ... ... 5th February.
Leaving San Francisco ... ... 3rd April.
Due at Yokohama ... ... 23rd April.
Due at Hong Kong ... ... 2nd May.

Making a connection at Yokohama to and from Shanghai.

The steamers will be despatched at regular intervals so soon as those building for the Pacific Mail Company, specially for the service, are ready.

RATES OF PASSAGE FROM LIVERPOOL.

To Yokohama ... ... First Cabin, £110 10s.
To Hong Kong ... ... „ £120 10s.
To Shanghai ... ... „ £120 10s.

FREIGHT, FREE OF PRIMAGE.

Liverpool to Yokohama, Hong Kong, and Shanghai, £18 5s. per ton of 40 cubic feet.

The homeward rates of freight will be fixed by the Agent of the Pacific Mail Steamship Company at the above Ports.

ARTHUR B. FORWOOD, Managing Director.

OFFICES:—LIVERPOOL, The Temple, Dale-street LONDON, 117, Leadenhall-street; HAVRE, J. M. Currie.

ORIENTAL, AUSTRALIAN, AND GENERAL STEAM AGENCY, AND GLOBE PARCEL EXPRESS.

PARCELS, PACKAGES, and MERCHANDISE forwarded, and PASSAGES engaged to all parts of the world. Baggage collected and shipped, insurances effected, &c.

CALCUTTA, MADRAS, CEYLON, and ADEN—Overland, 4th and 20th of every month.

BOMBAY and ADEN—Overland, 12th and 27th.

CHINA, JAPAN, SINGAPORE, and EASTERN EASTERN—Overland, 4th and 20th.

AUSTRALIA, TASMANIA, and MAURITIUS—Overland, 20th.

NEW ZEALAND and AUSTRALIA via PANAMA, 2nd

INDIA, CHINA, and AUSTRALIA—Via Cape of Good Hope. Clipper Ships, weekly.

Prospectuses, with through rate to a thousand places free on application.

G. W. WHEATLEY and Co. (late Wagnorn), 150, Leadenhall-street, E.C.; CHAPLIN'S, Regent-circus, W. and 32, Regent-street, S.W.

INDIA, CHINA, AND JAPAN.

ROBERTSON and CO. will despatch the following first-class VESSELS to their respective destinations:—

Destination.	Ships.	Class.	Dock.	To Sail.
Shanghai ...	Gossamer ...	A1 15 yr.	W.I.D.	With des.
Shanghai ...	Vigil ...	AA 1	W.I.D.	With des.
Manila ...	Ogono ...	3-3d=A1	W.I.D.	With des.
Hong Kong, Amoy, & Foochow-Foo ...	Argonaut ...	Newship	E.I.D.	With des.
Hong Kong ...	Burdwan ...	A1 14 yr.	W.I.D.	With des.
Kanagawa and Yokohama ...	Medina ...	A1 13 yr.	W.I.D.	With des.
Ditto	Cymbeline .	A1 13 yr.	W.I.D.	With des.

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.

CHINA and JAPAN.—The following splendid first-class CLIPPER SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	Last Shipping Day.
Shanghai ...	City of Aberdeen	A1 14 yr.	E.I.D.	Dec. 5
Shanghai ...	Challenger.	A1 12 yr.	E.I.D.	To follow.
Hong Kong & Whampoa ..	Pak Wan...	A1 14 yr.	E.I.D.	With des.
Nagasaki & Kanagawa	Rifle ...	A1 13 yr.		With des.
Kanagawa (Yokohama)	Anazi ...	A1 14 yr.	W.I.D. E.I.D.	With des.

For Freight or Passage apply to KILLICK, MARTIN and Co., 28, Nicholas-lane, Lombard-street, E.C.

CEYLON, INDIA, AND CHINA.

THE undermentioned will despatch the following magnificent first-class VESSELS:—

Port.	Ships.	Tns.	Class.	Dock.	Date of Sailing.
Colombo ...	Aboyne ...	445	A 1 10 yrs.	L.D.	Dec. 7.
Ditto ...	Spirit of the North ...	663	A 1 10 yrs.	E.I.D.	Dec. 20.
H. Kong ...	Dora	379	A 1 10 yrs.	W.I.D.	Dec. 12.
Sadashigur Cannanore, Beypore, & Cochin	Abd. Medjid	402	AA 1 —	W.I.D.	W. des.

For Freight or Passage apply to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

FROM LIVERPOOL.

Destination.	Ships.	Tons	Class.	To Sail.
Batavia & Sourabaya ...	Caroline ...	462	—	Imm.
Batavia & Singapore	Archos ...	449	A 1 10 yrs	„
Hong Kong & Whampoa ...	Everest ...	571	A1 13 yrs.	„
Calcutta ...	Waverley ...	1000	—	„
Calcutta ...	Jane Porter...	953	A 1 —	„

For terms of Freight or Passage apply to McDIARMID, GREENSHIELDS, and Co., Liverpool.

To sail 12th December.

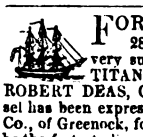
HONG KONG and WHAMPOA.—Warranted First Ship.—The clipper barque DORA, A 1 ten years, 379 tons, C. BROWN, Commander; West India Docks. This fast sailing vessel (having made her last passage from Colombo in 94 days (offers a favourable opportunity to shippers, and will shortly be despatched.

Apply to JOHN C. CAMPBELL, 22, or to LIVINGSTON, HOLDING and BRIGGS, 31, Great St. Helen's, E.C.

To sail on 10th December.
Regular Line of Packet Ship.

FOR HONG KONG AND WHAMPOA, the very fast, new clipper JOHN MILTON, A 1, 14 years, 618 tons register, A. PIROUET, Commander; lying in the East India Docks. This ship, built last year, made the passage to China against the Monsoon in 104 days. Has good accommodation for passengers.

For Freight or Passage apply to SHAW, LOWTHER, AND MAXTON, 2, Royal Exchange-buildings, London E.C.



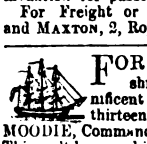
FOR SHANGHAI, to sail, on the 28th December, from Greenock, the very superior new Clyde-built China clipper TITANIA, A 1 14 years, 878 tons register, ROBERT DEAS, Commander. This most beautiful vessel has been expressly built by Messrs. R. STEELE and Co., of Greenock, for the China trade, and is expected to be the fastest clipper afloat.

For Freight or Passage apply to THOMAS SKINNER and and Co., Glasgow; or to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings, London, E.C.

To Sail on the 10th of January.

FOR SHANGHAI, the well-known clipper FALCON, A 1 13 years, 793 tons register, J. J. GUNN, commander, lying in the East India Docks. Has excellent accommodation for passengers.

For Freight or Passage apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings, London, E.C.

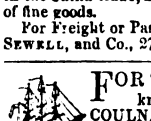


FOR SHANGHAI Direct (last shipping day 13th December), the magnificent China clipper ship LAUREL, A 1 thirteen years, 638 tons register, GEORGE MOODIE, Commander; lying in the East India Docks. This well-known ship (owned by Messrs. John Willis and Son (is strongly recommended to shippers of fine goods.

For Freight or Passage apply to GELLATLY, HANKEY, SEWELL, and Co., of 27, Leadenhall-street, E.C.

SHANGHAI Direct, with quick despatch, the magnificent China clipper ship LAUDERDALE, A 1 thirteen years, 851 tons register, C. W. H. HUTCHINS, Commander; loading in the East India Docks. This splendid ship, owned by Messrs. John Willis and Son, is well known in the China trade, and strongly recommended to shippers of fine goods.

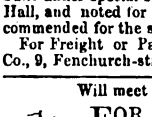
For Freight or Passage apply to GELLATLY, HANKEY, SEWELL, and Co., 27, Leadenhall-street, E.C.



FOR SHANGHAI Direct, the well-known Aberdeen clipper-built ship COULNAKYLE, A 1 thirteen years, 579 tons register, ALEXANDER MORISON, Commander; West India Docks. This magnificent ship, built under special survey for the China trade by Messrs. Hall, and noted for her quick passages, is strongly recommended for the shipment of fine goods.

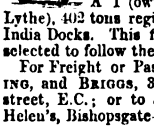
For Freight or Passage apply to WM. JAMIESON and Co., 9, Fenchurch-street, E.C.

Will meet with very quick despatch.



FOR SADASHIGUR, CANNANORE, BEYPORE, and COCHIN.—The beautiful clipper ship, ABDUL MEDJID, A 1 (owned by Messrs. Vanner, Prest, and Lythe), 402 tons register, J. PITON, Commander; West India Docks. This fine little vessel has been especially selected to follow the Millbrook.

For Freight or Passage apply to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.



COLOMBO Direct, warranted first ship, has room for a few tons of light freight only, and will be despatched in a few days, the beautiful clipper ship ABOYNE, A 1 10 years, 445 tons register, J. GRANT, Commander; London Docks. This fast-sailing vessel, built in 1864, offers the best opportunity for shippers of fine goods.

Apply to JOHN C. CAMPBELL, 22, or to LIVINGSTON, HOLDING and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

Printed for the Proprietors by WOODFALL and KINDER Milford-lane, Strand, W.C., and published by JOHN ELLISON, at the Office of the "LONDON AND CHINA TELEGRAPH," 12, George-yard, Lombard-street, E.C., in the parish of St. Edmund the King.—Thursday Dec. 6, 1866.

Digitized by Google

The London and China Telegraph.

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON ARRIVAL OF THE MAILS, about the 4th, 14th, and 28th, in connection with the "LONDON AND CHINA EXPRESS,"
A SUMMARY OF NEWS FOR THE OUTWARD MAILS OF 10th, 17th, and 26th.

VOL. VIII.—No. 230.] LONDON, THURSDAY, DEC. 13, 1866. [Price 9d., with Sup., 1s. 3d.—Sub. 30s. per ann. postage included, Sup. 12s. extra.

Latest Advices.

	From London.	Arrived out.	HOMEWARD. Arrived in London this day.
JAPAN—			
Yokohama	Aug. 27	Oct. 16	Oct. 16
Nagasaki			„ 17
Hakodadi			
CHINA—Peking			
Tien-tsin			„ 18
Chefoo			
New-chwang			
Hankow			„ 20
Kiu-kiang			
Chin-kiang			
Shanghai	Sept. 10	„ 28	Oct. 25
Ningpo			
Foo-Chow			
Formosa—Tamsuy			
Amoy			
Swatow			
Hong Kong	Sept. 17	„ 28	Nov. 1
Canton			
Macao			
PHILIPPINES—			
Manila			Oct. 22
COCHIN-CHINA—			
Saigon			
SIAM—Bangkok			„ 22
BORNEO—			
Labuan			
Sarawak			Nov. 1
JAVA—			
Batavia			„ 2
MALACCA STRAITS—			
Singapore	Sept. 26	Oct. 30	Nov. 8
Penang	„ „	„ 28	„ 10

The next mails due from Hong Kong, &c., on the 27th inst., with dates to 15th Nov., and telegrams have been received in advance. The Malta and Alexandria cable is not yet in working order. The steamer Ceylon, with the above mails, put into Toulon from stress of weather.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per P. and O. stermer Ceylon, arrived Dec. 11.—From Shanghai: Mr. Williams, Captain Grindle. From Hong Kong: Mr. Smith, Mr. and Mrs. Odell, Mr. Mercer, Mr. How, Mr. Canenard, Mr. Lane. From Ceylon: Mr. Braybrooke, Mr. Gibson.

By last Bombay mail, per P. and O. steamer Pera, arrived at Marseilles Dec. 4.—From Hong Kong: Mr. Wood, Don Manuel Ybarretta. From Galle: Mr. O. Symill, Mr. J. Garratt.

By French mail steamer Peluse, arrived at Marseilles Dec. 4.—From Singapore: Messrs. Parter, Gomer, Pidal, Martinez, De Meroz, Gaudinez, Alverez, Chapino, Modo, Olira, Castellanos, Butler, Vermouth, Kohler, Kramer, Huguenott, Essera, Andran, Yarnon, Vandenberle, Mr. and Mrs. Gamboa. Mr. and Mrs Visnen and servant. From Batavia: Mr. Verstiage. From Saigon: Messrs. Dunlop, Vincent, and Lassienne. From Yokohama: Messrs. Schmidt, Baker, Nicolas, Grazioli, Constancioux, Ravel, Mermit de Cachon, Turpino, Barato, Washaldi, Berlandie; Mr. Le Aurenche and servant. From Shanghai: Messrs. Wernet, Demille, Terain, Nachtrieb, Ortel, Andreasi, Frigerio, Maynard, Gansell, Agostini. From Hong Kong: Messrs. Eymond, Longretti, Gorse, Mimo, Mr. and Mrs Lay, two children, and servant.

From China via Bombay: Mr. Wood, Don Manoel Ybaretta.

PASSENGERS OUTWARD.

Per P. and O. steamer Ripon, from Southampton, Dec. 4.—To Ceylon: Mr. H. Irwin, Mr. and Mrs. E. Fuller, Mr. A. H. Davidson, Mr. P. Le P. Bookey, Miss Bookey, Mr. J. H. Maclean, Mr. Hoppesley and brother, Mr. and Mrs. G. Armitage, Ensign Kennedy. To Singapore: Mr. F. E. S. Stephens. To Penang: Mr. R. Maxwell. To Hong Kong: Miss Roy, the Rev. J. Kingston, R.N., Miss Lapraik. To Calcutta: Miss E. Bevington, Mr. and Mrs. J. H. Collins, Major and Mrs. Emerson, Mrs. A. R. Bell, Mrs J. T. Pritchard, Miss Leader, Col. and Mrs. Tytche and servant, Lieut.-col. C. Armstrong, Dr. and Mrs. Parke and child, Mrs. B. L. Bell and servant, Miss Squary, Miss Robinson, Capt. and Mrs. C. E. Nairne, Miss M. and Miss A. Potts, Mr. Oliwant, Major A. S. Smith, Mr. N. H. Dunlop, the Rev. R. and Mrs. Robinson and two children, Staff Asst. Surg. Burnell, Lieut. Perry, Mr. Showers, Col. Burroughs, Miss Burroughs, Mr., Mrs., and Miss Sutherland and servant. To Madras: Mr. Brubant, Mr. J. J. Hefferman, Mr. W. Shaw, Capt. and Mrs. Hog, Miss Watts.

From Marseilles, Dec. 12.—To Yokohama: Mr. Duplaquet. To Ceylon: Mr. Smeaton. To Hong Kong: Mr. H. J. Such, Mr. W. Tolier, Mr. Albert Reha, Mr. F. W. Dearborn, Mr. Lloyd. To Penang: Mr. J. Thomson. To Singapore: Mr. Thomas Dickson, Mr. Beaver. To Shanghai: Mr. S. Latham. To Calcutta: Mr. and Mrs. A. G. Apcar, child and servant, Mrs. Carmichael, child and servant, two Misses Wylie, Mr. C. Currie, Mr. T. M. Lee, Dr. A. L. and Mrs. Mautell, Mr. W. E. Kinsey, Mrs. R. B. Kinsey, Capt. and Mrs. Holroyd, Mr. Eglinton, Mr. and Mrs. C. Sanderson and servant, Major Langmore, Mr. W. C. Hannah, Lieut. E. A. Trevor, Major W. S. Trevor, Mrs. Cory, Mr. D. Lecy, Mr. and Mrs. W. Craik, Rev. Dr. Mazuchelli, Miss Lloyd and sister, Mr. W. Edwards, Mr. A. L. Pereira, Mr. B. Smith, Capt. Bond, Mrs. Payne, Major W. E. Currie, Mr. C. Kluysmann, Capt. Shelley, Lieut. M. P. Blake, Miss Molloy, Mirza Aleithkbar. To Madras: Mr. Logan, Capt. Gunning, Mr. J. E. Rolland, Mr. J. Keith, Mr. E. Dawson, Mr. R. Duncan.

Per P. and O. steamer, from Marseilles, Dec. 20.—To Singapore, via Bombay: Mr. C. G. McClelland.

Per P. and O. steamer, from Southampton, Dec. 20.—To Yokohama: Mr. Hooper, Mr Barber. To Hong Kong: Mr. Webb, Mr. A. S. Bradley, R.N. To Ceylon: Capt Jackson.

From Marseilles, Dec. 28.—To Hong Kong: Mr. C. Morgan. To Yokohama: Mr. and Mrs. Thorel. To Penang: Mr. and Mrs. Hackett.

Per P. and O. steamer, from Southampton, Jan. 4.—To Ceylon: Mr. and Mrs. G. Vetch, Mrs. Wormald and two children, Mr. and Miss Allen, Mrs. Allen and child. To Hong Kong: Mr. Ridgway. To Singapore: Miss Gale.

From Marseilles, Jan. 12.—To Penang: Mr. H. J. D. Padday. To Ceylon: Mr. and Mrs. Boustead. To Hong Kong: Mr. Still.

Per P. and O. steamer, from Marseilles, Jan. 20.—To Hong Kong, via Bombay: Mr. Hitchcock.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

We have no later dates from this port than those brought by the French mail.

The *Japan Times* denies that Stotsbashi is confirmed as Shiogoon. It says, "The death of the late Shiogoon has been officially proclaimed. Stotsbashi, second son of the late Prince of Mito and Prime Minister to the defunct Shiogoon, was named heir by his dying master. He has not yet, however, received his commission from the Mikado. We hear from authentic sources that he has himself taken no steps towards assuming the dignity, and it is reported that he has announced his intention of deferring the question until the conclusion of the war with Choshiu, when he will solicit the votes of the Daimios for the young Owari, a boy of eight years old and legitimately the next in succession to the Shiogoonate. This is by no means improbable, as Stotsbashi is perfectly well aware that at the present juncture the accession of another minor is almost out of the question, and he will therefore, while disarming opposition by this move, stand a good chance of having the shiogoonate pressed upon him by the great Council and the Mikado, and succeed peaceably to that high office. It is, on the other hand, however, quite possible that a change in the whole system of the government of the country may take place, and that the Mikado may resume the command of his own armies. The war continues, but Choshiu's troops have been twice routed.

The opening of Osaka, now imminent and certainly not to be deferred beyond January, 1868, will of course bring the representatives of foreign Powers into closer connection with the potentate whom we have lately discovered to be the real sovereign of the country; and it is quite possible that this event may initiate a new era in the history of Japan. It is otherwise difficult to account for the undeniable fact of the present *interregnum* for which certainly the necessity of finishing the war with Choshiu is not a sufficient reason. It appears more likely than ever, by the way, that this war will have to be ended by the Shiogoon's representatives accepting the terms offered to them by their enemy, which we detailed last mail."

NAGASAKI.

Private advices from this port mention the existence of some apprehension on the part of the Governor lest some of Choshiu's forces should make a raid on the place, and that, in anticipation of such a movement, he has sent his wife and family to Yedo to be out of danger. It is generally believed, however, that Choshiu's anxiety to avoid any further collision with foreigners will prevent his sanctioning any such measure.

The Dutch brig *Duodecima* has been totally lost in Van Diemen's Straits, only three Japanese were saved,

Digitized by Google

CHINA.

HANKOW.

From this settlement there is no news whatever, and the columns of the *Hankow Times* are filled with lamentations over the rapid decadence of the port. The only observable symptom of social vitality is the publication of the subscription list for the proposed church, comprising seven names, with a sum of Tls. 200 against each. "The amount, per Hong," says the *Times*, "speaks well for the liberality of the community. There appears to be no doubt that all will give towards this most desirable object. We hear that the reason of so few names as yet being placed on the list is that agents here have not received their instructions from Shanghai; and we shall be glad if this short notice calls attention to the matter from principals at that port."

SHANGHAI.

The autumn mail of 10th Sept., was expected on the 28th Oct., having arrived at Hong Kong on the 23rd. The dates are now down to the 25th.

The following items are from a letter dated Oct. 25:—The news brought down from Chefoo of an attack having been made upon the American schooner, the *General Sherman*, in the Korea, has been the chief topic of conversation for some time past, and people are speculating upon the probable results of the affair. It is thought in some quarters that America will be forced to make a warlike demonstration, and it is also imagined that England may be induced to join in it. This latter contingency is, I think, highly improbable, as, though a British subject was among one of the unlucky victims, the vessel was under American colours, so that, as a point of honour, Great Britain is not bound to interfere. I need scarcely say, however, that as yet all is speculation, there being no means of ascertaining what the probable course of the foreign Governments will be. The River Seoul is announced as blockaded by the French, who seek redress for the murder of the three missionaries; but whether England and America will join her it is now impossible to surmise with any degree of certainty. It may be, however, that with so good an excuse for putting in an appearance, they may avail themselves of the opportunity of watching the doings of the French.

Some underhand transactions of a somewhat serious nature have been discovered to be going on with respect to the collection of some of the French Municipal Revenue; and a Mr. Agostini, Assistant Superintendent of Police, being found implicated in an arrangement for squeezing the Chinese residents on the French Concession out of a considerably heavier amount of taxes than legal, has been arrested by the Consul General and sent off to Saigon for trial. The matter seems to have been going on for some time, and its disclosure has caused no little sensation, and, as in all such cases, rumour is active in suggesting that there are more revelations to be made.

Sports are now occupying some attention. The regatta wil come off to-morrow, an event which has been looked forward to with some excitement, as there will be a race between an English and an American crew, and of course some little international feeling has been got up. The races this year seem likely to be rather poor, the more so as a loss has been sustained from Traveller, a promising animal quite broken down.

The Hon. Anson Burlinghame, United States Minister, leaves per *Sze-Chuun* this day for the North.

A rumour was current in the settlement that intelligence had been received by telegram *via* Kiachta, of the death of the Emperor Napoleon. No information to this effect has, however, been received in official quarters, and it appears probable that the rumour originated, like many others among the Chinese.

HONG KONG.

The outward mail of September 17 (French) arrived on October 28. The dates are now down to November 1.

(FROM OUR OWN CORRESPONDENT.)

No little excitement has been caused here in mercantile circles by the disappearance of two brothers, natives of Hamburg, who have been doing business in Hong Kong and Canton for some year or two past, and who are believed to have absconded on the morning of the 29th inst., taking the steamer for Canton but stopping at Whampoa, whence they got away the following morning to Macao. In this place they will be safe from legal pursuit. The amount of their liabilities is as yet unascertained, but that of assets left behind is *nil*. [We believe their names to be E. and J. Meyer.]

The Kiachta telegraph has been playing its usual pranks in a manner decidedly suggestive of foul play somewhere. A message received by that line was brought down some ten days since from Shanghai, in which the Oriental and Union Banks were declared to have stopped payment in London. Panic was universal for a day or two and a run actually took place on the Oriental Bank, but the arrival of the English mail with dates to Sept. 10 fortunately exposed the falsity of these malicious rumours.

An assay of the Hong Kong dollar was held at Canton last week, for the satisfaction of the Chinese Government, in the presence of several native officials and of the British Consul. The result has not yet been published, but it is understood to have been favourable; and it is stated that a Proclamation will shortly be issued, declaring the dollar receivable in payment of Customs' dues. Meanwhile it is still looked upon with doubt by all classes of Chinese in the colony, whose distrust, in the event of the Mint continuing in operation, it will take a long time to overcome. The issue of 20-cent. and 5-cent. pieces, which took place last week, is a very popular measure, on the contrary, as the unmistakable convenience of these coins recommends them to all. The first prosecution for counterfeiting has already taken place, a Chinaman having been arrested the day before yesterday whilst endeavouring to pass a copper imitation of the dollar, which I hear was by no means badly got up. These coins are doubtless struck near Canton, where large manufactories of false Mexican dollars are known to exist.

The latest phase of the Chinese emigration question is the detection of a barracoon for kidnapped females in the midst of Hong Kong, which was discovered by accident on the 27th inst. by Mr. Tonnochy, the Sheriff and Registrar, who, on forcing his way into the interior, found twenty-five women confined in an upper storey, and awaiting shipment for the Dutch colonies. These females had been brought down singly from the interior by means of the usual false pretences, and a prosecution was forthwith instituted against a German named Lobscheid, an ex-missionary, who acts as agent for a German firm very actively engaged in the coolie traffic, and by whose Chinese brokers these women had been brought to the colony. This is by no means the first time that the names of these parties have been brought before the public in the same connection, but it is to be hoped that the occurrence will result in a complete revision by Sir Richard MacDonnell of the system under which so-called Chinese emigration is carried on from Hong Kong. No good results can be expected until the matter is taken entirely out of the hands of private speculators.

Since writing the above I learn that the Europeans implicated in the affair have been discharged from lack of evidence, but the Chinese keepers of the barracoon are committed for trial.

From the *Government Gazette* we learn officially of the appointment of Mr. Smale as Chief Justice; and of Mr. Smale, junior, as Secretary and Clerk to the Judge. The public are informed, we observe, by the same official organ, that they can obtain 20 cent, 10 cent, and 5 cent silver pieces, along with one cent pieces and cash in bronze, at the Treasury office, in exchange for dollars and notes.

The following report of the fire is from the *Daily Press* of Oct. 31: —"Such a fire as is rarely seen, even in great cities where the food for the conflagration is stacked in unlimited quantities, took place last night in Tai-ping-shan. From the Praya up into the town as far as Gap-street and from Sutherland-street, close by the P. & O. Company's coal depot on the west, to Morrison-street on the east, what was yesterday a closely packed district of the Chinese quarter, is now a desolate heap of ruins, with gaunt fragments of wall standing up in all directions, but no sign of a living town remaining. How many hundred houses have been burned down, how many bales of cotton and bags of rice helped to make that wonderful blaze which half the colony must have seen last night is of course unknown as yet. The population in the region where the fire took place was of course so numerous that there must have been an immense quantity of hands at work saving property, and in this way no doubt a greater proportion of the goods, furniture and so forth threatened when the flames began to spread, was saved than would have been rescued at a fire of corresponding magnitude in England. At the beginning the swarms of boats which collected along the Praya to receive the property which the Chinese were hastily bringing out of their houses, were in themselves a sight to see. This of course was early in the proceedings, later on when the fire had claimed its whole territory the Praya was all but impassable.

"The conflagration began somewhere near the British Hotel in the Queen's-road. That building was saved, though the destruction overlapped it on both sides. All who could be of service gradually accumulated at the scene of action. The

Digitized by Google

police, detachments of men from the 20th and the Royal Engineers, the native fire brigade, parties of sailors from the men-of-war in harbour, came up as the fire announced itself all over the town and bay by rolling clouds of brightly illuminated smoke. Very soon, by half-past seven or eight, the flames had obtained such a hold upon the thin rows of China nouses which stood on each side of the Queen's-road, that the fire began to burn brightly, and clouds of vivid flame to leap up amongst the smoke. Some of the houses which first took fire must have contained cotton or equally inflammable merchandise, for the fury of the blaze at eight o'clock was already terrible. Roofs then began to fall in on all sides with a curious smothered crash which sounded at a little distance like the rush of a rocket, and wherever they went, of course the flames hau free play and mounted higher in the sky. A great many engines were brought down, and besides the fire brigade and police there were numberless volunteers, the young men of the colony generally, ready to work with any amount of courage and energy at the tasks going forward. The Governor moreover was present in the thick of the engagement, lending a hand to the workers and stimulating the enthusiasm; but as in a large battle field the troops engaged at one part have no idea what is going on in another, so it was last night, and it was through the equal readiness of all to do anything and go anywhere that so much was done. For a great deal was done in drawing a limit past which the fire was not allowed to go, though the idea of putting it out was simply ridiculous after its magnitude became apparent. Thus the coal depot of the P. and O. Company was saved, forming the the boundary of the fire in that direction. There were more than seventeen thousand tons of coal stored there, and had the mass of fuel ever taken fire it could not have been put out for a week or a month. The engineers stopped the progress of the fire in another direction by blowing up some houses, a feat they performed at about eleven o'clock.

"To do anything, more especially in the hurry of writing this morning, towards describing the scene is out of the question. It seemed a town on fire. You looked through lines of streets flooded with fire, you saw through a gap of ruins a region where spectral walls were subsiding with sounds faint in the general uproar of human voices and flame, on to incandescent piles of rafters, fountains of sparks shot up in all directions, and the atmosphere generally seemed red hot. The effect to eye, the magnificence of the display, considered from a merely æsthetic point of view, was past the power of words to paint.

"After about two o'clock this morning the rage of the fire was expended, but it must be burning now, though danger of its expansion is long since over."

Mr. Hart, the Inspector-General of the Chinese Imperial Maritime Customs, who arrived yesterday by the French mail, brings with him Professor Gumpach of Berlin, the well-known astronomer and combatant of Professor Airev's theories, and Professor Badham, of Trinity College, Dublin. These gentlemen will take the posts of professors for German and English in the new college at Peking for the instruction of native Chinese. A French professor follows by the next mail.

The charge brought against the Rev. William Lobscheid at the instance of the Acting Superintendent of Police, has happily fallen to the ground, the summons having been dismissed after the examination of one or two witnesses whose evidence failed to support the complaint. We sincerely hope that the reverend gentleman and his prosecutor will both take the hint to be derived from the day's proceedings. Mr. Acting Superintendent Deane, by way of being very energetic, has acted precipitately and unwarrantably, and may learn a lesson of discretion. Mr. Lobscheid if he act wisely will drop all connection whatever with an institution which gives occasion for such proceedings as were evidenced in court by the Chinese females examined for the prosecution of the first six prisoners. Nothing could be more disgraceful than the *expose* made yesterday of the modes in which emigrants are obtained.

Ten men and a woman, who were arrested on a charge of being concerned in the *Lubra* piracy, were brought up for examination before J. C. Whyte, Esq., but both Mrs. Hawes, the widow of the murdered captain, and Mr. Hall, late chief mate of the vessel, failed to identify any of them as the actual pirates. Two were pointed out by Mrs. Hawes, one as the cook who was discharged at his own request a few days before the vessel left this port, and the other as the stevedore who was working on board. Mr. Hall also identified two more, as part of the gang employed by the stevedore in stowing the cargo Mr. Jarman stated that he still had hopes of bringing proof against the tenth and eleventh prisoners, who were well known to the Macao authorities as notoriously bad characters, and also that he expected in a few days to get hold of some men whom Mrs. Hawes would be able to recognise. The case was in consequence further remanded, and all the prisoners allowed to bail with the exception of the tenth and eleventh. The cook who disappeared from the vessel on the evening of her arrival here has not been heard of as yet, in spite of all exertions on the part of the police to trace his whereabouts. This circumstance throws a grave suspicion on him as having been connected with this diabolical affair.

Captain Maxwell, 80th Regiment, has been appointed Deputy Assistant Adjutant-General, to relieve Major Samwell, and is expected to arrive in Hong Kong by the next mail.

A serious accident had occurred to a party of sailors employed in repairing the rigging of the flag-staff at the French Consulate. One of them was in the cross trees, and others were about ascending, when the staff snapped near the bottom and fell. Fortunately for the man in the cross trees, its fall was broken by some bamboos, or he must have been killed on the spot. As it is, he is very severely injured. There was no wind at the time of the accident, which is attributable simply to the decay of the foot of the staff. It was erected in 1859.

Mr. James Smith, a gentleman lately in the employment of Messrs. Dent and Co. at Chinkiang, was one evening going rapidly up the steps leading from Wyndham-street into Arbuthnot-road. He had hardly reached the top when he fell with tremendous violence from the top to the bottom. Whether his foot slipped on a stone, lost his balance, or was attacked by a fit, does not seem to be known. Lifted up into a sitting posture by some gentleman passing, he was found to be insensible and bleeding. Dr. Huyvenaar, a medical man residing close by, was promptly fetched, and every assistance given. A messenger was despached to the Central Police Station for help, and after a brief delay the unfortunate gentleman was placed in a chair and taken to the Civil Hospital, where he died, having never recovered consciousness, nor spoken a word from the moment of his fall. An inquest was held on the body at the Civil Hospital. Mr. Jose da Silveira and Mr. Gutierrez testified to the circumstances attending the accident. Dr. Cochrane was examined as to the cause of death, and the brief record closed with a verdict of accidental death. Had the jury inspected the site of the accident, they would probably have appended to their verdict a sharp reproof on the negligence of those who have left the steps and road leading from Wyndham-street to Arbuthnot road in a state of disrepair that render it dangerous to attempt to pass up or down it at noon day. Among other improvements grand juries might, with advantage, be re-introduced into Hong Kong. A presentment about the state of the roads might have some effect.

A notice has been issued by the Russian Vice Consulate in this city, to the effect that the Cabinet of St. Petersburg declares all Russian subjects who engage in the Chinese emigration business to forfeit all claims to protection from the Russian Government. Would that all the nations of the West would follow the example set them by the Imperial Russian authorities.

His Excellency Senhor Horta, the new Governor of Macao, accompanied by his aide-de-camp, arrived by the mail steamer, and were the guests of the Portuguese Consul. His Excellency and suite left for Macao in the Portuguese gunboat *Don Carlos*.

The following announcement in reference to the City Hall has appeared:—

It is hereby notified for the information of the shareholders and subscribers that Pang Awah, whose tender for erecting the City Hall was accepted at the meeting held on the 29th August last, has refused to enter into a contract, and in consequence a contract has this day been entered into with Chung Yee, for the construction of the building, the amount being $85,000.—P. RYRIE, on behalf of the City Hall Committee.

Captain Noelke, of the Prussian three-masted schooner *Vampyr*, recently from the Soloo group, situated between Borneo and the Philippines, has brought from the Soloo Sultan a communication, in the shape of a large document enveloped in silk. What this epistle purports we, of course, are not prepared to state, but it is supposed to convey a proposition to King William I. to assume the powers or Royalty over the Sultan's domains, inasmuch as the Soloonese are tired of the control at present exercised by the Spaniards over them. The document in question is to be transmitted to Berlin. Captain Noelke has in his possession several large pearls of more or less value from the said islands, the banks in the vicinity of which are well known to contain numbers of those precious productions.

Digitized by Google

PHILIPPINES.

MANILA.

We learn from Manila that on the 16th October a severe storm passed to the South, and was felt there. The Government steamer *Animosa* ran down the private steamer *Cebu*, and they both went down, close by Cavite. Several accidents are reported, amongst them the *Ygnacio* with a valuable cargo from Hong, Kong on shore at Punto Sangley. On the evening of the 18th a second typhoon visited Manila, and lasted two days. Only two Spanish vessels were driven ashore, and the English steamer *Japan* lost an anchor, and was said to have been aground but got up steam and got off again; she was to have sailed for Singapore on the 20th, but was delayed till the 22nd. It is expected the news from the provinces will be bad. The *Patino*, with the new Governor General, was expected daily. There have been great public rejoicings for the victory (?) at Callro. The officials of the navy have had a public reception from the city, a dinner and ball.

COCHIN CHINA.

The French transport *Eugene-et-Adele*, which left Macao on October the 4th for the Havana, with 466 emigrant coolies on board, put into Saigon on the 14th in consequence of a mutiny of these men. On the 10th of October a number of the Chinese suddenly rose, disarmed the guard, and mortally wounded the captain. The next in command, Lieutenant Mazieres, then ordered his men to fire, when thirteen were killed on the spot, and the leaders laid down their arms and were ironed.

STRAITS OF MALACCA.

SINGAPORE.

The London Mail of 26th September reached Singapore on the 30th October. Dates from this port are to the 8th November.

The return of his Highness the Tumongong from his visit to England, says the *Straits Times*, was the occasion of a very friendly display towards him, both on the part of his fellow-countrymen and on that of the European residents here, by all whom he is personally well known and well liked. There seems a desire on the part of some of his friends to change the title under which he is ordinarily designated from that of Tumongong to Maharajah, the latter being the one which appears to have been generally accorded to him while at home. Perhaps there is no reason why this should not be conceded, for, though his family was originally, and still is nominally, subordinate to that of the Sultan of Johore, the substantial possession of the sovereignty of that territory has been in the Tumongong's family since 1855, when the Sultan sold his supremacy, though singularly enough not his title, to the then Tumongong, father of the present. However, in possession of the substance, his Highness the Tumongong can well afford to dispense with the titular shadow which still clothes the unenterprising Sultan with royalty. His Highness appears little changed by his trip, but whatever change there is, is in the way of improvement. We believe he was attired in similar costume to that which he wore on the occasion of his presentation at Court; and no one can deny that he must have made a very favourable impression and given a high conception of the Malay feature and, physique. To a military suit of dark blue embroidered, but not too richly, with gold lace, were added the characteristic sarong and a turbaned head dress,—the latter not so graceful we think as a rich embroidered saputangan tied in Malay fashion would have been. On his breast was the coveted Star of India, the prize after which so many brave men have sighed, and sighed in vain, and which it shall doubtless be the endeavour of the Tumongong's life to maintain in honour and respect. His attendants were not less becomingly attired, English broadcloth and Regent-street tailoring having worked a world of reform in the national garb. We believe his Highness proceeds shortly to Johore where a great reception awaits him.

Judgment on a somewhat nice point was given by Sir Benson Maxwell, Recorder, in Court, a few days since. A claim was preferred by a London firm against the trustees of the estate of Hamilton, Gray, and Co. to recover the value of a quantity of produce which they had sold for the benefit of the general body of creditors, but which the plaintiffs averred was their property, in so far that it had been purchased by Hamilton, Gray, and Co. on their account, with funds in hand and so advised, and was in store only awaiting shipment when Hamilton, Gray, and Co. suspended. The Recorder ruled that the trustees were justified in selling, and that the special purchase and allotment by Hamilton, Gray, and Co. did not suffice to pass the property to the plaintiffs. The judgment was an interesting one.

The fortnight has produced but one other event of importance. It will be remembered by some of our readers that a small vessel named the *Katijah* left Singapore with a valuable cargo on a trading voyage to some of the island in the Archipelago, and was never afterwards heard of. Intelligence has just been received that the supercargo of the vessel (a Chinaman) is alive and a slave on one of the piratical islands of Sooloo. No statement has been made regarding the fate of the vessel herself or the rest of the crew; but if the supercargo is recovered, as it is expected will be the case, we shall be able to learn full particulars and thus set at rest many painful doubts.

In commenting on the prospectus of the "Eastern Asia Telegraph Company," the *Straits Times* says: "The importance of the scheme is too modestly put forward. It is not that a most important link is an ultimate chain of communication to China will have been established; for it is more than probable that both the Russian-American wires will have been at work before that by way of British India—will have reached even Singapore, or Bangkok; but it is the connection—the only practicable one—which this peninsular route will effect between Great Britain and her vast Australasian possessions; besides the important consideration that, whatever other lines of telegraphic communication may extend to China, that proposed by the present company is the only one that will be independent of American, Russian, and Continental influence. Altogether, the scheme is one which, commercially, offers a most promising investment for capital, and the great and political importance of which it is impossible to over-estimate."

On the 24th October the steamer *Bintang* was successfully put into the Bon Accord Dock at Pulo Brani, she being the first vessel docked. The caisson was found to answer well, and the whole undertaking reflects great credit on Messrs. Buyers and Robb, the constructors, who in spite of the unusual quantity of rain that has fallen this year have been only a little more than two years in completing their work.

His Excellency the Governor-General of the Netherlands India arrived from Batavia on the 1st of November by the *Ardjoeno*, and visited the Governor at the Court-house. His Excellency remained on board, having declined all invitations to stay on shore, in consequence of his late bereavement.

Births, Marriages, and Deaths.

(Announcements for subscribers are made free of charge.)

BIRTHS.

ANDREWS—On the 19th Oct., at No. 2, West-terrace, Hong Kong, the wife of W. B. Andrews, Commander, P. and O. Co.'s Service, of a daughter.

ALSTON—On the 10th Dec., at 69, Eccleston-sruare, the wife of Francis B. Alston, Esq., of the Foreign-office, of a daughter.

BRADWELL—On the 22nd Oct., at 20, Provost-road, Haverstock-hill, N.W., the wife of J. Bradwell, Esq., of a son.

GARRETT—On the 25th Nov., at Buckau, near Magdeburg, Prussia, the wife of John Dunnell Garrett, Esq., of a daughter.

LAIRD—On the 10th Dec., at Claughton, Birkenhead, the wife of John Laird, jun., Esq., of a son.

MARSHALL—On the 25th Nov., at South-place, Herne-hill, the wife of Gloster Marshall, of a son.

OSMUND—On the 13th Oct., at Hong Kong, the wife of Charles Osmund, Esq., of a son.

PURVIS—On the 4th Nov., at Singapore, the wife of John M. Purvis, Esq., of a daughter.

RAWLING—On the 26th Nov., at Beaumont House, Stoke, Devonport, the wife of S. B. Rawling, Esq., late of Hong Kong, of a son.

MARRIAGE.

CHICK—AINSWORTH—On the 13th Oct., at St. John's Cathedral, Hong Kong, by the Rev. John Wilson, R.N., Acting Colonial Chaplain, Mr. William Chick to Miss Emily Ainsworth.

HIGSON—RAYNER.—On the 27th Nov., at Christ Church, Lancaster-gate, Hyde-park, by the R. Wood, the rector, assisted by the Rev. P. Aubertin, rector of Chipstead, Surrey, John Frederick Higson, Esq., of Manchester, late of Hong Kong, only child of John Higson, Esq., of Hamburg, to Marian Eliza, eldest daughter of James Rayner, Esq., of 26, Lancaster-gate. No cards.

PRESTAGE—DA SILVA E SOUZA.—On the 2nd Oct., at the Cathedral, Hong Kong, by the Rev. — Favini, Ward Prestage, third son of Mr. J. T. Prestage, of Madeley, Salop, to Flavia, only daughter of M. J. M. da Silva e Souza, of Hong Kong.

DEATHS.

ANDRRWS—On the 14th Oct., on board H.M.S. Melville, Hong Kong, Richard Andrews, armourer, H.M.S. Janus, aged 34 years.

ATKINSON—On the 20th Oct., on board the American ship Tennyson, in Singapore Harbour, from the effects of an accident, George B. Atkinson, eldest son of Dr. Josiah Atkinson, Newburyport, Mass., U.S.

RANNATYNE—On the 6th Dec., at St. Leonard's, James Guthrie, Esq., of Craigie, Forfarshire.

FLEMING—At the Seaman's Hospital, Hong Kong, Thomas Fleming, master, British ship Briton.

HARPER—On the 17th Sept., at Hong Kong, John Cuff Harper, Esq., M.R.C.S., of Whampoa, eldest son of the late Edwards Harper, Esq., of Mortlake, Surrey, in the 47th year of his age.

HUFFAM—On the 30th Oct., at Hong Kong, Henry Seymour, infant son of F. S. Huffam, Esq.

JONES—On the 20th Oct., at Singapore, on his way home from China, Robert Bynur Jones, aged 25, second son of Owen Jones, Esq., Castle-square, Carnarvon.

MARTIN—On the 9th Dec., at the residence of his father, Melville-street, Edinburgh, John Bell Martin, Esq., of Greenwich, eldest son of Dr. M. J. Martin, formerly of Singapore.

SINCLAIR—On the 13th Oct., at Labuan, after a short illness, Sophia, the beloved wife of Edward Sinclair, Esq.

SMITH—On the 24th Oct., at Hong Kong, James Smith, clerk to Messrs. Dent and Co.

SHEPHARD—On the 14th Oct., at the Government Civil Hospital, Hong Kong, Henry Shephard, police constable, H.M.'s Naval Yard, aged 26.

Digitized by Google

EXCHANGES ON LONDON.

[For dates, see first page.]

		Bank.	Private.
At Yokohama	6 months' sight.	4s. 7½d.	4s. 8½d. to 4s. 8¾d.
At Shanghai (per Tael.)	6 ditto	6s. 2d.	6s. 2⅛d. to 6s. 3¼d.
At Canton, At Hong Kong, At Macao	6 ditto	4s. 6¾d.	4s. 7¼d.
At Singapore	ditto	4s. 6¾d. to 4s. 6¾d.	4s. 6¾d. to 4s. 7¼d.
At Manila	ditto	4s. 1d.	4s. 2d.

At Shanghai, bills on India, Rs. 301 to 302 per 1000 taels. At Hong Kong, Rs. 221 per $100. Bar Silver at Shanghai, tls. 111·2; at Hong Kong, 10½ per cent. prem. Mexican dollars at Shanghai, tls. 74·35 per 100; and exchange on Hong Kong, 26½ discount. Hong Kong and Shanghai Bank shares, old, 5 per cent. dis., new, 2 per cent. dis.; Gas Company, 10 per cent. prem.; Hong Kong and Whampoa Dock, 15 to 20 per cent. prem.; Steam Shares, 7 per cent. dis.; Union Dock Compaay, 16 per cent. dis.; China Traders Insurance, 3 per cent. prem.

The latest telegrams, dated Shanghai 8th, and Hong Kong 15th Nov., give Exchange at 6s. 1½d. and 4s. 6¾d. respectively.

The following is from Messrs. Sharp and Co.'s Circular.

GOLD.—The aggregate transactions during the fortnight have been large, including considerable amounts from Shanghai. The receipts are $570.000, and the exports including the Rangoon's cargo and excluding the Salsette to-morrow are $610,000.

SILVER.—Our supplies of this bullion have been almost entirely from Shanghai and the coast during the fortnight amounting to $850,000. The total sent away by the Calcutta steamers and the last Bombay mail, but not including the present opportunity, is $670,000.

DOLLAR CURRENCY.—Some shipments of coin to Calcutta are still taking place, thus further diminishing the short supply which we have here. The formal assay by the Chinese authorities of the dollar from the Hong Kong Mint has resulted in their report that teals 100 Haiquan Duty Sycee are equal to teals 111.1.1 of the Hong Kong dollars. It is probable that an edict will be issued authorising their acceptance in payment of duties at this rate. A similar essay is about to be made at the Mint here, of the Haiquan Sycee. Amounts of coin inwards $380,000, outwards $860.000.

EXCHANGE.—There has been no alteration since our last Circular. The business done has been rather larger but is still limited, although the drawing rates seem advantageous.

DISCOUNT AND MORTGAGES.—The money market although not active is very firm, and money is in strong demand upon fixed securities.

SHARES.—China Traders' are better in prospect of a good dividend, but generally very little has been done.

EXPORT OF TEA AND SILK TO GREAT BRITAIN.

1866-67.

	From Kanagawa.	From Shanghai and Hankow.	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales.
From June 1, to Sept. 30, 1866	215167	34730760	29227878		8641023	72691791	16908
Corresponding period last season	317120	22311914	22673100		4577838	61068000	34744

NEW SEASON'S EXPORT.

	Ship.	From.		
Oct. 8	Onsuri	Shanghai	423,900	
— 9	Janet Mitchell	Do.	829,660	
— 13	Sir W. F. Williams	Do.	703,600	
— 17	Juanpore	Do.	553,600	
— 20	Red Deer	Do.	982,500	
— 22	Ajax (str.)	Do.	2,100	
— —	Dunmail	Foochow	1,003,881	
— 29	Tigre (Fr. mail str.)	Shanghai, &c.	—	1,965
— 31	Salsette (mail str.)	Do.	—	550

TO UNITED STATES.

							Pcls.
From June 1 to Sept. 30, 1866	...	...	...	...	...	4357272	138⅛
Corresponding period last season	...	...	...	...	...	3387055	19

NEW SEASON'S EXPORT.

	Ship.	From		
Oct. 3	Recife	Japan	374,358	
— 8	Pegasus	Shanghai	580,190	
— 10	Albatross	Foochow	164,939	
— 11	Amazone	Amoy	595,597	
— 20	Queen of the Seas	Foochow	579,928	
— 20	Broadwater	Amoy	621,661	
— 23	Royal Diadem	Shanghai	610,500	

TO THE CONTINENT.

							Bales.
From June 1 to Sept. 30, 1866	...	...	...	...	...	957500	...
Corresponding period last season	...	...	...	...	...	„	...

SHIPMENTS SINCE.—None.

TO SAN FRANCISCO.

						Tea pkgs	Boxes
From June 1 to Sept. 30, 1866	...	...	...	...	...	28568	25
Corresponding period last season	...	...	...	...	...	17435	394

SAILED SINCE.

Oct. 5 ... Parsee 1,244

TO AUSTRALIA.

From June 1, 1865, to Sept. 30, 1866	6,494,718
Corresponding period last year	4,557,182

SAILED SINCE.

Oct. 13, Ocean Bride...	Hong Kong	62,920
— 11 Den Behandige	Foochow	179,900
— 12 Albert Victor	Do.	431,800

TO GREAT BRITAIN.

	Tea—lbs.	Silk bales. China & Japan.
From 1843 to 1844	51,022,000	...
„ 1845 to 1846	57,334,000	18,604
„ 1850 to 1851	65,972,000	22,143
„ 1853 to 1854	77,327,800	61,280
„ 1855 to 1856	92,240,800	50,480
„ 1857 to 1858	76,990,255	68,311
„ 1858 to 1859	65,789,792	68,18
„ 1859 to 1860	85,560,452	64,16
„ 1860 to 1861	90,906,160	70,044
„ 1861 to 1862	109,854,040	79,199
„ 1862 to 1863	121,275,580	72,884
„ 1863 to 1864	117,403,536	46,605
„ 1864 to 1865	121,286,870	32,317
1865 to 1866	115,333,042	62,899

EXPORT OF SUNDRIES TO GREAT BRITAIN.

	Cotton Piculs.	Wool Piculs.	Camphor Piculs.	Cassia Piculs.	Aniseed Oil Boxes.	Japan Wax Piculs.
From June 1 to Sept. 30, 1866	2776	—	—	135	92	45

TO THE CONTINENT.

	Cassia Piculs.	Aniseed Oil Boxes.	Camphor Boxes.	Preserves Boxes.	Galangal Piculs.	Crackers Boxes.
From June 1 to Sept. 30, 1866						
SAILED SINCE.						
Oct. 2, Patriot ...	500	—	—	955	—	417

TO THE UNITED STATES.

	Crackers Boxes.	Matting Rolls.	Fans Boxes.	Cassia Piculs.	Silk Pongees Pieces.	Wool Piculs.
From June 1 to Sept. 30, 1866	80136	14265	1432	4929	2635	...
SHIPMENTS SINCE.						
Bella	— ...	1823 ...	163 ...	500 ...	— ...	—

TO SAN FRANCISCO.

	Emigrants Number.	Sugar Piculs.	Rice Piculs.	Crackers Boxes.	Matting Rolls.	Opium Prepared Taels.
From June 1 to Sept. 30, 1866	585		21150	5814	390	96500
SHIPMENT SINCE.						
Oct. 5, Parsee ...	18 ..	— ...	3824 ...	65 ...	— ...	59100

TO AUSTRALIA.

	Emigrants Number.	Sugar Piculs.	Oil Piculs.	Matting Rolls.	Prepared Opium Taels.	Crackers Box
From June 1 to Sept. 30, 1866	170	...	630	2718		...
SAILED SINCE.						
Oct. 13, Ocean Bride...	— ...	— ...	587			

The picul is 133⅓ lbs. weight; the tael at Shanghai is equal to 1 dollar and 40 cents, and is divided into decimal parts of ten.

TEA STATISTICS.

(FROM A CORRESPONDENT.)

The Hong Kong Overland Trade Report dated Oct. 15, 1866, contains a great mistake. It gives the export of Tea to 30th Sept., 1866, correctly, say 72,691,791lbs., but the comparative exports for 1865, 1864, and 1863 are erroneously printed, the figures that correspond to Aug. 31 instead of Sept. 30. The following is the correct list:—

30 Sept. 1866	..	72,691,000lbs.	via T. R.	15 Oct.	1866
„ 1865	..	61,068.000lbs.	„	„	1865
„ 1864	..	68,433,256lbs.	„	„	„
„ 1863	..	66,379,270lbs.	„	„	„

The following are the actual returns for 1863-4 and 1865, and estimated for 1866 to

	Oct. 31.		Nov. 30.		Dec. 31.
1866	77,750.000	..	—	..	92,000,000 lbs
1865	78,538,000	..	90,917,000	..	101,720,000 „
1864	83,032,000	..	90,162,000	..	100,727,000 „
1863	80,814,000	..	90,854,000	..	98,679,000 „

By telegrams it is known the exports to end of October were about 77¼ million lbs., which already brings this season's supply lower than at same date for the last three years and the very bad accounts which each mail carries and will carry to China should have the effect of still further reducing the comparative exports for 1866. Taking into consideration all the known dates bearing upon the point, the estimated exports to 31st December, 1866, should not exceed 92,000,000 lbs., which allows of 20 cargoes, average 700,000 lbs. each, being shipped in November and December, which should be more than ample.

Digitized by Google

COMMERCIAL REPORT.

CHINA AND JAPAN EXPORTS.

TEA.—FOOCHOW.—A large business has been done since the last report of the 6th instant, more especially the last day or two. Teamen have lowered their demands, and common to good common is quoted 5 mace to 1 tael, and flavoury to good flavoury 1 to 1½ tls. cheaper. Broken leaf teas have been taken to some extent for America; prices for these are consequently maintained. The excess in supplies has slightly fallen off, but a considerable stock is reported in Kin Yang. Souchong: A few chops of first crop have been settled at lower prices, but the depreciation in quality makes them of no better value. Fair to good, second and third crops, is quoted 2 to 3 tls. lower. Pekoe: There has been some inquiry for the Bombay and Continental markets. Prices remain unchanged. Oolong: Settlements of inferior to fair cargo have been made at very irregular rates, from tls. 19.2.5 to 22.5; and fair cargo may be fairly quoted at tls. 20, establishing a fall of about tls. 4. The few parcels taken, of good to superior, show a decline of 2 to 3 taels. Scented: Transactions have been confined to dusts and leafy, at former rates. Souchong: Fair, 628 chests at taels 19 to 23.5. Good to second class (1st crop), 2,524 chests at taels 26 to 33.5. Pekoe: Common to fine mixed leaf, 540 chests at taels 17 to 32. Fair to good even leaf, 350 chests at taels 25 to 33. Oolong: Inferior to fair cargo, 2 547 half-chests at taels 19.2.5. to 22.5. Good to superior, 1,374 half-chests at taels 26.7.5 to 28.7.5.

SHANGHAI.—Advices received have almost stopped operations in Congous, and business is not likely to be resumed, except at a decline. An attempt on the part of buyers to bring down prices for Green Teas has been unsuccessful, and a fair business has been done at former rates. Black Teas: The market has been extremely dull, and the few purchases reported show a decline of one tael on previous rates. The stock is large, and chiefly composed of common Teas. Green Teas: There has been a fair business done in Fychow and Moyunes for America, at previous rates. Teamen are very firm for all good and fine grades, which they assert will be in under-supply this season. Seven chops of Pingsuey have found buyers at a decline of one tael.

HANKOW.—The market had been very inactive the only settlements being 3,400 chests chiefly taken in barter for imports, or on Russian account. The Elizabeth Nicholson had gone to Kiukiang to complete her cargo. Settlements are as follows:—Oonams, common to medium, taels per picul 14½ to 17½; Oopacks, fair to medium, taels per picul 20 to 26½. Arrivals, 1866, 350,000 chests: settlements, 342,000 chests; stock, 8,000 chests. Arrivals, 1865, 308,000 chests; settlements, 293,000 chests; stock, 15,000 chests.

KIUKIANG.—Black Teas: About 15,000 packages had arrived in the fortnight, of which 2,000 had been sold, at taels 20 to 23 for common to medium Ningchows, and taels 15 to 18 for common to medium Hokows, and about 11,000 shipped on to Shanghai on native account. The market closed easier. Green Teas: Arrivals had been considerable, and of them about 3,000 half-chests had gone forward to Shanghai, and 7,000 had been taken at fully previous rates. In addition to these settlements, the "Mow-kee" series of 5 chops, or 6,000 half-chests, had been bought by one of the leading American firms at tls. 40 all round. Further supplies were not expected before the beginning of November.

YOKOHAMA.—The transactions in the Tea market have been very few, and confined to only two or three buyers who have paid rates which apparently show no variation from prices previously paid. The teamen are firm in their demands, and strongly resist any attempts at a decline, while buyers hold off in the hope of obtaining the Tea on somewhat more reasonable terms. At present a scarcity of any article fit for export is the leading feature in the market, and the quantity of inferior grades is very great; under these circumstances it is not at all surprising that the business is limited and likely to continue so until the quality of the Tea on offer improves, and prices become cheaper. Quotations and stocks are as follows:—Good Common, $18.00 to 26.00, to 700 piculs; Medium, $28.00 to 30.00 to 1,400 piculs; Good Medium, $31.00 to 34.00 to 1,600 piculs; Fine, $35 00 to 38.00, to 700 piculs.

RAW SILK.—The amount of Silk by the present mail is 560 bales for Southampton.

CANTON.—The fifth crop is now coming freely to market, and the quality generally is considered good, intending buyers have been somewhat holding back, and transactions for the fortnight are limited. Silkmen, who in many cases paid large prices for the staple up country, are getting rather uneasy at the absence of demand and daily increase of supply, and rates close for the mail as follows:—Tsatlee No. 1, $620; Loongkong No. 1, $600; Kowkong, $540 to $550; Re-reeled Cumchuck, $640.

SHANGHAI.—Since the last report a small business has been done in China Silk, little more than 1,000 bales having been added to settlements. Prices remain much as before quoted, but had it not been that telegrams, dated London, September 25, advising the price of Chop No. 3 Tsatlees at 32s. per lb., were received here, it is probable that the firmness of holders might have forced up rates for the finer classes. Supplies from the country continue small, and the original estimate of the extent of the export for this season will probably not be exceeded. The French steamer took 855 bales Chinas and 923 bales Japans. The Ajax, for London, took 19 bales Chinas, and the Rona, for Hong Kong, 25 bales Chinas. Tsatlees, Chops No. 1, tls. 645; do. No. 2, tls. 625; do. No. 3, tls. 605 to 610. Taysaams, Chops No. 1, tls. 555 to 565. The French mail brought—Cocoons: From Yokohama, 64 b.; Shanghai, 44 c.; Hong Kong, 95 b.; Calcutta, 10 b.; total, 213. Silkworms' Eggs: Yokohama, 1,472 c.; Shanghai, 25 c.; total, 1,497.

YOKOHAMA.—The news brought by the mails of the 10th and 19th of August have had anything but a depressing influence on this market, and business here has been as active since the last report as the poorness of the stock could allow it to be. The crop of the year having been effected under unfavourable circumstances, and cocoons of good quality being scarce, labour being dearer, and the producers apparently finding it more profitable not to reel fine, the finer grades in all descriptions of silks continue so scarce that prices for good and medium sorts have further advanced, and a parcel of superior Mybash has fetched $970. Settlements during the past fortnight amount to 850 piculs, consisting chiefly of hank Silk and Oshio of medium and inferior quality, and a few of Koshio. Sodai are scarce, and the other descriptions are still wanting. Arrivals have kept pace with the settlements, so as to leave us with a stock not exceeding 850 piculs.

SILKWORMS' EGGS.—Total settlements since the beginning of the season have reached the figure of from 750,000 to 775,000 cards, and the unsold stock is reduced to 30,000 or 50,000 cards, the great bulk of which consists of inferior goods which sell at from 8 to 20 tempos. The annual sorts, white and green, a few lots are occasionally picked up at from 2 to 5 coos according to quality. It is said that exports from Hakodadi will amount to less than 100,000 cards, and that nothing has been done this year in this article at Nagasaki. The season here is drawing towards its end, and it seems probable that the whole export of Japan will not exceed 900,000 cards; that is to say, less than one-third of that of last year.

DRUGS, &C.—CANTON.—Cassia Lignea has been dealt in to the extent of about 1,000 piculs for shipment to North German ports, stock 3,000 piculs, quotation $19 to 19·50, being unaltered. Cassia Buds rather dearer, 50 piculs have found buyers at $40 which almost clears the market of stock. Galangal very quiet, the stock of 400 piculs continuing to be offered at $1·80. China Galls tend upwards, 30 piculs have been purchased and the remaining 100 piculs are kept for $13·75. China Root $3·50 to 3·75, nothing doing. Vermilion $38·50 per box of 50 catties for genuine qualities. Rhubarb: The market is poorly supplied with inferior qualities; no business done.

CAMPHOR.—HONG KONG.—No sales reported during the fortnight. Further supplies are expected. The price asked for stock on hand is more than what buyers are willing to pay. Nominal value $27 per picul.

CHINA GRASS. — SHANGHAI — There are no supplies of How-kockchow kind at present in the Hankow market, and inferior quality is held at taels 12.2.0 per picul; Green sorts, taels 10 per picul. Shanghai price, for best quality offering, taels 13 per picul; finest kind, not in the market.

CHINA AND JAPAN IMPORTS.

HONG KONG.

There is no improvement to note in the market for Manufactured Goods, and quotations for both Plain and Fancy Cottons are about 5 to 10 cents lower all round. What little demand has existed among Chinese has been fully satisfied by considerable sales of sea-damaged goods at auction.

RAW COTTON.—A further decline of $1 to $2 per picul has taken place, and clearances are about on a par with last fortnight's. The news from home of expected small supplies of American Cotton has had no effect on this market as yet and foreigners still refrain from buying.

WOOLLENS.—Demand continues very slack, but there is no material decline to note in rates; sales have been principally of damaged goods at auction.

METALS.—Nail Rod Iron has declined in consequence of a good supply having come on in late arrivals. In other sorts there is no change to note.

COALS.—Rates are unchanged save for Australian Coal, which, in consequence of numerous arrivals, is somewhat weaker. In view of the small supply on the way out holders of English and Welsh are very firm.

RICE.—Stormy weather in the middle of the fortnight caused the market to become suddenly very firm, and holders would not sell for less than 25 to 30 cents over last quotations. A brisk demand ensued, but only lasted for a day or two, and the market has returned to its former range, with little or no inquiry save for consumption.

SHIPPING INTELLIGENCE.

ARRIVALS.

At YOKOHAMA.—None.

At SHANGHAI.—From Cardiff, Oct. 8, Ontario; from Newcastle, 11, Thos. Bell (reported by telegtam), Albuera, Kate Carnie; from Sydney, Dundonald.

At HONG KONG and CANTON.—From London, Oct. 27, Tavistock; from Sunderland, 28, General Havelock; from Newcastle, 30, Tynedale, Pembrokeshire.

At MANILA.—None.

At SINGAPORE.—From London, Nov. 5, Falcon, Sree Singapura; from Liverpool, Nov. 4, Germania, Silvercraig; from Cardiff, 29, Sumatra; from Glasgow, Oct. 24, Bothwell Castle; from Hamburg, Oct. 28, Hans; from Marseilles, Nov. 4, Birman.

At PENANG.—None.

DEPARTURES.

From YOKOHAMA.—None.

From SHANGHAI.—For London, Oct. 8, Orsuni; 9, Janet Mitchell; for New York, 9 Pegasus; 19, Royal Diadem.

From FOOCHOW.—For London, Oct. 7, Seawfell; for New York, 23, Queen of the Seas; 11, Albatross.

From AMOY.—For New York, Oct. 13, Amazone; 19, Broadwater.

From HONG KONG and CANTON.—For New York, Oct. 31, Acapulco.

From MANILA.—For London, Oct. 9, Ena; For Liverpool (via Cebu) Rinaldo; for Falmouth, 7, Oxonian.

From SINGAPORE.—For Falmouth, Oct. 23, Cecrops; for London, Nov. 2, Caldbeck; for New York, Marion.

From PENANG.—None.

VESSELS LOADING.

At YOKOHAMA.—For London, Corea; for New York, Lorton, Chaasze, Banda.

At NAGASAKI.—For London, Wm. Mitchell, John Bunyan.

At SHANGHAI.—For London, City of Quebec, Scindia, Camilla, Elizabeth Nicholson, Charlotte, Cissy: for New York, Andreas, Assyrian Fychow (full), Anita (full).

At FOOCHOW.—For London, Banian, Ellenborough, Gauntlet, Invincible, John Temperley, Fontenaye.

At AMOY.—For New York, Gresham, Florence Nightingale.

At HONG KONG and CANTON.—For London, Samuel, Cheetah, Cora

Digitized by Google

Linn, Bankside; for New York, Albert Victor, Charger, Powhatton, Acapulco.

At MANILA.—For London, Cilminar, Congress; for Cork, Vicksberg, Charlotte; for New York, Arracan, Asa Aldridge, Belvedere, Panther.

At PENANG.—For London, Amersham, York; for New York, Elizabeth.

VESSELS EXPECTED.

From YOKOHAMA.—Thomas Dryden, Conference.

From NAGASAKI.—George, Margaret Campbell.

From HANKOW.—Napoleon III., Mary Nicholson.

From SHANGHAI.—Blencathra, Nelly, Illimani, Lansdowne, William Melhuish, Charlgrove, John Paul, Knight of Snowdon. Marquis of Argyle, Trebolgan, Wild Deer, Queen of the East, Antipodes, Helen Nicholson, Ann Adamson, Dartmouth, Polmaise, John Bull, Agamemnon, General Caulfield, Sir W. F. Williams, Juanpore, Red Deer.

From FOOCHOW.—Philomela, Marion, Monarchy, Naomi, Veronica, Louisa, Northfleet, Beautiful Star and Seawfell.

From CANTON.—Island Queen, Victoria, The Cedars, Kelso and Solent.

FREIGHTS AND CHARTERS.

At YOKOHAMA.—To London: Cotton and Tea, £2 10s. to £3; Silk, £4 to £4 10s.

At SHANGHAI.—There is no improvement to report; the rate to London remains at 30s. per ton, and to New York £2.

At FOOCHOW.—To London: £2.

At HONG KONG and CANTON.—There are no fresh charters for home to report. The circular of George Holmes estimates the amount of disengaged tonnage in harbour at 40,117, representing 77 vessels.

At MANILA.—To London: Sugar, £1 15s.; Hemp, £2 5s.

At SINGAPORE.—There is little inquiry for tonnage to Europe; rates remain at £1 tin, £1 15s. to £2 gambier, and £2 5s. light freight.

CASUALTIES.

NAGASAKI.

The schooner Flash, from Shanghai to Nagasaki with a cargo of coal, was wrecked about forty miles south-west of Nagasaki. The captain and crew, who took to the boats, were picked up and taken to Nagasaki by a Japanese fisherman.

HONG KONG.

The Bremen 3-masted schooner *Willy* reports having experienced very severe weather, and had to cut away the fore and main-masts to save the ship.

The British barque *General Havelock* reports being bound to Shanghai, but when off Chelang Point, experienced a heavy typhoon in which she lost boats, bulwarks, &c., had the deck stove in, and was compelled to heave cargo overboard to save the ship.

The Prussian schooner Christine reports at Hong Kong that she experienced on the 20th of October a very heavy typhoon, beginning in N.E., veering round to the westward; in the strength of the blow the ship was hove on her beam-ends, with the water up to the main-hatch; to get the ship out again they had to cut fore and main-topmasts and jibboom, after that the ship could not right again, therefore were obliged to throw part of her cargo overboard. The ship making much water at the time of the gale, in consequence of which were obliged to put back to Hong Kong. Arrived here on the 28th.

VESSELS PASSED ANJER.

Date.	Ship.	From	For
Oct. 8 ..	Bestevaer ..	Batavia ..	Amsterdam
— 11 ..	Naomi ..	Foochow ..	London
— — ..	Indemnity ..	Singapore ..	Do.
— — ..	Belle of the South ..	Samarang ..	Amsterdam
— — ..	Mary Nicholson ..	Hong Kong ..	London
— 12 ..	Cornelis Anthonie ..	Rotterdam ..	Batavia
— — ..	Knight of Snowdon ..	Shanghai ..	London
— 13 ..	St. Oswin ..	Sarawak ..	Do.
— 14 ..	Phillips van Marnix ..	Rotterdam ..	Batavia
— — ..	Marie ..	Do. ..	Do.
— — ..	Jeanie ..	New York ..	Hong Kong
— — ..	Wild Deer ..	Shanghai ..	London
— — ..	Riding Hood ..	London ..	Hong Kong
— 15 ..	Dunmore ..	Batavia ..	New York
— 16 ..	Constance Dusantoy ..	Singapore ..	Melbourne
— 17 ..	Cœur de Lion ..	Point de Galle	Bantam
— — ..	Waalstroom ..	Amsterdam ..	Samarang
— 18 ..	Joseph Willem ..	Batavia ..	Amsterdam
— — ..	Monertau ..	London ..	Yokohama
— — ..	Paul Johan ..	Batavia ..	Schiedam
— — ..	Jacobus Martinus ..	Do. ..	Do.
— 19 ..	Triton ..	Australia ..	Batavia
— — ..	La Prime ..	Batavia ..	Belle Isle
— 20 ..	Allegonda Jacoba ..	Do. ..	Rotterdam
— — ..	Samuel Russel ..	Do. ..	Amsterdam
— 21 ..	Hendrina ..	Amsterdam ..	Batavia
— — ..	Vandal ..	Yokohama ..	New York
— 23 ..	Vice-Admiral May ..	Amsterdam ..	Batavia
— — ..	Adela Tarleton ..	Foochow ..	New York
— 24 ..	Tell ..	Do. ..	Melbourne
— 25 ..	Java ..	Batavia ..	—
— 26 ..	Jolar ..	Melbourne ..	Batavia
— — ..	Andromeda ..	Cardiff ..	Labuan

COMMERCIAL POSTSCRIPT.

With reference to the failure of Messrs. Mitchell and Aspinall, tea brokers, we understand that arrangements are in progress for liquidating their affairs by a composition, and that a new firm will shortly be established by some of the partners, including Mr. Cumming. Messrs. Podmore and Co., of Mincing-lane, have also suspended. There are rumours current of the probable if not actual suspension of a large firm and two smaller ones, whose bills have not been duly honoured during the past week, and some of which will be returned the drawers. Telegrams from China also announce the difficulties of some houses and of one of the banks, but we cannot trace the rumours to any definite source. The telegrams in regard to Messrs. Dent and Co. could not arrive out until the 25th Nov., while our latest telegrams only reach to the 15th. Should Messrs. Dent and Co. suspend, it will no doubt lead to others, and this event appears to be looked forward to as the turning point in the China trade.

TEA.—The market remains in the same languid condition, and it is next to impossible to sell, except the finer sorts, which are in fair demand.

SILK.—There is more business doing, chiefly in China, at the easier rates last quoted, which appear to have tempted foreign buyers again into the market. Good and fine Silk is becoming scarce, and is much looked after; there is every prospect of such qualities becoming relatively higher before long on that account.

ARRIVALS NOT INCLUDED IN THE TABLES.—Dec. 9, at London, from China, Valdivia; at Liverpool, from Singapore, Huntly Castle; 6, at Texel, from Batavia, Henrietta Geertruida; 7, Heldin; 6, at Brouwershaven, from Batavia, Van Artevelde; 9, Noach; 7, at Helvoet, from Batavia, Vyf Vrienden; 12, in the Downs, from China, Challenger.

DEPARTURES.—Dec. 8, from London, for Yokohama, Medina; 7, from Shields, for Hong Kong, Deerfoot; 10, for Galle, Palestine; 6, from Glasgow, for Sourabaya, Sea Wave; 12, from London, for Shanghai, City of Aberdeen; 13, from Liverpool, for Batavia and Sourabaya, Caroline.

LAID ON.—At London, for Shanghai, Star of China; at Liverpool, for Singapore, Lanercost; at Glasgow, for Batavia and Singapore, Filipino.

SPOKEN.—Akbar, London to Ceylon, Nov. 2, 5 N., 25 W.; Maria Christina, Batavia to Amsterdam, Oct. 14, 21 S., 45 E.; Fort Regent Swansea to Shanghai, Nov. 1, 5 N., 24 W.; Euretta, Hong Kong to New York, 63 days out, 34 S., 15 E.; Willem and Carel, Batavia to Amsterdam, Oct. 20, 35 S., 21 E.; Gananoque, Singapore to London, Nov. 12, 10 N., 26 W.; Mary en Hillegonda (Dut. barq.), Rotterdam to Batavia, Nov. 1, 5 N., 25 W.; Willem, Kroon pr. der Nederlanden, Batavia to Rotterdam, Oct. 26, 13 S., 9 W.; Padang Packet, Amsterdam to Padang, Nov. 4, 33 (?) N., 26 W.; Clio, Amsterdam to Singapore, Nov. 27, 46 N., 10 W.; Daybreak, Manila to Falmouth, Oct. 16, 30 S., 14 E.; Stad Lepden, Amsterdam to Samarang, Nov. 1, 9 N., 26 W.

CASUALTIES.—Advices from Amsterdam, dated December 7, report that the Gebroeders (Dutch brig), Duin, from Java to Amsterdam, was stranded near Wykaan Zee. Advices from Port Elizabeth, dated Oct. 31, state that the Wilhelmina Johanna, Albert, from Batavia to Rotterdam, which put in there leaky, &c., Oct. 19, was discharging her cargo, a considerable portion of which was more or less damaged.

Advices from Havre, dated the 7th of December, state that the cargo of the Confiance, Bolibo, from Batavia to Belle Isle, which put into Mauritius on September 22, to stop a leak, will be brought on to its destination by the Cadichrome, Gauriet.

The Elmstone, Templeman, from Sunderland for Shanghai, arrived at Deal December 10, and was supplied with an anchor and 30 fathoms of chain in lieu of others lost.

Advices from Amsterdam, dated December 7, report the Gebroeders, Duyn, from Java to Amsterdam, as having been wrecked near Wykaan Zee; the vessel and six bodies, including that of the master, were subsequently washed on shore. A chest, containing wearing apparel and articles of considerable value, supposed to have belonged to Mr. W. H. Willemse, of Batavia, had also come on shore.

Intelligence from St. Petersburg, dated December 4, states that the Sochalva (ship), from that place to the Amoor River, had been wrecked near her port of destination; crew saved, vessel and cargo totally lost.

MISCELLANEOUS.—At St. Helena, Oct. 30, Noach, Lupcke, from Batavia, and sailed for Rotterdam; 31, Stad Delft, v. d. Wald, from Batavia, and sailed for Rotterdam; Nov. 2, Æolus, de Vries, from Batavia, and sailed for Rotterdam; 4, Alcyone, Kruisinga, from Batavia, and sailed on the 5th for Amsterdam. At Table Bay, Oct. 21, Alert, Petersen, from Hamburg, and sailed on the 23rd for Shanghai.

IT is said that Vice-Admiral de la Grandiere desires to return home on account of his health, and that it is expected that Rear-Admiral Roze will be appointed Governor-General of Cochin-China.

THE MURDERS AT KOREA.

As considerable anxiety is felt as to the course our Government will pursue with reference to the British subjects killed or burnt on board the American schooner *General Sherman*, in one of the Korean rivers, including Mr. THOMAS, a missionary of the London Missionary Society, and who it will be remembered visited Korea in a native junk about twelve months since, and sent us a very interesting journal on the country and people; we understand that it is not the intention of Her MAJESTY'S Government to demand any satisfaction for these atrocities, committed under the American flag, and we believe that the French Government have also instructed the Admiral not to make any attack at present for the murder of the French Bishops. It is not yet absolutely certain that Mr. THOMAS was killed; there is a hope that as he dressed in Korean style and spoke the language, he might have escaped, and we most sincerely hope such is the case.

BANK SHARES.

The directors of the Chartered Mercantile Bank of India, London, and China have declared a dividend for the half-year ending the 31st inst. of 5 per cent. (free of income tax), payable on the 1st January. Notwithstanding this notice the shares continue to decline, owing chiefly to a considerable number having been sent from India for sale here. In the present times there are comparatively no buyers, and consequently a fall in prices

Digitized by Google

is inevitable. The shares of the Chartered Bank of India, Australia, and China have also been depressed from similar causes. The Oriental maintain their price better. The quotations will be found in our share list. Of course it is but reasonable to assume that all the banks will be losers by firms in the India and China trade, but the reports become so exaggerated in these times that shareholders who are not acquainted with the peculiarities of the trade rush away to sell. On the refusal of Messrs. Dent and Company's bills it was known that the Chartered Bank of India held some which were refused, but the amount, although very small, was sufficient to induce some holders to rush in and sell, and they have declined from par to 5 discount; this price is quite unreasonable, and puts down for nothing the long-established and careful management, its reserve fund and all other similar securities. There is no question that the Oriental has suffered in consequence of the unfortunate connection of the chairman, Mr. H. G. Gordon, with Overends, and it would have been better had he resigned his post pending the examination about to take place as to his acts as a director of Overend, Gurney, and Co. (Limited), and the shareholders would be most happy to restore him should he pass through the ordeal satisfactorily. It is not too late to adopt this course now, and we mistake if it will not prove of service in these times of distrust.

FALSE TELEGRAMS.

It is necessary that we should explain that the false telegrams forwarded to Shanghai by the Kiachta route and alluded to in our Hong Kong correspondent's letter, did not pass through our hands, and they are believed to have been sent from Hamburg. We trust that the Oriental Bank and Union Bank of London will have taken steps to bring the offenders to justice.

LAUNCH OF THE "TAIWAN."

The steamer noticed in our issue of the 28th ult. has been successfully launched and named the *Taiwan*. Her tonnage is 400 tons net register, and she is classed A 1 for twelve years. Her dimensions are—length, 175 feet; breadth, 24 feet 6 inches; depth, 12 feet 6 inches. The engines and boilers are already on board, and the vessel will leave Aberdeen under steam for Hong Kong direct early in January, under the command of Captain Alfred Roper, who formerly owned the *Salamander*, Abberdeen clipper, built by the same firm. The *Taiwan* is a saloon steamer, having all her cabins on deck, and is fitted with every appliance for ventilation and convenience which Captain Roper's experience enables him to suggest. The vessel is specially designed for navigating the rivers in China and Japan, and will prove to be an advantageous coadjutor to the larger steamer *Douglas*, lately sent to China by the same parties. The total length of her saloon deck is 155 feet, and she has accommodation for 16 first-class passengers and 120 Chinese.

THE BANK OF HINDUSTAN, CHINA, AND JAPAN.—At the meeting of shareholders of the Bank of Hindustan, China, and Japan, held on the 10th at the London Tavern, the following resolutions were adopted:—1st. That five liquidators be appointed, namely, Captain Engledue, Messrs. Geo. Macnair, A. Kintrea, D. Chadwick, and Alderman Allen. 2nd. That any powers vested in the liquidators may be exercised by any three of their number. 3rd. That the shareholders' committee be allowed any expenses incurred by them not exceeding £100. The proceedings closed with a vote of thanks to the chairman, J. Mackrill Smith, Esq.

THE NEW COMMERCIAL DEPARTMENT OF THE FOREIGN-OFFICE.—Of late years we have observed with pleasure indications that the attention of our diplomatists has been more systematically directed to the commercial questions which are so intimately connected with the well-being of British interests. The commercial reports of British diplomatic and consular agents, to which we have from time to time called the attention of our readers, afford gratifying proof of the zeal and ability which have been devoted to a subject of considerable national importance, and we are glad to learn that since the seals of the Foreign-office were entrusted to Lord Stanley he has given his attention to the subject with a view to place the matter on a footing of permanent efficiency. Within the walls of the Foreign-office a special department has been created and placed under the charge of Mr. Charles Spring Rice, as superintendent, which will be charged with the correspondence relating to commercial matters; and we cannot but hope that the interests of the country at large will derive benefit from an arrangement which should put an end to that uncertain or divided responsibility which has been a source of complaint on the part of our commercial bodies, to such an extent, indeed, as to have led to the appointment of a Committee of the House of Commons to inquire into the subject.

THE CONCLUSION OF THE AUTUMN PLOUGHING MATCH SEASON.—The season for these matches is now virtually over, as one or two more at the most will be held before the end of the year. The last match of which notice has been received was that held at Goxhill, Lincolnshire, on the 28th ult., when a spirited contest took place, the palm being carried off by James Barker, Messrs. Ransome's well-known ploughman; thus increasing the position of that firm by winning their thirty-third prize this season. Messrs. Ransome have competed at thirty-six matches this autumn, of which number twenty-seven have been won by their own men, and two by local men using their ploughs. These, with four matches (at which Messrs. Ransome did not compete) won by district ploughmen, make up the thirty-three prizes above mentioned.

FOREIGN TRADE WITH CHINA.

(THIRD NOTICE)

PURSUING our rapid review of the official Reports of Foreign Trade with China for the year 1865, we come next in order to Hankow. With the geographical position of this great mart our readers are sufficiently familiar; we merely remark *en passant* that it derives much of its importance from its proximity to Wuchang, the provincial capital of Hupeh, which stands directly opposite to it. Wuchang is the central city of China, and to it flock traders from every portion of the empire, who bring with them not only the produce of their several districts, but a variety of tongues or dialects which modified by attrition one with the other combine to form a common language or *koine dialektos*, the most serviceable if not the most elegant form of the Chinese language which a new arrival can set himself to study. Hankow is not a walled city, and its dimensions put it out of the category of villages. It may best be described as a vast sempiternal fair whereof the booths have been transformed into permanent structures.

In foreign imports, piece goods form the staple, and each year shows a largely increasing demand. Thus against 447,427 pieces placed on the market in 1864, 723,914 were offered in 1865, or an increase of more than 60 per cent. Opium also shows an annual improvement, due in a certain measure to the edicts prohibiting the cultivation of native drug in Shansi and Szu-chuan. With regard to exports we have to note a decrease of tls. 763,000 as compared with 1864, but this may be ascribed to the deficiency of last year's tea-crop, a deficiency most salutary to the interests of stock-holders in England. Nothing was done in cotton, and indeed almost every article of export shows a falling-off more or less important, with the solitary exception of oil, in which there was an increase from piculs 92,952 in 1864, to piculs 173,796 in 1865. It is well-known that the carrying trade of the Yang-tsze is almost exclusively in the hands of American firms, whose steamers have driven the junks and lorchas out of the unequal competition. During 1865 three British steamers joined the river fleet and having made several voyages raised considerably the total of British tonnage registered at Hankow. Twelve sailing ships were laden against eight in the preceding year, and thus the total tonnage of British ships and steamers rose from 59,744 tons (1864), to 90,758 tons (1865). The American flag distances all its rivals in commerce in this particular instance, and the tricolor as yet floats over nothing more important than a few junks, mostly used by private houses for trade excursions into the interior. The tea districts of Hupeh are contained in the prefecture of Wuchang—a triangular space, two sides of which are formed by the Yang-tsze, and the base by a line joining Yochow with Kiukiang. In Hunan they are more scattered, but lie for the most part along the Hupeh boundary. Hankow furnishes three descriptions of coal, known respectively as "dry coal," "smoke coal," and "white coal." The average price of these varieties ranges between 600 and 800 cash per picul of eighty catties. The first is fit for house use, and the latter two for steam purposes. The coal fields are situated in the Hunan province, on the banks or in the neighbourhood of the Hsiang Kiang, but it is supposed that plentiful supplies are obtainable much closer to Hankow, where the hills present the appearance of being rich in mineral treasures.

We now pass on to Kiukiang, the statistics of which port have been condensed into the smallest possible compass by Mr. Commissioner WHITE. The import trade for the past three years may be said to have been stationary, piece goods and opium showing, on the whole, a gradual increase counterbalanced by a falling off in the less important staples. The value of exports for 1865 exceeded that for 1864, although both together barely make up the value of the export trade for 1863. We notice an increase of 70,000 piculs of Black and Green Teas as compared with 1864, and on the other hand, a falling off to the extent of 34,000 piculs in Chinaware, 8,600 piculs in hemp, 28,500 piculs in paper, and 22,200 piculs in red earth. 451 steamers entered and cleared during 1865, of which 129 were British and 322 American, being a falling off from the previous two years, although we are not informed to what extent. Kiukiang, unlike Hankow, is not in itself a place of importance, but derives all its advantages from its proximity to Wuchang, the centre of the wealthy districts that surround the Poyang lake. Communication between Kiukiang and Wuchang is however constantly interrupted, inasmuch as junks have to wait at Hukow for a favourable wind before they can attempt to stem the rapid current which sets into the river through the exit of the lake. Until, therefore, the prejudice

Digitized by Google

of the Government are so far overcome as to admit of steamers of light draught plying between Wuchang and Hukow or Kiukiang little advance in the prospects of Kiukiang can be reasonably anticipated.

Leaving then the consideration of Kiukiang, which promises little for the future, we turn to Chinkiang, and mark with satisfaction the gradual rise of this hitherto insignificant port. At one period Chinkiang was the seat of an enormous native trade, due to its situation close to the embouchure of the Grand Canal and its nearness to Nanking and Yang-chow. Of late years, since the rebel occupation, the city has so frequently changed hands, and the outlying districts have so constantly been made the battle-field of Imperial and Taiping legions, that the peace-loving traders have deserted their former homes, while poverty and silence have usurped the place of wealth and energy. But since the capture of Nanking the prospects of Chinkiang have been looking up, and there now appears to be some hope that the time and attention together with no inconsiderable amount of capital already expended by foreign merchants will at length bear fruit in the establishment of a lucrative trade. In 1862 large sums were invested in land, and a proposition was made two years later to build a wharf for the lading and discharge of steamers. The latter plan has not been carried out, and the proverbially bad anchorage off the city and foreign settlement militates against the trading capabilities of the port. The Governor-General has attempted to remedy this evil by digging extensive docks for native craft, and already numbers of Shanghai and coast junks repair to Chinkiang, and avail themselves of the advantages newly offered to them. Figures will display the growing demand for imports more satisfactorily than any mere verbal description. Thus under opium we note 4,910 piculs imported in 1865 against 1,716 in 1864; sugar, 45,000 piculs against 8,310; and shirtings 13,437 pieces against 2,193. These statistics, when taken in connection with the facts that Chinkiang stands at a distance of no more than one hundred and twenty miles from the sea, and that flood tides make up as far as the port, confirm the opinion that it is eminently adapted for supplying the plain of the Yangtze with foreign produce, and needs only favourable circumstances to ensure its development. By the Grand Canal it is brought into close relationship not only with the southern provinces, but with the wealthy and populous districts that stretch away to the north and north-east as far as the Yellow River. The confident anticipation of a lucrative trade so soon as the effects of the recent rebellion shall have completely passed away are therefore well grounded, and in the highest degree likely to be realised.

We now pass on to Ningpo, a port whose name at least is more familiar to the general public than is that of any other city in China, with the exception perhaps of Canton. Here again we are met by sad tales of rebel devastation, resulting in the almost total extinction of a once rich and remunerative business. Doubtless the growth of Shanghai has had an injurious effect upon Ningpo, but this alone would not account for the present insignificance of the trade as compared with its former importance. During 1865 a large quantity of Fychow tea, which had in previous years found its way to Kiukiang, was shipped from Ningpo, and so long as tranquillity continues, we may expect that, so far, the trade of the port will be an increasing one. Hopes are entertained with regard to the silk crop in succeeding years, the export since 1861 being represented as follows:—1861, 6,655 piculs; 1862, 1,507 piculs; 1863, 57.63 piculs; 1864, 948 piculs; 1865, 1,914 piculs. Although we have comparatively little hope of seeing Ningpo restored to its former opulence, we must allow that for the last six years it has not had a fair chance of asserting itself. The Taiping disturbances and their immediate consequences are sufficient to account for the decadence of trade during the period of 1860-1864, and the general aspect of the commercial world during 1865 furnishes an explanation only too satisfactory of the present state of depression.

Mr. MAY contributes a very minute report on the trade of Foochow, furnishing elaborate tables, wherein the imports from Hong Kong and each of the Chinese ports are carefully differentiated and assigned to their proper heads. We confess that a formidable array of tabular statements has upon us a confusing effect rather than otherwise, and as we wander from table to table we seem to ourselves ever on the point of clutching the information of which we are in search, yet ever failing in our endeavour. For reference, however, these tables are most valuable, and will no doubt find well-merited favour with critics who desire to be more minutely accurate than we are. The importance of Foochow dates from 1855 when the smuggling of opium, for which the port was since 1842 chiefly employed, gave place to a more legitimate if somewhat less profitable trade. It was in 1855 that some small cargoes of tea were shipped as returns for opium which had up to that time been invariably paid for in specie. Thence to 1860 the tea trade steadily increased in importance, but opium formed the only staple import. Even now, although manufactured goods and metals are not neglected, opium far outbalances them, as may be seen from the subjoined figures which also display comparatively the import trade for 1864 and 1865:—*Foreign Manufactures* (1864) value 1,011,833 dollars; *do.* (1865) 724,177 dollars; *Metals* (1864) 262,975 dollars; *do.* (1865) 305,397 dollars; *Opium* 1864) 4,347,338 dollars; *do.* (1865) 3,312,364 dollars. Almost all these goods are imported through Hong Kong. The tea season lasts from the middle of May to the end of January, the larger portion of the crop being shipped direct to Europe and America, while a few cargoes find their way to the coast ports and Hong Kong. Of 65,545,036 lbs. shipped as estimated during the season 1865-66 all but 8,888,076 lbs. was destined for Great Britain and British possessions, the Continent and the United States absorbing the extra nine millions. The tea most in demand for England is Congou, together with Souchong and a smaller quantity of Oolong. On the Continent Congou is likewise in most favour, the highly scented teas once popular in France and Germany being now discarded, and in consequence finding their way to England. Three-fourths of the tea shipped to the States consists of Oolong and the remainder of Congou and Souchong with a small quantity of green. Under the head of shipping we are supplied with the following information regarding the Foochow tea ships:—In 1864 103 vessels, of a gross tonnage of 58,114, cleared in tea for Great Britain, the United States, and Australia, but in 1865 the number fell to 95, representing 51,722 tons. In the former year 83 were British, and in the latter 84, the tonnage, however, fell off to the amount of 2,476 tons. We gladly close this article with the words in which Mr. MAY winds up his report, expressing at the same time our wish that the opinions he expresses were equally applicable to all the ports open to foreign trade in China:—"In "conclusion, it may be remarked that the present commercial "relations of this port seem to promise an increase in prosperity. "The native authorities are always willing to uphold the interests of foreign merchants, while the latter readily conform to "the trade regulations."

Our labours have now brought us as far down the coast as Amoy, where, as at most of the other ports, the gratifying fact is brought to light that foreign trade is gradually but steadily upon the increase. During 1864 the presence of a Taiping garrison at Chang-chow-fu interfered with the legitimate trade, but the recapture of that city was quickly followed by a renewed activity among the native mercantile classes. Thus while the returns for the quarter ended 31st March, 1865, exhibited a total trade amounting to tls. 87,899, those for the quarter ended 31st December, showed an increase of one hundred per cent., namely, tls. 168,854, the rebels having been compelled to evacuate Chang-chow in the month of April. At Amoy as well as at Newchwang and Tientsin the bulk of the trade is in the hands of natives, who while they appreciate more and more the advantages of shipping goods in foreign bottoms learn at the same time to dispense with the assistance of foreigners. Hence, while the agencies of Hong Kong and Shanghai houses are one by one in process of removal, a large increase is noticeable in the amount of shipping and tonnage. In 1865, 802 vessels, registering 276,319 tons, entered the port, against 661 vessels of 210,539 tons which entered in 1864. The total value of imports for 1865 was $12,974,724, of which $3,060,550 was due to opium. The arrivals of rice and drugs showed a large increase upon the preceding year, and the excess of value in 1865 over 1864 amounted to $3,555,099. In exports we note a falling off to the extent of $1,074,453, due principally to a diminution in the quantity of sugar and tea shipped. Although in estimating the total trade for 1865 there at first appears to be a deficit of $2,931 as compared with 1864, this is due to an unprecedented delay in the shipment of tea, a large portion of the 1865 crop not having been embarked until the early months of this year. We may therefore confidently expect a corresponding abnormal increase in the nominal returns for 1866.

Digitized by Google

Crossing to the little-known island of Taiwan, or Formosa, we encounter a remnant of the prohibitive system which for so long paralysed the trade with China. Rice, which is largely produced, can be exported only under pass to Amoy and Foochow. It might prove the source of a lucrative trade, but the necessary steps must be taken by the Chinese Government before any such result can be expected. Formosa now exports sugar, turmeric, aand sesamum, and consumes opium and piece goods. During 1865 a slight increase in all the more important imports was noticeable, and exports, with the exception of turmeric and lung-ngaus, displayed an advance upon the preceding year. So in tonnage; the entries for 1865 were 152 vessels (27,648 tons) against, 135 vessels (25,450 tons) in 1864. Mr. FISHER, who has compiled the report on Formosa, had at the time of his writing been but for a short period at his post. We are not, therefore, surprised to find nothing but bare tables of statistics; but we trust that the next volume of official reports will contain some reliable information regarding the physical features of the island.

The neighbourhood of Swatow was during 1865 seriously, disturbed by the rebels, who held the city of Chai-ying-chow and thus commanded the most direct route into the province of Kiangsi. As the latter province absorbs nearly all the opium imported into Swatow, the effect of this occupation was severely felt. Hence a certain depression in trade which did not, however, altogether mask the rising tendency of the port. The year under review showed a total increase in trade over 1864 to the amount of $2,314,191, and this, taken in connection with the facts just stated, promise well for the future now that the neighbourhood of Swatow is tranquillised.

Those who love to look back upon the good old times, and still entertain fond reminiscences of the faded glories of Canton, will be disappointed in the trade of that port. Still, we have to note an increase in 1865 of $7,352,000 due in great measure to large imports of cotton from Bombay, which, during the American war, had been diverted into other channels. In shirtings also a largely increased business was done, but this is accounted for by the short import of the preceding two years. Opium appears in the report as 2,371 chests, accompanied, however, by the significant note that these figures represent about one-tenth of the actual import, the remaining nine-tenths being smuggled. Mr. Commissioner Glover ALONE furnishes us with any details regarding Coolie emigration, although this subject, besides being of great interest, would appear to come naturally under the cognisance of the custom's officials. During 1865 ten vessels cleared from Canton for the British West Indies, Havanna and Peru, taking with them 3,443 Coolies. Shipping entered increased from 847 to 893 vessels, and the clearances from 855 to 886 vessels. The growth of Hong Kong has necessarily proved detrimental to Canton, but the transference of the tea emporiums to Hankow and Amoy has completed the work of destruction, and we therefore fear that Canton must for the future be content to accept the position of a third-rate port, having been fairly distanced in the race by its more successful rivals.

Having thus disposed of twelve of the ports open to foreign trade, we now turn to the appendix to the Reports, and take up the certified translation of M. GIQUEL'S voluminous memoir upon the trade of Shanghai. Commencing with a sketch of the condition of trade at the opening of the year, the writer points out the causes which led to the many heavy losses suffered by the mercantile community, as well as the unforeseen conjunction of circumstances which brought about satisfactory results, and gave encouraging promise for the future. It were hardly fair to criticise M. GIQUEL'S views after the fact, else we might point to the calamitous event of the last few days which contradicts the hopes entertained at the close of 1865 and commencement of 1865. During 1864 speculation had been rife, and enormous consignments of China produce were forced upon markets already glutted. Mail after mail brought accounts of ruinous losses upon tea, of cotton lying without demand and of the crash of old and universally respected firms. Meanwhile eager buyers were making purchases at enhanced rates, for the spirit of competition was not to be checked even by the anticipation of impending loss. Thus, as an example, black teas which opened at tls. 32 per picul were quoted towards the close of the season at tls. 38, but a partial failure in the crop and an increased care in preparation fortunately stepped in to avert the threatened calamity, and for the most part they sold at a profit. The Report before us is divided into chapters, bearing the following titles:—Imports, Division of Imports amongst Foreign Countries, Exports, Coast Trade, Shipping, Treasure and Duties Nationalities Established at Shanghai, and Summary. Imports showed an increase of five millions of taels, or thirty-five millions, against thirty millions. This was chiefly due to cotton and woollen fabrics and opium; in the latter the same cause operating that we have already noticed, namely, the prohibition of the culture of the poppy in Szuchuan and Shansi. The total opium trade of Shanghai for 1865 was 36,680 piculs, valued at eighteen million of taels, or one half of the value of imports for the year. A remarkable fact is elicited apropos of the opium trade, namely, that it has been but slightly benefited by the provisions of the Treaty of Tientsin. In 1856 the deliveries at Shanghai amounted to 33,672 chests, while in 1865 they had fallen off to 33,348 chests. Judging therefore from opium, it would seem that the opening of the treaty ports has done nothing for foreign trade, but the instance is an exceptional one, as a glance at the returns of all the other staple imports will fully manifest. With regard to cotton goods attention has of late been drawn to the "mildew," which during the opening months of 1865 was found to have damaged fifteen per cent. of the grey shirtings landed at Shanghai. Investigations into which we need not here enter led to the discovery that the state of the bales was due to the manufacturers having adopted silicate of soda as a stiffener in place of starch, which did not give a sufficiently white colour to cloth manufactured from inferior cotton. Complaints from this cause have gradually died away, but the inconvenience to merchants in China still continues, as Chinese buyers will no longer purchase by muster, but insist on opening the packages and inspecting each piece. In minerals there will be a constantly increasing trade until the mines of China shall be worked upon scientific principles. As, however, the Government has of late established arsenals and workshops for the production of guns and ammunition, it is to be expected that the folly of importing iron, copper, and the other metals and minerals used in the arts will be recognised, and the resources of the country be developed with the aid of European skill and enterprise. At present Chinese iron cannot be produced at so cheap a rate as foreign bar and nail rod, although the mines of Tien-tsin and Wanchow (in Chekiang) produce a metal fully equal to Nos. 1 and 2 Swedish. Coals are imported from England, Australia, America, Japan, and Formosa. The dearness of the three former has diminished the demand; Formosan coal has hitherto been produced in very inferior qualities, but Japan promises well. Up to last year the sale of coal in that country was a Government monopoly, and consequently the worst descriptions were sold at a fixed rate far above their comparative values. Now, however, many of the mine-owning Daimios offer excellent samples, the mines of Saka-sima and Okisima being the richest and most productive. The rice trade has fallen off in consequence of the extension of cultivation in the province of Kiang-su; but while this inflicts a direct temporary loss upon foreigners, it may reasonably be expected that the increased wealth and prosperity which it indicates will have their due effect upon other branches of trade, and leave a permanent impression upon shipping alone which cannot fail to suffer from the withdrawal of its chief source of employment. Great Britain takes the lead in the import as well as in the export trade, and this in virtue of the resources both of the mother country and of India. The latter derives an annual income of something like five millions sterling from the export of rice and opium absorbed by China, but for the future a diminution may be expected in consequence of the lessened demand for grain. This income is net, as India takes no produce in exchange from the Middle Kingdom. Manufactured goods and metals swell the importations from Great Britain direct and from Hong Kong, so that for the year 1865 fifteen millions of taels may be set down as a rough estimate of the total value of British imports into Shanghai. We cannot form a fair judgment of the American trade inasmuch as the war interrupted to a great measure mercantile operations. In 1865 about half a million of taels would probably represent the value of American goods placed on the Shanghai market, and a little over a million may be placed to the credit of the continent of Europe. The principal exports are, as is well known, tea, silk, and cotton. In teas and cotton there was a very considerable reduction, balanced, however, by an increase of 20,000 bales in the export of silk, which brought the value of goods exported in 1865 to very nearly the figure attained in 1864. When treating of the tea trade M. GIQUEL draws attention to the circumstances which brought about the losses suffered in 1864, and offers

Digitized by Google

an explanation which should induce us at least to pause before passing a sweeping condemnation upon foreign buyers. Thus the merchant, being ignorant of the language, is compelled to have recourse to native agents, who fix the opening quotations at their discretion, but who make it a rule that the price shall, at any rate, not be lower than during the preceding season. Knowing then that the earliest arrivals in London leave a large margin of profit, fierce competition sets in, of which the brokers (and not the producers) derive the benefit. When the first rivalry has died away and the clippers are loaded and despatched, it might be expected that prices would fall. But the Chinese are too "canny" for this, and by combination contrive to maintain the opening rates, and frequently even obtain an advance towards the close of the season. There are but two remedies; either to transact business without the intervention of native agents, or to form a counter-combination, and by holding out long enough defeat the brokers. The former is practically inadmissible on account of the difficulties of the language and the peculiar usages of the natives. The latter is in like manner not to be thought of; partly because it would be opposed to the liberal spirit of the age, and partly because English merchants have not the faculty of combination, possess only individual interests, and, as a rule, acts each one for himself without reference to the advantageous relations in which he might stand to his fellows. In every respect, therefore, the foreigner is at the mercy of the native, and the latter uses his power ruthlessly. Such were the general causes which led to loss in the tea trade. In 1865 another and special cause was introduced, namely, the opening of an immense number of small hongs presided over by men who were perfect novices. Their speculations, which were regulated by chance alone, overset the prudence of the practised hands, and hence "absurd "prices, inferior qualities, and a miscalculated export." The banks offered facilities to these rash operators; but experience has taught a useful lesson, and the first generation of inexperienced traders having been swept away by bankruptcy, there is little danger of a second generation obtaining money on easy terms. The transactions in Green teas were most satisfactory. Prices had fallen so low in consequence of the doubtful aspect of affairs in America, where most of the crop is absorbed, that dealers were anxious to realise at any terms, and exporters were then allowed to operate with security in making their bargains. When peace was proclaimed the stocks in hand and those yet unshipped were eagerly sought for, and prices of course immediately flew up. As it turned out, however, the requirements of America were so considerable that all the Greens exported were sold at a profit. Cotton proved a fertile source of ruin to many. During the American war the export was enormous, and even towards the close of the rebellion the eagerness of shippers may be judged of from the fact that in January and February, 1865, the export from Shanghai alone amounted to 90,000 piculs. Its high price and inferior quality marked China cotton as the first victim to the restoration of the American trade, and hence a rapid collapse among the foreign and native houses whose transactions for the past year had been for the most part in cotton. Silk, on the other hand, was most successful. In this as well as in tea and cotton buyers were rashly impatient at the opening of the season, and prices ranged accordingly. As it happened, the quality was fair, and it had been kept in good condition. But what saved silk merchants from participating in the calamities of the cotton exporters was the sudden failure of the continental crop in consequence of some terrible but unknown disease amongst the worms. Now that this has passed by purchasers should consider whether the exceptional circumstances under which their speculations for 1865 and 1866 have turned out will justify them in entering the market in 1867 and the ensuing year with the same confidence. The total export of Shanghai silk for 1865 was 43,000 bales, but would probably have reached 60,000 had not the occurrence of heavy and continuous rains in the mulberry districts destroyed the second crop. These figures are, of course, exclusive of 12,000 bales of Japanese silk, which during the same period passed through the port but was not landed. The coast trade for 1865 may be summarised in the following figures:—Native produce imported into Shanghai, 26,000,000 taels; whereof foreign countries took fifteen millions and a-half, Chinese ports five millions, while the rest was kept for local and provincial consumption. The export of Chinese produce to other ports reached eight millions of taels, a decrease of nearly two millions from 1864. As to shipping, it is to be feared that the days of high coast freights are among the things of the past. Steamers have to a considerable extent taken the place of sailing vessels, the import of rice and the export of cotton have fallen off, and thus, without any corresponding increase in the junk trade, foreign ships lie idle in Shanghai and the other ports. Perhaps on none will this alteration have more effect than upon the storekeepers, who derived a large profit from the supply of necessaries to the imposing mercantile fleet that in years gone by lay at anchor in the Whangpoo. Between thirty and forty steamers ply regularly between Shanghai and the coast and riverine ports, together with Hong Kong, Nagasaki, and Yokohama; but, so far as the storekeepers are concerned, these badly supply the place of the sailing vessels. In 1865 1,740 vessels making up 848,456 tons entered, as against 2,137 with a tonnage of 899,331 which entered in 1864. We cannot enter into the elaborate statistics of specie imported and exported; the results, however, are as follows:—The value of native and foreign merchandise imported into Shanghai from the coast fell far short of that exported, and hence large returns were made in specie. Local speculations in land, &c., lay dormant, and by these means conjoined large quantities of silver were received and retained, exchange ranging very low. The Bank treasuries were crammed with bullion during the greater part of the year, and, in order to get rid of it, considerable sums were sent by each mail steamer to India, there to be minted by the Government.

The most generally interesting chapter in M. GIQUEL'S report is that wherein he takes a bird's-eye view at the nationalities established at Shanghai. He classes the foreign community under English, American, German and French, Dutch being included under German and Swiss under French. In all, the settlements contain about 2,500 foreigners and 120,000 Chinese; an estimate which, though framed for December, 1865, fairly represents the present population. The British are *facile principis;* they are in fact the only importers; but while they introduce goods to the amount of thirty-six millions of taels, they take away no more than twenty-two and a-half millions. It is not to be wondered at, therefore, that they are able to appropriate the greater portion of the business in China, while at the same time London is regarded by the whole world as the general mart for Eastern produce. The Americans form the next important section; they are pre-eminent in shipping —that is to say, in steamers employed upon the coast and rivers. It is to be expected that when the Pacific line shall be opened a large proportion of the silk now passed through London *en route* for New York will be transported direct, but we have little fear of a serious diminution in British trade, as the demands of consumers and the wealth of the producing districts will in all probability keep pace one with the other now that tranquillity has been restored. The Germans and Dutch will suffer severely from the lowered rates of freight, as the greater portion of the coasting trade was carried on under their flags. Some unimportant continental goods are imported, but as a rule the commercial transactions of German firms consist in ordering manufactured goods from England and returning Chinese produce. France brings nothing to China, and takes away but little more. Out of 43,000 bales of silk shipped in 1865 France purchased 7,300 bales, of which no more than 2,500 were shipped by French houses. French piece goods cannot compete with the produce of English looms, and even if a market were found it is probable that such cottons and woollens would in the first instance be sent to London to be forwarded to China. The fact is that the French are not migratory; they are great, generous and noble, but commercial—*jamais!* We have seen that at several of the ports the native merchants have succeeded in establishing a foreign trade on their own account without the intervention of foreigners. In Shanghai this is not the case; foreigners and natives work together in harmony, and each class is satisfied with the trade which falls to its share. "Situated as Shanghai is near the silk dis- "tricts, and connected with them by magnificent canals—occu- "pying on the coast a central position which necessarily makes "it an *entrepot* for the ports of the Yangtsze as well as for the "North, Ningpo and Japan, trade made by foreigners has a "vitality of its own and rests upon such foundations that pro- "gress it must; whereas at second-rate ports it would decrease, "and be absorbed by native hongs. A crisis, however terrible "it might be, could not therefore deprive this port of its title "of 'The Commercial Capital of China;' nor will the cosmo- "politan republic, thanks to the good sense and practical spirit "of its citizens, ever cease to merit the appellation of 'The "Model Settlement.'"

Digitized by Google

REMOVAL OF OFFICE.

NOTICE.—On the 1st of January next, the Office of the LONDON AND CHINA EXPRESS and LONDON AND CHINA TELEGRAPH will be removed to No. 2, Cowper's Court, Cornhill (over the JERUSALEM).

NOTICES TO CORRESPONDENTS.

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be authenticated by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

A REGISTER is kept of the addresses of all persons connected with the FAR EAST and reference can be made to the same by personal application at the office or by letter.

Any information required by Subscribers, in reference to Commercial or General matters in CHINA, JAPAN, SINGAPORE, *and other parts of the* FAR EAST, *will be supplied on application at the Office, where files may be seen of the Journals published in those countries.*

THE LONDON AND CHINA EXPRESS.

PUBLISHED on the departure of the Mails *via* Marseilles on the 10th, 17th, and 26th, contains a Summary of European, American, and General News; Commercial and Shipping Reports, and Special notices of Trade with the FAR EAST.

Subscription 54s. per annum, including Postage. Export Supplement 12s. extra.

The London & China Telegraph.

LONDON, THURSDAY, DEC. 13, 1866.

THE BISHOPRIC OF VICTORIA.

THE Bishopric of Victoria (Hong Kong) has at length, after a vacancy of nearly two years since the resignation of Bishop SMITH, been filled up by the appointment of the Rev. C. R. ALFORD, M.A., formerly of Trinity College, Cambridge, and now incumbent of Trinity Church, Islington. The reverend gentleman was successively appointed to the incumbency of St. Matthew's, Rugby, in 1841, and to that of Christ Church, Doncaster, in 1846. He subsequently for some years filled the important post of Principal in the Metropolitan Church of England Training College, at Highbury. Possessing a high reputation as an able preacher and a zealous promoter of the educational movement, he appears to have commended himself to the ecclesiastical and civil powers as specially fitted for the varied and multiform duties of the Anglican bishopric at Hong Kong. He has been known as a prominent member of the Evangelical body of clergy in London, and his nomination to the see of Victoria has been pronounced by the *Record* to be "a very excellent appointment."

We are authorised to state that a plan is under consideration of subdividing the English bishopric in China into two portions. We believe that the measure has received the approval of his Grace the Archbishop of CANTERBURY, and has probably ere this been officially submitted by him to the Foreign-office authorities, whose consent on behalf of Her Majesty the QUEEN is previously required in accordance with a recent Act of Parliament for the consecration of missionary bishops in foreign territories beyond the British realm. It is proposed that the Rev. W. A RUSSELL, B.A., of Trinity College, Dublin, and for nearly fifteen years a missionary of the Church Missionary Society at Ningpo, be consecrated bishop over the Anglican clergy in the northern parts of China, and possibly also in Japan; and that the British colony of Hong Kong, with the three southern ports of Canton, Amoy, and Foochow, remain under the jurisdiction of the Bishop of Victoria.

It will of course be understood that the latter portion of this scheme is still far from being definitively settled; and that at present we are only enabled to give this brief outline of the probable course of arrangements for two English bishoprics in China. It is probable that the consecration will take place in Canterbury Cathedral soon after Christmas, and that the new Bishop of Victoria will embark for his Eastern diocese in one of the Peninsular and Oriental mail steamers in the month of March next.

INTOLERANCE IN CHINA.

WE have yet much to learn regarding the secret springs which actuate the conduct of the Chinese officials and people. Metaphysical philosophers assure us that our powers of generalisation are the measure of our actual knowledge, and that the guiding principle of all research is accurate analysis. For nearly a century European observers have been engaged in the task of collecting and collating facts regarding China and the Chinese, while the more modern speculators have felt themselves justified in taking the results of these observations, and building a theory upon them. It is somewhat humiliating to have to confess that hitherto all such attempts at evolving general principles from an array of isolated facts have proved failures. We are still in that initiatory stage of inquiry which confines itself to the accumulation of individual instances. Future writers may perhaps arrive at "classification," "experiment," and finally "generalisation," but our task evidently is to collect materials for our successors. Any one holding the opinions ordinarily entertained with respect to Chinese character would be disposed to scout the idea that under no special provocation a movement would be set on foot having for its sole object the injury of foreigners. All classes have so much to gain from foreign intercourse, and the power of the foreign arms has been so fully asserted, that an opposition based upon nothing more solid than the old feeling of rivalry or the exploded theory of superiority, would seem almost incredible. We have just cause to boast that, having opened China by force, we are in a position to hold our own without further recourse to violence; that our motives and our practice are so well understood as to justify us in withdrawing our soldiers, and despatching our fleet to scenes where its presence is more immediately required. From the highest to the lowest, throughout all classes, whether official or mercantile, friendly relations upon both sides are maintained through the means of mutual concession and forbearance. Such is the condition of affairs as it is ordinarily presented to us; such also is the condition that we would naturally expect.

We have now, however, to contemplate a new manifestation of Chinese feeling displayed simultaneously in the north and in the south. At Canton the lower classes are, by our latest advices, described as in a state of ferment caused by the old grievance—the presence of the *Fan-Kwei*. The newly appointed Governor of Kuangtung has raised hopes that in the process of time he will annex Macao (and doubtless Hong Kong) and drive the barbarians from his quarter of the Celestial Empire. In no country is the intellect of the lowest class remarkable for brilliancy, and the Chinese coolie mind is unable to see the hopelessness of any such attempt, while at the same time is quite awake to the prospective advantages of any measure likely to produce confusion. Hence the popularity of the newly conceived opinion. Again, in the province of Hunan the ultra-Conservatives have published a proclamation abusing foreigners and recommending their expulsion. Taken for what it is intrinsically worth, this production may be characterised as a farrago of ignorant declamation and obscene abuse. While some clauses are so grossly indelicate as to forbid their reproduction in an English dress, others are exquisitely ludicrous. The baptismal oil used by the Catholics is described as an ointment boiled down from the corpses of priests; the immediate effect of conversion is the production of insanity developing itself in breaking ancestral tablets, attacking idols, and destroying temples. "But what is "most extraordinary," continues the writer of the proclamation, "is that the speed wherewith this madness takes effect depends "upon the distance a man is from his home. If he be one or "two days' journey, the madness breaks out after one or "two days. If he be only one day's journey the madness "takes place after one day; but it is sure to break out "a few hours after he reaches home." And so on through a dreary maze of folly and superstition. All this has a ludicrous side. Knowing the faint interest taken by the Chinese in any discussion of a controversial character we are disposed to smile at the misrepresentations so boldly made. The proclamation to which we refer goes farther than this, however. It closes in some such strain as the following:—"These obstinate bar- "barians and religious trampers engage in trade under the pro- "tection of the treaties and deceive the national authorities. "They may not be examined at the barriers or stopped by the "mandarins, yet all the while their hearts are sympathising with "the lawless banditti. The religious emissaries who are scat- "tered everywhere are merely spies, and as for us who now put "up with their pride and haughtiness we shall some morning "find it too late to save ourselves. It is reported that these "vagabonds have visited the tomb of CONFUCIUS, which along with "the temple they have destroyed. The descendants of the sage "feeling deeply aggrieved rallied together under the command of

Digitized by Google

"one Mao and succeeded in driving them out and destroying "them, since which event they have not dared to show their "faces. Let everbody, whether he be a scholar, a farmer, "a mechanic, or a merchant, draw his sword for combined "vengeance. Should any one hold back he is to be ac- "counted as one of these strange beings."

When the existence of this extraordinary document was made known to foreigners an attempt was made unsuccessfully to trace it to the officials. We are not disposed to think that it bears any internal evidence of having emanated from the authorities. More probably it is an attempt either to create a commotion for the mere sake of the commotion itself, or to excite distrust and dislike of the existing Government which stands pledged to foreigners. Chinese revolutionists are as sagacious as their fellows in the West, and seek first for a good watchword before they commence a popular movement. At one time it is "Tartar oppression and the restoration of a native dynasty;" at another it is "Mandarin exaction;" now it is "Death to the barbarians." In England such faction cries as the "Corn Laws" and "Universal Suffrage" are less formidable, but no less characteristic. It matters little to us as a general rule what tumults occur in China provided our political relations remain intact and the producing districts are not invaded; but when an appeal is made to the worst passions of the lowest class of society, and that appeal is directed against the presence of foreigners, we are constrained to notice an occurrence which may produce the most disastrous consequences to ourselves. Although for the most part foreign residents are confined within the narrow limits of the settlements, there are many in the interior of the empire, and their safety should be no matter of chance or speculation. But beyond this, the most serious aspect of this proclamation and others like it is the opposition thereby displayed to the extension of foreign influence. We shall not always be content with the means of intercourse with China that we now possess, and we are therefore the more anxious to clear out of the way of our further advance the decaying prejudices and wanton misrepresentations of an ignorant but formidable section.

KOREA.

A LETTER from Toulon says:—"Important news has been circulating here on the subject of events in the China and Japan Seas. The French Government entirely disapproving of any immediate attempt at an expedition against the kingdom of Korea, directed Rear-Admiral ROZE to undertake nothing more till further orders, as the massacre of the French missionaries required an exemplary chastisement which would be better deferred to a more opportune moment. Vengeance, though tardy, would only be more terrible on that account. There was an objection to engage in a hazardous operation before obtaining a full knowledge of the approaches and resisting power of that mysterious country."

The Paris press is silent about the intentions of the French Government for the very good reason probably that they have no information, but letters from the East appear from time to time in some of the provincial journals; thus a correspondent of the *Nouvelliste* of Rouen writes:—

"This is what occurred with respect to Korea. M. Bellonet, when the news arrived of the execution of our missionaries, sent a letter to Prince Kung, in which he pointed out the probability of French intervention in Korea. The Prince, who to the ordinary finesse of a Chinese diplomatist adds the enlightenment of a European, replied that the communication could not concern his Government, the vassalage which united the kingdom of Korea to the empire of China being purely nominal; and that consequently if France thought fit to interfere in Korean affairs, China had nothing to do with the affair. Our charge d'affaire, if my information is correct, then addressed himself to Admiral Roze, commanding the French squadron in China, and begged him to do what was best for French interests in Korea. Admiral Roze having but small means for attempting a landing, confined his action to the exhibition of the French flag on the coast of Korea, in order by such demonstration to prevent further persecutions. He maintained otherwise strict neutrality, waiting instructions from his Government."

The *Messager du Midi* says that the Government could not of course engage in an adventurous undertaking without well knowing the coasts and means of defence of this mysterious country, and then gives an account of Admiral ROZE's visit. It appears that the small flotilla (consisting of the *Primauguet*, steam corvette, and several small gunboats) was in great jeopardy; the soundings often varied five or six fathoms in a few hours, and the ADMIRAL found himself suddenly upon the coral rocks. A catastrophe seemed imminent, when a great wave carried the vessels into deep water again. The ADMIRAL'S vessel was at one moment in the greatest peril, perched upon a ridge of rock, with twenty-five feet of water all round, while the rest of the flotilla were in the mud, and unable to render any assistance. Having escaped from this perilous position, the ADMIRAL, steering by the chart of Captain GUERIN, which, it is said, was found to be remarkably accurate, made for the mouth of a river which was set down as one of the principal outlets of Korea. The vessels proceeded slowly up this river, and at four leagues distance came upon a large village where a number of soldiers were engaged in making defensive works; the ADMIRAL attempted to communicate with the people on shore, but they proceeded with their work without attending to him; so, finding his efforts fruitless, he knocked down a stockade with his guns and put the Koreans to flight with grape shot. It was remarked that the Korean soldiers were barefooted, that the greater part of them were armed with bows and arrows, but that some carried pikes and sarbacanes. The correspondent adds, rather naively, that the ADMIRAL, having no other object than the making of a *hydrographic reconnoissance*, in order to facilitate ulterior proceedings, quitted the inhospitable shore.

MR. FRANCIS BEILBY ALSTON is appointed to succeed Mr. G. Lenox Conyngham as chief clerk of the Foreign-office. Mr. Alston commenced his probationary career in the diplomatic service in December, 1839, and obtained the rank of senior clerk in April, 1857. He has for some time had charge of the China Department, and his loss will be very much felt in this special quarter.

A DEPUTATION of directors of the Telegraph Construction and Maintenance Company, and other gentlemen interested in submarine telegraphy, have had an interview with the Secretary of State for India with a view to the improvement of telegraphic communication between England and India. Lord Cranborne received the deputation with the utmost courtesy, and showed a just appreciation of the importance of this great question.

THE P. AND O. COMPANY'S SERVICE.

(THE TIMES.)

If England is gravitating towards Calcutta, and if the high road to India is now, as people say, the only remaining object of the foreign policy of Great Britain, some interest will naturally be felt in a history of the establishment by which the direct communication between England and the East is principally managed. Our immense commerce with India is conducted by a prodigious mercantile fleet, but the mail service and passenger service are specially performed by a single well-known company now just a quarter of a century old. The present year, in fact, has been taken as a species of anniversary, and the Peninsular and Oriental Company has embraced the opportunity of presenting to its shareholders and publishing to the world a connected history of its origin, development, and transactions up to the present time. We shall find some curious statistics in this narrative, and we shall find also some information of a character highly interesting at this period of financial derangement and commercial mistrust. The Peninsular and Oriental Company is an old joint-stock concern, claiming to have been administered with a due combination of discretion and enterprise, to have been "fairly remunerative" to its proprietors for five-and-twenty years together, and to be in a state of perfect solvency, unquestionable efficiency, and hopeful growth at the present moment. Such an example deserves, if only for its rarity, to be studied with some attention.

This great company, representing the largest and most important firm of carriers between England and India, now possesses a fleet of steamships equal to the navy of a second or third rate State. It owns no fewer than fifty-three excellent steamers of large tonnage and commensurate power, besides a squadron of auxiliary tugs and sailing transports. It has regular stations at almost every important seaport in the Eastern hemisphere. It carries upon an average about 16,000 first-class and 3,000 second-class passengers every year over a route of many thousand miles. It pays every year upwards of half-a-million sterling for coals, and keeps about 100,000 tons of this fuel constantly in stock. It feeds as well as carries its passengers, and its expenditure of stores in a single year comprised 15,000,000lb. weight of provisions, 1,500,000 bottles of wine, beer, and spirits, and 180,000 head of cattle and poultry. These figures will appear prodigious, but the fact is that upwards of 10,000 persons are victualled daily on board the company's vessels. Every now and then, in great national emergencies, the company performs transport service for the Government. During the Crimean War the Peninsular and Oriental steamers carried 60,000 men and 15,000 horses to their destination, and the same vessels at the time of the Indian Mutiny carried regiment after regiment to the East with rapid and timely despatch.

Let us now, however, look into the financial history of the company, and see with what practical results all this business has been conducted. The enterprise was originally projected on a modest scale, probably without any expectation of its actual development. A capital of £1,000,000 was thought sufficient in 1841 for the purposes in view, and though provision was made for a supplementary stock to the extent of £500,000 it was not until 1847 that this resource was employed. Seven years later, however, authority was sought and obtained for increasing the capital stock by another million, making a total of £2,500,000, represented by 50,000 shares of £50 each. The company was also, even in those early days, invested with the privilege of "borrowing powers;" but its limits in this

Digitized by Google

respect were not wide, and they have not been exceeded. Debentures to the amount of £800,000 must be added to the stock, so that the share and loan capital together amount to £3,300,000. Now, upon this capital, calculating the shares at par, the company has paid an average dividend of 9½ per cent. during the whole period of its existence—a return which, if not extravagant, may certainly be deemed satisfactory. The gross expenditure of the company is somewhere about £2,000,000; its gross revenue about £2,200,000, leaving the odd £200,000, or rather less, divisible as profit.

But now we come to the curious point in the story, which is that nobody is satisfied. The public, as our readers well know, breaks out periodically into complaints of the service as performed by the company. Anglo-Indians and Australians growl over the "monopoly" employed, like all monopolies, for the profit of the few, and protest angrily against delays, slackness, high charges, and indifferent fare. Other people talk of the magnitude of the subvention paid by Government for the mail service, and at the poor performance of the work. Last of all, the very shareholders grumble, so that the directors' narrative, though describing a marvellous establishment and a commercial success, is devoted from first to last to a deprecation of objections and discontent. The explanations offered to each class in turn are exceedingly amusing. It may well be asked what a proprietor can complain of who gets all but 10 per cent. for his money; but the truth is that this is an exceptional case. The dividends paid by the company represent this rate of profit only when the shares have been purchased at par, whereas many shareholders bought at a premium, sometimes of 60 or 70 per cent., and their receipts therefore bear a far more moderate proportion to their investments. At present the share list comprises 2,122 names, and of these proprietors, we are told, 689 are ladies and 153 clergymen; showing a considerable proportion of steady if not contented investors.

With respect to the complaints of the public, something, perhaps, is due to our natural propensities in this matter, but the directors are at the pains to explain to us that their passengers, if not of a peculiar class, are habitually in a peculiar humour. The traffic on this route is no pleasure traffic. Nobody would go to India if he could help it, even in a first-class cabin. "The company have not to deal with those who have made up a purse for a holiday and a run abroad, but with those who are engaged in the real battle of life, and who struggle to husband their resources accordingly." So, the customers are exacting, querulous, and hard to be pleased. They haggle over prices, estimate charges, and measure costs by performances, especially on the outward voyage. Coming home they are a good deal happier, and prepared to take things more easily. The directors, however, declare for themselves that they have kept pace with the times, and that the passengers have nothing to complain of either in charges or treatment. Fares have been reduced and comforts have been multiplied. Twenty years back, for instance, passengers never thought of ice as an article of the first necessity; now the luxury is expected as a matter of course, and furnished by the company at a cost of £7,000 a year.

We suppose most people will come to the common conclusion that something is to be said on both sides, and that though exiles on their way out may not be the most accommodating customers, a great company with a practical monopoly of business would be likely to look to its own interests rather keenly, and not to become liberal except under a little pressure. No doubt the Peninsular and Oriental Company has done good service, and will do good service again, but it has probably been for the advantage of the public that a stimulus was now and then applied to its "enterprise" as contrasted with its "discretion." It is, however, a real representative establishment of the country, and it might be hard indeed to find any other with which so many households have been brought, as it were, into personal and familiar contact. There is hardly, say the directors, "a family among the gentry of the United Kingdom" but has its name upon their books, and the fact itself is enough to communicate a more than ordinary interest to the history which we have thus related.

PENINSULAR AND ORIENTAL STEAM NAVIGATION.

The annual general meeting of this company was held on Thursday, the 6th inst., at the offices, Leadenhall-street; Mr. P. D. Hadow, the deputy-chairman, presided.

Mr. C. W. Howell, the secretary, read the report, which stated that the company stood possessed on the 30th September last of stock in ships, less the amounts deducted for depreciation, £3,043,164; also of leasehold and freehold property in England and docks and premises at Calcutta, Bombay, Hong Kong, Singapore, and other stations, £259,090; stock of coals, naval and victualling stores, amounting to £473,856; also cash at bankers, investments, bills receivable, balances in agents' hands, and debts due to the company, £368,181, making the total assets £4,144,290. The capital received from proprietors at that date amounted to £2,300,000, on debentures to £626,500, and in anticipation of the ninth and tenth instalments £34,605;—total capital £2,961,105. The liabilities of the company in bills payable and otherwise amounted to £724,171, making the total capital and liabilities £3,685,276, showing a surplus of £459,015. The revenue account showed that the gross revenue or income of the company, from freight, passage-money, postal service contracts, and other sources, amounted for the twelve months ending the 30th September last to £2,243,076. The expenditure and charges on revenue, including interest on debentures, with the reserve for insurance, and outlay for wear and tear, and renewal of ships, for the same period, amounted to £2,094,493, leaving a net profit of £148,583. From this was deducted £77,000 for dividend of 3½ per cent. for the half-year ending the 31st of March, and £67,500 for the half-year's dividend, now recommended at 3 per cent., leaving a balance of £4,083. The annual premium of 5 per cent. on the estimated value of the floating property of the company, covering ordinary sea risks and credited to the proprietors' underwriting account for the year ending 30th September, 1866, was £110,000. From this was deducted value of steamship *Jeddo*, wrecked on the Choul Kader Reef in February last (less depreciation) £53,200; also damage to the company's property at Calcutta by the cyclone in October, 1864, £770; leaving a balance of £56,030, out of which it was proposed to pay the proprietors at the rate of 2½ per cent., leaving £363 for the reserve fund, which would then amount to £459,015. The tabular statement of the company's fleet showed that there were 10 ships—five screw and five paddlewheel—on the Mediterranean service; seven screw on the Calcutta and Suez line; 18 screw on the Bombay and Suez and Bombay and China lines; four screw on the Ceylon and Sydney line; and two paddle and five screw on the Hong Kong and Shanghai, China Coast, and Japan lines, making together 46 ships, aggregate tonnage 74,341 tons, and 16,580-horse power. There were five ships under repair of an aggregate tonnage of 8,928 tons and 2,300-horse power. These, together with steam-tugs, transport, store, and coal ships, amounted in the aggregate to 95,963 tons Customs' measurement, and to 19,655-horse power. The *Surat*, after performing a complete voyage on the Southampton and Mediterranean lines, during which she steamed 8,858 miles, at an average rate of 11 knots per hour, was despatched to Calcutta, *via* the Cape, on the 7th ult., for service between that place and Suez. The *Arcoca*, *Malacca*, and *Sunda* had likewise been finished, and sent to the East. The *Arcoca* made the passage from Southampton to Bombay in 65 days, the *Malacca* in 55 days, and the *Sunda* in 58 days. The *Geelong* left Southampton for Bombay on the 9th June, and arrived out on 30th July in 51 days. All those voyages were made under easy steam. The *Candia*, *Nubia*, and *Delta* were again in active service, each having received new boilers and a thorough repair refit. The first brought to Suez, two days within the contract time, the Calcutta and China mails, delivered on the 27th ult. The *Granada* had been sold to one of the princes of Japan on advantageous terms. The number of vessels under extensive repair had of late been unusually large. This had arisen from the circumstance that many of the company's ships were built about the same time and the necessity for new boilers and a general refit came round at nearly the same period. Several of the finest ships,—among them the *Pera*, the *Simla*, the *China*, the *Ceylon*, the *Nubia*, the *Candia*, the *Nepaul*, the *Benares*, the *Emeu*, the *Salsette*, and the *Delta*—had now undergone a complete renewal, and some had still to be laid up for the same purpose. The repairs and renewals of the last nine of the ships came into the accounts for the financial year, and the consequence was that the amount expended in that way had exceeded the total of that spent in repairs and renewals, together with the sum set apart for depreciation in former years, when the repairs had been of the average amount. For the year 1865 the cost of repairs stood at £294,459, and the amount set apart for depreciation was £115,000, making together £409,459. In the accounts for the present year the amount expended in repairs and renewals alone reached the unusual sum of £439,400, but as the vessels repaired and renewed during this and the preceding year had been rendered in many respects as good as new, the directors had not considered it necessary to charge any reserve for depreciation against the revenue of the last financial year. The Board looking forward to the possibility that the company might soon be invited to submit tenders for new services, they consequently petitioned Her Majesty in Council for a supplemental charter, authorising an addition of £1,000,000 to the present capital of the company, by the creation and issue of 20,000 new shares of £50 each. The directors greatly regretted the loss by the death of two members of the Board in the last half-year, Mr. Plowden and Captain Nairne, who had discharged their duties with great assiduity. The vacancies, in accordance with the deed of settlement, were filled up by the appointment of Mr. E. Thornton, C.B., and Mr. G. C. L'Estrange, subject to the approval of the proprietors. The Board proposed, prior to the half-yearly meeting next June, to nominate Mr. H. Bayley, now one of the assistant managers, to the post of director. The Indian and China mail contracts, taken in 1853 and 1854, were terminable by the Government or the company on 12 months' notice, and the existing Australian contract, which commenced in February last, was terminable in like manner on two years' notice. Those contracts comprised the whole of the mail services now worked by the company. The Parliamentary Committee of 1866, after a most searching inquiry, recorded their "opinion that the services under the several contracts to which reference had been made had been well performed," and the directors felt that the facts and evidence submitted to them could have led to no other conclusion. The subject was now under the consideration of the several departments of Her Majesty's Government. The directors had completed their arrangements for a trial of extra voyages between Bombay and Suez; the first steamer would leave Bombay on the 19th of January, and Suez about the 5th of February next, in correspondence with the steamers to leave Southampton on the 20th, and Marseilles on the 28th of January. A service four times a month would then be temporarily established. In the face of the existing stagnation of trade with the East, the directors congratulated the proprietors on the fact that they were enabled to recommend a dividend of 3 per cent. for the last half-year, making, with 3½ per cent. declared in June last, and 2½ per cent. from the underwriting account, a total of 9 per cent. for the year. The amounts now available would be—for dividend 3 per cent., and underwriting account 2½ per cent., together 5½ per cent., free of income-tax, payable in one warrant on Friday, the 28th inst.

The Chairman, in moving the adoption of the report, expressed regret that Mr. Anderson, the chairman, was unable to attend in his place that day in consequence of illness. It was an interesting meeting in respect of its being twenty-five years since the first annual meeting of the company was held in St. Mary-axe, when the company had a much smaller undertaking than at present. It had been carried out from the commencement with prudence in every way, and with due enterprise. The founders of the undertaking would, he trusted, be always held in grateful remembrance. The company had been of vast importance to the country by extending commerce to the East. His worthy friend, the secretary, had compiled an account of the progress of the company up to the present time, for which he deserved the thanks of the proprietors. It showed how the Government had assisted them to the undertaking, and the parsimonious conduct of the authorities. They never had a tender accepted by the Government through favour to the company, but because it was the lowest, except in one or two cases when another company tendered for contracts and came to an untimely end. They owed nothing to the Government for their support; all the company had obtained had been fairly earned and fairly won. The capital account was now larger than ever it was before, owing to the call on the new shares, but the money had been judiciously expended on property abroad and would be remunerative to the company. The ships that had been renewed were now as good as new ships the company's fleet was in a perfect state of efficiency, and he

Digitized by Google

could say that commanders and officers were able and efficient in every respect. The new capital they proposed to get power to raise would not be lightly expended. They would only expend what was requisite for the purposes of the company. When they got the supplemental charter they would call up £5 a share, and he might mention that the ratio of the new share capital to the old would be as 2 to 5. The business of the company had suffered to some extent from the late panic and the commercial crisis, but he was glad to say that recent advices from the East showed that things there were improving. The experimental service had long been thought of by this company. The experimental line from Suez to Bombay had been proposed to the Government eighteen months ago, but owing to official delays the matter had been allowed to remain in abeyance. They were, however, going to put the vessels on the route to see how the service could be conducted with advantage in case it should be adopted. He then adverted to the Parliamentary Committee on Communications with the East, before whom many rash statements were made, being the reverse of accurate, and those were completely refuted by their excellent secretary, who had compiled facts and figures in support of his statements. Their company had come out of that searching investigation with credit, and it was acknowledged by the committee that the service by the company was well performed. Their establishment in Bombay had been enlarged for the repair of ships, and was of considerable value to them.

The motion for the adoption of the report having been seconded,

Mr. GLIDDON called attention to the comparatively small sum paid by the Government for the conveyance of the mails, which he stated was at the rate of a penny per ton per mile, being the same rate as that paid for the conveyance of coals on the railway.

The SECRETARY remarked that according to measurement it was little more than a halfpenny a ton per mile.

Mr. JONES suggested that greater facilities might be afforded to second-class passengers in their ships, or that, if that could not be done, a separate service might be organised by the company for that purpose; at the same time he thought the present very efficient service of the company and speed of the ships could not be performed at less expense. He referred to the excellent conduct of Captain Hector in one of the company's ships during a typhoon, which he thought proved they had not only able commanders but efficient crews.

A discussion ensued, and after explanations by the CHAIRMAN the report was unanimously adopted. A dividend of 3 per cent. for the past half-year was declared, together with a payment of 2½ per cent. for the year ending the 30th of September last out of the underwriting account, making together 5½ per cent., payable on the 28th inst.

On the motion of the CHAIRMAN, Mr. E. Thornton, C.B., and Mr. G. Carleton L'Estrange were unanimously elected directors of the company.

On the motion of Dr. EVANS, seconded by the CHAIRMAN, the best thanks of the meeting were unanimously tendered to Mr. Howell, the secretary, for the important facts he had compiled in respect of the public services performed by the company.

The proceedings concluded with a vote of thanks to the chairman.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, DEC. 6.

The sections of the Second Chamber are still busy with the examination of several Bills, which will be partly discussed on Friday next. In the first place will be brought forward the Bill by which it is proposed that the State should lend to the company of the State Railways, which is for the moment in monetary difficulties, a sum of two and a-half million of guilders. This proposal meets with much opposition, so that it is not at all improbable that it will be rejected. As to the Budgets, they will not come on for discussion this year, and credit laws are to be granted to all the departments. This resolution resulted from the fact that there remains too little time before the 1st of January, when, according to the fundamental law, the budgets must be settled, to discuss them thoroughly, and the new members, who are brought into the Second Chamber by the last elections, cannot have a sufficient knowledge about this matter to give fundamental motives for their vote. The future of the Cabinet is not very bright. Again, the Liberal party was reinforced by the election that took place yesterday at Groningen. One of the old Liberals, Mr. W. H. Dullert, was duly elected. The other Liberal candidates, Messrs. van Bosse and Cremers, resigned some days ago.

Much sensation was created here by the news, which was brought by the last East India mail, that Mr. Sloet van de Beele, the ex-Governor of the East Indies, had not published the resolution of Mr. Myer, the Minister of the Colonial Department, suspending the former resolution of Mr. Fransen van de Putte, abolishing the forced services of the Indian natives to the Heads. Although I sincerely regret that the order of Mr. Mye, was given, I however think that it was the duty of the Governor-General to publish the resolution. I am of opinion that the Liberal papers are wrong in defending such an act, which is vehemently disapproved of by the Conservative papers. You know that Mr. Sloet will return homeward within a few days, and it is with much regret, that we were informed by the telegraph from Messina that his wife died on the voyage. I do not think that he will be received here very kindly by the Cabinet, notwithstanding he took the above mentioned measure, undoubtedly in the interest of Java.

The great masonic festival to celebrate the 50th anniversary of the appointment of Prince Frederick as national Grand-master, took place on the 20th of Nov., in the Crystal Palace, Amsterdam. A very large number of brethren, comprising deputations from lodges in England, Germany, France and Belgium were present, and not less than 1,500 of them sat down to a banquet. The chair was filled by Mr. I. C. van Lennep. After dinner the usual loyal and masonic toasts were proposed and responded to with great spirit. Magnificent cadeaux were presented to the Grand Master, who resigned that day the honourable dignity, and amongst them appeared large and beautiful contributions from the lodges of the Far East. The Prince himself presented to the Grand Lodge a masonic bibliotheke, comprising more than 5,300 books, several medals and prints, and 2,000 autographs. The successor of the Prince is not yet known.

The Minister of War has taken the very important resolution to pull down several of the fortified towns, amongst which appear the fortresses of Maestrichs. You will know that this town is the capital of Limburg, and certainly the Ministry could not give a more essential proof that it despises the threatenings of Prussian semi-official papers, than to take this measure. Nothing is heard of the negotiations between the Court of Prussia and our King as Grand Duke of Luxembourg, notwithstanding they have continued since the 15th of last month.

You will remember that the question of the Easter Scheldt with Belgium mentioned in my former letters is still unsettled. The Belgian Government now has proposed to submit the question to an international commission. Our Government, however, declined to accept that offer.

I sincerely regret that I am obliged to convey very bad news about the rinderpest, which is increasing now in a frightful degree. According to the last official returns not less than 3,257 heads of cattle were attacked in one week in three provinces, against 1,595 cases in the preceding week. The cattle plague is also now spreading in the other provinces. The resolution of the Minister of the Financial Department that no cattle will in future be appropriated for the purpose of being slaughtered to prevent the spreading has created much regret. The expenses, however, become so very heavy that the Minister felt himself obliged to apply this measure. The sanitary condition of the country is also bad. The cholera epidemic has not yet disappeared, and during last week 89 cases occurred in several places.

From Amsterdam we hear very bad news; not only is it officially stated that the finances of Mr. Sarphati, the well-known banker, who died some time ago, are *en deconfiture*, but also that Mr. Heshuizen, the president of the Amsterdam North Sea Canal Company, member of the Amsterdam Council and of the provincial states of North Holland, has disappeared, leaving a deficit of 9,000,000f. Others, however, estimate it at only 2,000,000f. It remains, however, whatever the amount may be, a very regretful fact. Amongst the debts of Mr. Sarphati is one to the Crystal Palace of 130,000f. You know that he was the erector and president of that building.

Comp aints are made from the district Almelo, that briberies took place at the last election in that district. A judicial inquiry is now being made there. This is the first time that such an inquiry has taken place in this country.

Some days ago the first Bible was published here by the E.I. Missionary Society in the Soenda language. The translation was made by the missionary G. I. Grashuis, from Rotterdam.

The *Tyd*, a Roman Catholic journal has again opened a subscription in behalf of the Pope; but it has not the same success as last year; up to this time only 11,500.. have been subscribed.

By the stormy and very dirty weather that has prevailed here during the last few days, we have to regret many shipping disasters on our sea coasts. The greatest loss experienced is that of the East Indiaman *Elizabeth*, which ship, with a full and valuable cargo, sunk on the 27th of November in sight of Brouwershaven. The crew, except four military passengers, was happily saved. The ship and cargo were insured for an amount of 5,000,000f. by Rotterdam brokers.

Last Saturday the Japan war steamer *Kayoo Maroo*, which was built here for account of that Government, sailed from Flushing for Japan, First Lieutenant Dinauy being commander.

COMMERCIAL.

COFFEE.—Since our last report the market remained in a very favourable position. There is much demand for the parcels sold in the last Trading Company's auction, but holders decline to operate without a further advance. The private transactions are but of little importance, there being want of stock. That of the Trading Company is 345.616 b., against 252,209 b. in 1865, whilst the total in Holland stock is 375 200.

SUGAR.—For Raw Sugar the market is firm, but a few parcels are offered. In refined some transactions took place. The unsold stock of raw Java (Trading Co.) is 20,695 mats, against 21,647 mats in 1865, whilst that on warrants amounts to 82,077 mats. The private stock is 9,462 mats.

RICE.—Nothing of importance occurred since my last report.

SPICES.—The Trading Company delivered very great quantities, especially of Mace, for which article there was much demand. LD was willingly paid with 98c., but nothing can be bought now under 99c. The unsold Trading Company's stock amounts now: Nutmegs, 271 casks; Mace 50 casks; Cinnamon 214 fard.; Pepper 983 cases. The stock on warrants consists of 5,054 cases Nutmegs, 882 casks of Mace, 3,141 casks of Cloves, 1,055 fard. Cinnamon, 183 b. of Pepper.

JAVA INDIGO.—There is still a good demand at former prices. Some parcels will be brought in the market shortly.

BANCA TIN.—The market has been very active last month, and a good business was done at advancing prices. Since our last report 500 slabs were sold at 47¼f.; 500 at 47½f., and 1,200 slabs at 47¾f. The unsold Trading Company's stock on the 1st of November was 60.634 slabs, against 90,300 slabs in 1865; the stock on warrants was 177.855 slabs.

HIDES.—The following parcels were sold here by inscription, at prices which did not transpire:—1,674 p. Sourabaya Rinder ex Van der Palm; 174 p. do. ex County of Lanark; 92 p. do. ex Sandringham. Stock of East India, 25,776 p.

ARRACK.—A good business was done in this article; the following parcels were sold:—100 casks Batavia O.L. ex Marinus; 50 casks Batavia ex Lady Alice; 14 casks do. O.G.L. ex Lumina Elizabeth; 80 casks Batavia ex Advance.

COCOA-NUT OIL is kept at higher prices; prime Ceylon is paid with 35f.

RATTANS.—The following parcels were sold:—170 piculs ex Zeemanshoop; 100 piculs ex Van der Palm; 452 piculs ex India.

DRUGS.—Camphor: Without transactions, while buyers decline to operate at the actual high prices; the nominal quotations are 80c. for Japan and 75c. for China. Cubeben: 472 b. were sold at secret prices. Cassia Lignea: By want of stock there are no transactions to report; the nominal quotation is 73c.; Cassia Vera: 21 to 24c. Japan Wax: There is want of fine qualities. Ginger (preserved): *Ad idem*. Gum d'Amar: 35 to 36c.

TOBACCO (JAVA LEAVES).—Since our last report very important auctions took place, which gave the following results:—

Digitized by Google

		Trade mark.	Sold at.	In average.
756	b. Java	V and H/Blitar	10 to 90c.	46c.
337	„	B v L and R	23 to 72½	40½
2538	„	A. J. Walter	18 to 134	54⅛
33	„	B B	14½ to —	14½
102	„	Wates	25½ to 42½	33
303	„	Losarie	10 to 62½	36
61	„	Manijar	38½ to 50⅛	43
1790	„	Temayang	10½ to 70½	35½
241	„	A S/Malang	24½ to 91	41
221	„	K P	11½ to 23	18
237	„	B T	26½ to 110	63
421	„	Tanahwangie/Malang	26 to 76	49
132	„	P A/Malang	16½ to 21½	18½
112	„	V F/Malang	42 to 60	53
235	„	L	24 to 60½	36¼
105	„	Blitar seed	15½ to 48	29½
158	„	Abdul/Malang	31½ to 39	35
60	„	J C P/3a	14½ to 15	—
175	„	Costa/3a	14½ to 15½	—
794	„	G G	15 to 76	47¼
927	„	B J d L	20½ to 94½	56⅜
62	„	B B/s	15½ to 32½	22½
39	„	B J B/T	13 to —	—
1719	„	Soekowono	16 to 130	63
994	„	F v.d. P	15½ to 101½	48½
599	„	S (in triangle)	12½ to 30	23¼
371	„	P (in triangle)	15 to 29	22½
552	„	M K	11 to 41	22½
257	„	T M/N	15 to 43½	26
334	„	L C	26 to 91½	65
41	„	×	20 to 21	20½
127	„	B B/T	11 to 21½	25½
1398	„	M G B	30½ to 138½	93
189	„	P v.d. A	42 to 251	1483-5
120	„	Bezoekie	14 to 19½	17½
2450	„	G P	10½ to 82	35¼
1000	„	G B	28 to 150	72
383	„	Singahan	14½ to 105	48½
336	„	T W U	19 to 106½	51¾
636	„	J G B	16½ to 106	61 1-7
1243	„	D S	12½ to 83½	48½
99	„	Blitar	20 to 75½	51½
87	„	Rotterdam	11½ to 39	20½
225	„	„	11½ to 50	22
699	„	H L	13 to 42½	27¾
204	„	Baba	23½ to 44	35
243	„	Babat	13 to 61½	44½
580	„	R S	12½ to 38	26½
117	„	Djoetro	22½ to 28½	25
627	„	Lodjadjar	9½ to 101½	48 1-5
205	„	M D P	18 to 60	30 3-5

On the 20th inst. the Trading Co. will sell in auction 3,332 b. Java, trade marks, Havana, PAJV, AJZ, and BW. The rest of the private stock, consisting of about 9,000 b. Java, will be offered on the 29th inst.

MANILA CIGARS.—150 mille 2 a Cortados 1865, offered in auction, were sold at 31f. to 32f.; 75 mille 2 a Habanos, 1865, offered in the same auction, were bought in, whilst 480 mille 2 a Habanos, 1865, more or less damaged, sold at 15½f. to 33½f.

MONEY.—The different funds showed greater strength since our last report under the satisfactory state of the money market. Dutch funds made a rise of 1 to 1½ per cent., which was firmly maintained; foreign funds however continued somewhat dull, except some speculative sorts. Dutch, Two-and-a-Half per Cents., 53½; Three per Cents., 63 9-16ths; Four per Cents., 86⅜. Spain, Two-and-a-half per Cents., 30 5-16ths. Portugal, Three per Cents., 41. Russia, Five per Cents., 92.

CHANGE.—London: 3 months, f.11·66½; 2 months, f.11·69; Short, f.11·76½. Paris: 3 months, f.46 35: 2 months, f.46·47½; short, f.46.75. Hambro: 3 months, f.34·70; 2 months, f.34 82½; short, f.35·10. Bremen: 3 months, f.188. Berlin: 3 months, f.170 50; short, f.173.

INSURANCE PREMIUMS.—The insurance brokers have raised their premiums and fixed them as follows:—For Java and Sumatra, from 1½ to 2¼ per cent.; from Java and Sumatra, 2½ to 3 per cent.; for China direct, 3⅜ to 3¾ per cent.; via Java, 3½ to 3¾ per cent.; from China direct, 4 to 4¼ per cent.; via Java, 4¼ to 4½ per cent.; for Japan direct, 3¼ to 3½ per cent.; via Java. 3½ to 4 per cent.; from Japan direct, 4½ to 4¾ per cent.; via Java, 4½ to 5 per cent.; for Australia, 2½ to 2¼ per cent.; from do., 3½ per cent.

SHIPPING.—ARRIVALS.—Nov. 22, at Texel, from Batavia, Dordrecht; Nov. 23, Susanna Johanna; Nov. 25, at Hellevoet, from Batavia, Comus; at Texel, from Batavia, Baron van Hardenbroek; Nov. 29, from Sourabaya, Java; Nov. 30, from Batavia, Johanna; Dec. 3, from Batavia, de Vrede; Dec. 5, from Mauritius, Dex Genii, with the cargo of the disapproved ship Jan Daniel from Batavia.

DEPARTURES.—Nov. 29, from Brouwershaven, for Batavia, Nederland and Orange, Helena and Anna, Elizabeth, and Maarten van Rossem; Nov. 30, from Texel, for Kanagawa, via Batavia, Zelanak; for Batavia, Azia, and Boni; from Zierikzee, for Melbourne, Zeelandia; Dec. 2, from Texel, for Batavia, Aegidia, and Pauline; Dec. 1, from Flushing, for Japan, the Japan war steamer Kayoo-Mar.

PASSENGERS OUTWARD.—For Java, per Elisabeth, Mr. Fraissines and family, Mr. Douselaar and family, Mr. Valkenhoff and family, Mr. Van Vauren and family, Mr. Bruno and family, Mr. Feikens and family, Misses Gerson and Cohen Stuart; Messrs. Moulin, Spanjaard, Sturzenegger and Knirim; per Telanak, Messrs. N. J. van Gent, J. H. Heyman, L. Rozette, F. van Heumen, H. Catenius, L. Dingsman, J. E. Henneman, G. F. Hagen, and J. Bouger; Mrs. A. Becker, Misses H. Becker, E. A. Collard C. E. Sorg, and E. H. Popken; per Azia, Mr. J. d'Hamecourt; per Boni, Mr. W. Ter Harr.

PASSENGERS ARRIVED.— Per Dordrecht, Mr. Hinze and family, Mr. Brouwer and family, W. Dart, V. D. Henvel, and Strengnaert.

RUSSIA, GERMANY, &c.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, DEC. 7.

A communication made to the Russian Geographical Society states that in consequence of the unsettled state of Affairs in Western China, owing to the revolt of the Dunganes, the immigration of Chinese to Siberia is largely on the increase, so that the number in August last amounted to more than 20,000 souls, most of whom have settled in the district of the Seven Rivers, and belong to the Chinese clans of Sibo and Solon.

The recent discoveries of gold in the vicinity of the Amoor have attracted hither so many greedy persons from the surrounding districts that agriculture has suffered severely, and the prices of all provisions have risen to a fabulous height; to prevent which for the future the Government have thought proper to interfere, and a notice has been issued that all persons intending to seek for gold to the eastward of Nertschinsk, in the direction of the Argoon, must first obtain permission from the local authorities. This measure has made a favourable impression.

From Vienna we learn that the long-projected commercial and political expedition to the Far East is finally decided on, and will sail from Trieste early in the spring. It will consist of a screw frigate and a corvette, and be placed under the command of Vice-Admiral von Tegethoff, who distinguished himself in an action with the Danes two years ago off Heligoland, and defeated the Italian fleet this last summer in the naval affair off Lissa, in the Adriatic. The expedition will take out several valuable presents for the potentates of Siam and Japan, among which will be a marble statue of the Emperor of Austria, a splendid album containing photographic views of various cities of Austria, a collection of modern arms, and an assortment of Austrian textile and other manufactures, including specimens of glass and crystal, porcelain, leather, carpets, damask, perfumery, stearine candles, clocks and watches, musical instruments, basket work, parquet flooring, saddlery, cooking apparatus, wine, toys, and painted window-blinds. At first, some demur was made by the Emperor on the score of expense, but as it is an object of great national importance, and it was further shown that the two ships of war hitherto employed on the coast of Mexico, and at the disposal of the Emperor Maximilian, were under orders to return home, he was induced to give his consent.

A gun manufacturer at Bremen has invented a new light cannon, which is spoken of as eminently practical for arming merchant vessels exposed to attacks by piratical junks. Experiments made in the presence of some of the leading shipowners of that city were considered so highly satisfactory that a number of these guns have been ordered for arming their vessels employed in the Chinese seas.

Accounts have been received by the underwriters of this city of the total loss of the Bremen brig *Edward*, Capt. Zinke, as well as the Bremen barque *Perle** and the schooner *Wille* in the typhoon of the 29th of Sept., near Taiwan-foo, on the coast of Formosa. These vessels were heavily insured here. Perhaps the above may afford some explanation of the mysteriously worded and unintelligible telegram mentioned in your last issue.

The Board of Trade here gives notice that after the lapse of six months from the 24th of November last an election will be held to fill the vacant Hamburg Consulate at Sourabaya. Applications from candidates, accompanied by testimonials, to be sent in to the Secretary of the Board of Trade.

A Hamburg sailor who deserted two years ago from the Hamburg ship *Bruno*, Capt. Haufe, (belonging to Messrs. A. J. Schoen and Co. of this city) at Hong Kong, having found his way back, surrendered himself voluntarily to the authorities a few days ago, and was condemned to a month's arrest. When one considers the inconvenience to which shipowners are exposed from the desertion of their seamen in foreign ports and on distant stations, and the difficulty and expense of finding capable substitutes, or the danger of going to sea short-handed, the leniency of the Hamburg laws cannot but be considered as extremely out of place.

Another iron steamer has just been successfully launched from the building yards of Messrs. J. C. Godeffray and Co. of this city, and is fitting out for employment in the China coasting trade. She has been christened the *Samoa*.

The President of the Hamburg Association for the Relief of Sick and Wounded German Soldiers, victims of the late war, acknowledges in the local papers the receipt of $332 50 cents., producing 955 marks and 15 schillings banco, collected from 36 donors (whose names are given) at Swatow, and remitted by Herr H. A. Dirks, the Hamburg Consul at that port.

COMMERCIAL.

COFFEE.—A fair amount of business has been done at full prices, and several cargoes now at sea were sold for arrival. Sales 20,000 bags. Present stock, 15,000,000 lbs.; imported this year 72,300,000 lbs.

SUGAR.—Raw, calm, and prices drooping. In refined but few transactions, owing to the almost total absence of stock.

RICE.—The late advance is fully established, but the business done was not so active.

SPICES.—There have been no sales made by importers, and only a few transactions of no magnitude by dealers for the execution of consumptive orders.

SPELTER.—Since last report a favourable reaction has taken place. At the beginning of the week various parcels (together 12,500 centners) were taken at 14 mks. 3 sch. bco. to 14.4 for spring delivery, since which the following sales are reported:—

2,000	centners, ex warehouse at ..	14	Mks.	3	Sch. Bco.
1,000	„ per March and April	14	„	4	„
2,000	„ Spring delivery ..	14	„	5	„
4,000	„ do.	14	„	6	„
1,000	„ do.	14	„	7	„

The market closes in a firm condition.

DISCOUNT.—Money continues plentiful, and discount remains as previously reported.

SHIPPING.—SAILED.—Nov. 30, Arracan, to Singapore; Dec. 2, Margarita, for Hong Kong; 3, Matador, for Hong Kong.

* This is an error. The *Perle* survived the typhoon and got safe into Hong Kong. Her report was published in our last issue.

Digitized by Google

Naval and Military.

We are informed that Sir Harry Keppel, K.C.B., has been appointed to the command of the India and China station, in the place of Admiral Thirz. We trust that vigorous dealings with pirates in the China waters will prove Sir Harry to be the "right man in the right place."

Capt. James G. Goodenough, R.N., appointed to the Victory, flagship at Portsmouth, for service in the iron frigate Minotaur, has joined the former ship and entered upon his duties in superintending the outfit of the Minotaur, as flagship of the Channel squadron on its assembling at Spithead in May next. Captain Goodenough, who is only 36 years of age, has been employed over 19 years at sea. He entered the navy in 1844, and after serving some time in the Excellent, gunnery ship, was advanced to lieutenant June 23, 1851, and from September following until May, 1854, served on the south-east coast of America in the Centaur. He was next employed for a short time in the Calcutta, 84, at Devonport, and from February, 1855, to the close of the Russian War served in the Hastings. From Sept., 1856, to August, 1857, he was senior of the Raleigh, 50, on the East India and China station, and from the latter date until promoted to commander, February 26, 1858, served in the Calcutta, 84, on the same station. He continued in the Calcutta as second captain until July, 1859; and in September following was appointed to command the Renard, which he retained until September, 1861. He was second-captain of the Revenge, 73, attached to the Channel Squadron, from July, 1862, until posted, May 9, 1863, and at the close of that year was despatched to America to report on the artillery used in the contest then going on. From November 1, 1864, to April 19, 1866, he commanded the Victoria, 102, flag-ship, in the Mediterranean.

The screw steamer Golden Fleece (which we announced to be chartered for the conveyance of troops to China), after landing the detachments of troops for China and Japan, at Hong Kong, will embark the 2nd battalion of the 20th Foot for the Cape of Good Hope. This detachment will consist of the following:—Lieut. Col. Browne, in command; Majors Cobbe and Francis; Captains Ord, Munro, Rochfort, Egan, Blount, Johnstone, Fahie, Adams, Harcourt, Burne; Lieutenants, Webster, Wahab, Harris, Whiteford, Barlow, Wroughton, D'Arcy, Doorley, Leening, Power, Morley; Ensigns Goldsmith, Duncan, Cook, Beaumont, Beecher, Robinson, Pinching; Paymaster de Lasalle; Quartermaster Storey; Surgeon Woodward; Assistant-Surgeons Hyde and Hensman; and the non-commisioned officers and rank and file.

From the Cape of Good Hope the Golden Fleece will convey to England the 2nd battalion of the 5th Foot, consisting of Major Carden, in command; Captains J. G. Harkness, S. B. Kekewich, H. Walpole, P. Fitzroy, H. H. Taylor, G. E. Massy, S. Richards, J. C. Wadling; Lieutenants, J. J. Robinson, G. N. Shegog, F. D. A. Mackinlay, F. H. D. Brame, F. A. Forsyth, W. F. Langbourne, W. A. Wilmot, W. F. Hunsley, J. B. Booth, O. Harrison, E. H. Ruddach; Ensigns W. H. Major, C. H. Broad, F. R. Carleton, C. J. Hackett, J. P. Spring, W. M. Carlisle, C. L. N. Trafford, H. Kilgour, C. G. Heathcote; Paymaster Manning; Adjutant Wilmot; Surgeon Bell, M.D.; Assistant-Surgeon Close; and the non-commissioned officers and rank and file.

The Urgent, screw iron troopship, Capt. J. H. Henderson, is coaling in the steam basin of Portsmouth-yard for trial of her machinery, in preparation for further foreign service. The Urgent has undergone very extensive alterations and repairs to her machinery and her hull. After her trial and the completion of her stores, the Urgent will sail on troop service to China, calling at the Cape of Good Hope on the voyage out.

Monetary and Commercial.

A special general meeting of the Comptoir d'Escompte has just been held for the purpose of doubling the capital of the society, which was voted with only eight dissentient voices, representing 110 shares out of 15,000 represented at the meeting. The capital of this company was originally 20 millions of francs; it was doubled in October, 1860. Great anxiety was felt by the shareholders on two points—the Mexican loans, and the late transactions of the Comptoir in the East. With respect to the former question the directors declared that the society was completely disengaged; the contrary was very generally believed with respect to the second loan, as it had acted entirely on commission, but that it would defend the interests of the subscribers by all the means in their power. As regards the East, it was stated that the operations of the society during the first half-year, the account of which had just arrived, exhibited a clear net profit of £76,000, the losses made having been covered by former gains. It was added that the society's drafts were received in China and India on a par with the best English paper, and the directors congratulated the shareholders on French commerce being thus relieved from the heavy commission formerly paid to the bankers of London, and on the fact that the merchants in the East would be thereby habituated to treat directly with France.

The accounts of the Ceylon Company (Limited) for the half-year ending the 30th of September last have been made up, and exhibit an available balance of £16,800. 5s. 1d. at the credit of profit and loss. The directors propose to pay an interim dividend at the rate of 10 per cent. per annum (being 9s. 3d. on each original, and 2s. on each A share), on the 20th day of December inst., free from income-tax. This dividend will absorb £12,812. 10s., and leave £3,987. 15s. 1d. unappropriated. The accounts have been examined and approved by Mr. John Ball, the auditor of the company. The above balance does not include any part of the profit derived from produce of the company's own estates, as some of the accounts could not be made up in consequence of the late arrival of a considerable portion of the coffee.

The amount of bullion by the P. and O. Co.'s steamer *Ripon*, from Southampton on the 4th inst., was—In gold, to Madras. £331; in silver, to Hong Kong, £50,357; to Shanghai, £475. Total, in gold, £331; in silver, £50,832.

BANK AND MISCELLANEOUS SHARES.

Shares.	Joint-Stock Banks.	Paid.	Prices Dec. 2.	Prices Dec. 8.
£50	Agra and Masterman's	£25	—	—
20	Asiatic Bank Corporation, new shares	10	—	—
25	Bank of Egypt	All	29 to 31	29 to 31
20	Chartered Bank Ind., Aust., & China	All	14¼ to 15½	14¼ to 15¼
25	Chartered Merc. of India and China	All	29 to 31	30 to 32
20	City Bank	10	14 to 16	14 to 16
20	Eastern Exchange	5	4 to 2 dis.	4 to 2 dis.
100	Hindustan, China, and Japan	28	27 to 25 dis	27 to 25 dis.
20	Land Mortgage Bank of India	4	1¾ to 1¼ dis	1¾ to 1¼ dis.
50	London and County	20	63 to 65	63 to 65
50	London Joint Stock	15	41¼ to 42½	40 to 42
100	London and Westminster	20	93 to 95	93 to 95
25	Oriental Bank Corporation	All	42 to 43	42 to 43
50	Union of London	15	43 to 45	43 to 45
	MISCELLANEOUS.			
5	Bombay Gas	All	4 to 4¼	4 to 4¼
—	Ceylon Deb., Nov. 1868, 6 per cent.	100	100 to 102	100 to 102
—	Do. Do. 1878	100	104 to 106	104 to 106
20	Ceylon Company	10	1¼ to ¼ dis.	1¼ to ¼ dis.
20	Do. A shares	2	1¾ to ¼ dis.	1¾ to ¼ dis.
10	Ceylon Coffee Estates Co.	10	—	—
20	China Steamship & Labuan Coal Co	11	10⅜ to 9⅛ dis.	10⅜ to 9⅛ dis
10	Credit Foncier & Mobilier of England	8	5¼ to 5⅛ dis.	5⅛ to 5¼ dis.
20	Egyptian Com. & Trading Company	9	4¼ to 4⅛ dis.	4¼ to 4⅛ dis.
20	General Credit & Finance Company	6	2¼ to 2 dis.	2⅛ to 2 dis.
10	Hong Kong Gas	All	8 to 10	8 to 10
20	International Finance Society	5	2⅛ to 2⅛ dis	2⅛ to 2⅛ dis.
5	Oriental Gas	All	5⅛ to 5⅛	5⅛ to 5⅛ xd.
10	O. Inland Steam	All	1 to 2	1 to 2
50	P. and O. Steam Company	All	61 to 63	62 to 64
50	Do. New	40	10 to 12 pm.	10 to 12 pm.
5	Singapore Gas	5	par	—
20	Société Financiére d'Egypte	10	7 to 6 dis.	7 to 6 dis.
10	Upper Assam Tea	7¼	—	—
10	Do.	All	1 to 3	1 to 3
10	West India Steam Company	60	97 to 100	97 to 100

MANCHESTER MARKETS.

During the fortnight prices have shown a slow but gradual tendency in favour of buyers. The market is quiet with the following quotations:—Grey Shirtings, 7 lbs., 10s. 6d. to 11s.; 8 lbs. 4 oz., 13s. Yarn, Nos. 16 to 24, 1s. 5d. to 1s. 6d.; 28 to 32, 1s. 6½d. to 1s. 7½d.

PRODUCE MARKETS.

TEA.—Although there has been rather less pressure on the part of importers to sell, yet the arrivals have been so heavy that we can quote no improvement in the tone of our market, with the exception that rather better prices have been obtained for finest Moning and Wopak Congous. The quantity offered at public sale without reserve has again been much smaller than of late, but, notwithstanding, the sales passed off very heavily, and at a further decline in good medium Kaisow and blackish-leaf kinds of this season; the trade, as is usual at the close of the year, buying only for immediate wants. Congous: Siftings have been saleable to a limited extent at from 7d. to 9d. per lb., according to quality. Broken-leaf kinds show no change. Teas with leaf command full prices for export. Fair to good common and fair flavory kinds, of old import, show no alteration. Fair to good Kaisows have sold at a further decline of about 1d. per lb. Fine to finest are firm, but with only a limited business passing. Pak Lings remain as last advised. Common to fair black-leaf Congous show no change. Fair to good qualities, of this season, have been sold at a decline of 1d. per lb. Fine to finest have met with rather more demand at about 2s. to 2s. 2d. per lb., at which latter figure a small portion has been sold. New-make Canton kinds remain difficult of sale. Oolongs have met with a limited sale at about previous prices for good to fine kinds. Fair Souchongs are in request for export; fine are also wanted, and a few sales have been made at full prices. In Flowery Pekoes there is nothing new to report. Common to fair Scented Capers have been in demand at full prices; good to fine show no change. Foo-chow kinds of Orange Pekoe have sold about 1d. per lb. lower. Canton make are difficult of sale except at low rates. In Green there has been a good demand, and prices have been well supported; some new Moyune kinds ex Vigil have sold at full prices, and Ping Sueys, of which large supplies have come to hand, at 2s. 4d. to 2s. 8d. per lb. for No. 1 or finest Young Hyson, and other grades in proportion, 3s. 6d. to 3s. 10d. for extra fine or No. 1 Gunpowder, 3s. 2d. to 3s. 4d. for finest or No. 2, 2s. 8d. to 3s. for fine or No. 3, and 2s. 4d. to 2s. 8d. per lb. for finest or No. 1 Imperial. In uncoloured Japan leaf there have been a few transactions at 1s. 4d. to 1s. 5d. per lb. for fair quality; coloured sorts have sold in public sale at 1d. per lb. decline. The public sales have been small, comprising 11,832 packages, of which 11,361 packages were sold, 11,238 packages being printed without reserve.

SILK.—We have had a miserably flat fortnight in the Silk market; buyers generally have shown great reluctance to operate, while at the same

Digitized by Google

time many importers have been anxious sellers. Prices of both China and Japan Silk have exhibited a drooping tendency, though the better qualities have been much less affected than ordinary and inferior descriptions. Some large arrivals now being landed will no doubt, when sold, determine the market rates for a time. Quotations are nominally—Tsatlee, No. 1, 33s. to 33s. 6d.; No. 2, 32s. to 32s. 6d.; No. 3, 31s. to 31s. 6d. Maibash, No. 1, 35s. 6d. to 36s.; No. 2, 34s. to 35s. Ida and Sodai, No. 1, 31s. to 33s.

CHINA.	Usual Imports.			
	s.	d.	s.	d.
CHINA:—Tsatlee, No. 1 & 2	32	0 to	33	6
" No. 3 & 4	31	0 to	31	6
" Hangchow	28	0 to	29	0
Yuenfa and Hamin, No. 1 & 2...	29	6 to	31	0
" " No. 3 & 4...	25	0 to	29	0
Taysaam, No. 1 & 2	28	0 to	29	6
" No. 3 & 4	18	0 to	27	0
Long Reel	20	0 to	24	6
Skeins	22	0 to	23	0
Canton	18	0 to	24	0
JAPAN:—Mibash & Sinchew, No. 1 & 2	34	0 to	36	0
No. 3 & 4	32	0 to	34	0
Ida, Bricks, No. 1 & 2	29	0 to	33	0
No. 3 & 4	26	0 to	28	0
Sodai, No. 1 & 2	29	0 to	32	0
No. 3 & Inf.	27	0 to	28	0

COTTON.—This market since our last report of 26th ult. has been generally inactive, and former prices have been maintained with some difficulty. A slight advance of ¼d. per lb. was experienced at the opening of the market, but a slack inquiry caused its loss, and, with few exceptions, prices remain the same as at our last report. The sales of China amount to 1,500 bales, the greater part being of "fair" quality. Of Dhollerah about 600 bales have been taken off, the quality being also fair. The London Cotton Brokers' Association give the following as the closing quotations:—China middling fair, 8¼d.; fair to good fair, 9d. to 9½d.; good to fine, 10d. Dhollerah: ordinary to mid. 8¼d. to 9d.; mid. fair, 10¼d.; fair to good fair, 10½d. to 11d.; good to fine, 11¼d. to 11½d. At Liverpool fair Dhollerah is quoted 10½d. and middling Orleans 14⅛d. per lb. Telegraphic advices from New York to the 6th inst. place middling upland at 33½ cents. The stock of China and Japan cotton in the United Kingdom on the 6th Dec. amounted to 3,255 bales, against 2,096 at the same time last year.

COIR YARN.—The supply still continues scanty and the business limited. The bulk of the small quantity offered at auction was withdrawn, and the only sale reported is of 20 tons Ceylon at £32 to £35 5s. per ton.

COFFEE.—There is little change to report, the market for Native Ceylon being still inactive, and for Plantation steady at former rates. During the week ended the 1st inst. the sales were as follows:—Of Plantation Ceylon, 1,505 casks 37 barrels 637 bags offered at auction was all sold, triage, 34s. to 62s. 6d.; gray, fine ordinary to middling, 70s. to 76s. 6d.; colory, low middling small to middling, 77s. to 80s.; good middling bold, 84s. 6d., pea berry, 87s Of Native the sales were 25 casks, common realising 57s., good ordinary 62s, and bold 67s. 6d. Out of 534 bags offered 300 were bought in at 64s. to 66s., and the remainder sold, low ordinary at 57s. 6d., good ordinary 64s. per cwt. During the week ended 8th inst. the following transactions took place:—Of Plantation Ceylon the offers were 3,000 casks, 457 barrels and 2,380 bags, which sold firmly; low garblings at 5s. 6d., to 14s.; triage 36s. 6d. to 56s.; gray, fine ordinary to middling 71s. to 76s. 6d.; colory, low middling small to middling bold 75s. 6d. to 82s., good middling 83s. 6d., to 86s. 6d., fine bold 88s., pea berry 80s. to 87s. Of Native 66 casks at auction were all bought in at 62s. to 66s., and of 2,231 bags about half sold, good ordinary 63s., bold 70s. 6d. The only other sale is of 617 bags Singapore at 44s. to 48s. per cwt. The stock of Coffee in the United Kingdom on the 1st inst. was 15,900 tons, against 14,600 tons at the same period last year.

COCOA-NUT OIL.—At auction 92 casks Cochin very ordinary to fine, in pipes sold at £58 to £61, in hogsheads £59 to £62 10s. per ton.

DRUGS.—Anniseeds: 3 cases China Star, rather mouldy, sold at 87s. 6d. Cubebs: At auction 17 bags Singapore realised 70s. Cardamoms: The only sale reported is of 10 bags Ceylon at 3s. 6d. Camphor: In public sale 100 tubs Japan were placed at 132s. 6d., and 50 cases China 132s. 6d. to 135s. Dragon's blood: The sales have been 15 cases middling to good fair lump at £8 to £10 5s.

GUMS.—Benjamin: Of Siam 28 cases in block sold; good bold almond £32 5s small almond £27 10s. to £29 5s. Of Sumatra 8 cases rather dark seconds sold at £10 5s. to £10 15s., 16 cases dark brown thirds £4 10s. to £4 12s. 6d., and 16 cases ordinary fourths at 30s. to 32s. 6d. Copal: At public sale 166 cases Singapore realised, ordinary 25s., fair mixed coated and dusty 29s. to 29s. 6d., and 28 cases Manila were bought in at 35s.

GALLS.—For this import there is very little inquiry, no public sales have taken place, and the business doing privately is very trifling. The stock of China and Japan amounted on the 1st December to 2,030 cases, against 944 at the same period last year. The imports during the eleven months have been 5,815 cases, against 3,705 in the same period of 1865.

GUTTA PERCHA.—The market is extremely flat, and the transactions so limited that no reports have been issued.

JAPAN WAX.—At auction 71 boxes were offered, of which 10 boxes ordinary mixed saucers sold at 60s.

MANILA HEMP.—Good fair roping is quoted at £50 15s. per ton. The business doing is very limited.

PEPPER.—Black: The market both for Singapore and Penang is quiet, with steady business doing at slight variation from former prices. About 1,497 bags of Singapore sold at auction at 3⅛d., one lot 3⅛d. per lb. Of Penang 1,561 bags were placed, sound 3d. to 3⅛d., sea-damaged 2⅞d. to 3d. Privately the transactions have been larger than usual, 3,200 bags Singapore and Penang having changed hands, the prices realised being the same as at the auctions. White: The demand has slightly improved, and an advance of 1s. 8d. to 1s. 4d. per lb. has been established. At auction 350 bags Singapore were bought in at 6d., and privately 560 bags Singapore sold at 5¾d. to 5⅞d. per lb.

RICE.—The previous brisk demand at the advanced prices formerly experienced has entirely ceased, but holders refuse to sell at a reduction, consequently little business has been done. At the sales about 10,000 bags Rangoon were disposed of at 12s. 3d. to 12s. 9d. per cwt., and 500 bags first class sea-damaged at 11s. 6d. per cwt.

RUM.—Of Penang 20 puncheons were offered, and all sold at 1s. 5d. proof.

SUGAR.—Considerable firmness prevails in this market, and the business done has been of good amount at full rates, extending in some cases to an advance of 6d. per cwt., more especially for the lower descriptions. Mauritius.—At auction 1,850 bags good brown was bought in at 29s. 6d. to 30s. 6d., and 160 bags grainy and crystallised sold at 35s. 6d. Privately, 2,800 bags good brown sold at 27s. to 29s. Penang.—Of 4,528 bags offered at auction the whole sold at firm rates—good brown to low yellow (duty, 9s. 4d.). 29s. 6d. to 31s. 6d.; middling to good yellow (duty, 10s. 6d.), 32s. to 34s. per cwt. By private contract the following sales have taken place:—21,000 bags clayed Manila, 27s. 6d. to 29s.; 22,000 bags common to good unclayed Manila, 24s. 6d. to 25s. 6d.; 1,500 bags low brown Java, 24s. 9d.; and 650 bags very low Singapore at 23s. per cwt.

SAGO, &c.—Arrowroot: 55 bags Penang bought in at 2½d. Sago: 283 bags common to fair small pearl sold at 16s. 6d. to 17s. 6d.; 41 boxes large pearl at 15s. 6d. to 16s. Sago Flour: 500 bags good sold at 15s. 3d. Tapioca: 27 bags large pearl sold at 28s.

SPICES.—Cinnamon: Importers have offered 438 bales, 10 parcels, and 22 boxes recent landings Ceylon, of which about 70 bales fine was bought in at 2s. to 2s. 6d., the remainder selling at previous value. Cloves: At auction the offers were 50 cases good bright Penangs, and a few sold at 1s. Ginger: Of Cochin 82 cases common realised 67s. to 68s. Mace: 13 cases ordinary red to medium dull Penang sold at 1s. 4d. to 1s. 9d., and 12 casks Java at 1s. 2d. Nutmegs: The market is active, and for the lower qualities some competition is displayed. The quotations are, for very ordinary (148 to the lb.) 10d. to 11d.; ordinary (120 to 108 to the lb.), 1s. to 1s. 2d.; bold but mouldy (68 to 67 to the lb.) 3s. 9d. to 3s. 10d. Of Java, 11 casks (122 to the lb.) sold at 1s. 4d. per lb.

TERRA JAPONICA.—Cutch: Of Pegue 100 boxes fine sold at 33s. 6d. Of Singapore 54 boxes mixed were bought in at 31s. Gambier: Prices show a slight decline. At auction 169 bales soft and healed were offered, of which one-third sold at 20s. 9d.; 4½ tons also sold at 19s. Privately there is small business doing at 21s. 6d. for good qualities.

TIN.—There has been a small but steady business doing in fine round bottom Straits at £80, and in fine square at £82 per ton. Banca is quoted £82 10s. to £83 per ton.

MISCELLANEOUS.—Aloe Fibre: 41 bales Manila bought in at £32. Blacklead: Of 176 barrels Ceylon offered at auction 110 sold as follows: Good middling lump, 20s. 6d.; middling, 16s. 6d. to 17s.; very ordinary, dull, 13s. 3d. Of dust 553 barrels sold—middling, 9s. 3d. to 9s. 6d.; common, 8s. 3d. to 8s. 6d.. Ebony, 342 logs (46 tons) Ceylon was offered, and about one-third sold at £7 to £7 17s. 6d., the remainder being bought in at £7 to £9 per ton. Isinglass: 18 cases Manila sold at 1s. 2d. and 4 cases Penang good tongue at 3s. 3d. to 3s. 6d.; medium, 2s. 9d. Musk: Out of 54 caddies Tonquin offered at auction 38 sold—inferior to fair shaped pods, 17s. 6d. to 27s.; one lot good, 34s. Sapanwood: At auction the following were the sales:—17 tons Siam at £9; 10 tons Ceylon at £9 10s.; 17 tons Manila at £8; 14 tons Cochin were withdrawn.

ARTICLES OF EXPORT.

IRON.—The quotations in London are for Welsh bars £6s. 5s. to £6 10s nail rod, £8 5s. to £8 15s.; hoops, £9 10s. to £10; sheets, single £10 10s. to £10 15s.; Staffordshire bars, £8 7s. 6d. to £8 15s.; rails, £6 5s. to £6 10s.

STEEL.—Swedish keg, £15 15s. to £16.

COPPER.—Sheet and Sheathing, £86 per ton; yellow metal, 7d. to 7½d. per lb.

TIN.—£83 to £85 for block; £84 to £86 for common bars. Tin plates, best charcoal I.C., 32s. 6d. to 34s.

LEAD, &c.—English pig, W.B., £22 10s. to £22 15s.; shot, patent, £23 10s. to £24; sheet, £21 5s.; spelter, £21 15s.; zinc, English sheet, £28; quicksilver, £6 18s. to £7.

The following is from the Circular of Messrs. French and Smith:—We continue to suffer severely in this market from the general depression in trade. All metals more or less are dull of sale, except at lower prices. Iron: For Scotch Pig there is a moderate demand for export and consumption, and the price has slightly improved during the month. The quotation for warrants is 53s. 9d. For Staffordshire the demand is slack. Welsh masters also complain of much dulness, and many of them are badly off for orders. Copper: This metal is more depressed and at a lower comparative value than any other. The price is now lower actually for Raw Copper than can be remembered by the oldest in the trade. It is difficult to believe this low rate can continue for long. We quote for second-hand parcels, English Tough, £79; Burra and Wallaroo, £81 to £82; Kapunda, £87; Chili Bars, £73 10s. to £74. Since writing the foregoing we have received advice that the smelters have declared a reduction of £5 per ton on Copper, making the price for Tough £81, but still second-hand parcels come lower. Tin: English has been taken in fair quantities both for home consumption and export, although a great deal was sold several pounds under official quotations. Foreign also has been steadily inquired for. Banca in Holland advanced to 47¾ guilders, and is now 47½, buyers. Here we quote the market, strong for Banca, £82 10s.; Straits, £81 to £81 10s. The deliveries from Holland during the year, to the end of November, were 177,855 slabs, against 126,152 slabs same time in 1865. The quantity of Straits Tin afloat for Europe is about 711 tons, against 1,524 in 1865, and 864 tons in 1864. Price of Straits on 30th November, 1866, £81 10s., against £96 10s. in 1865, and £93 in 1864. Tin Plates: Are still difficult to obtain for early delivery, and prices are well maintained. The shipments for November were 84,000 boxes, against 95,000 in the same month last year. Lead: The price is well maintained, but the demand is but quiet. Spelter: Is quoted £21 15s., and there seems some inquiry, more especially for forward delivery. The stock here on the 1st inst. was 4,168 tons, against 6,807 same period last year.

Digitized by Google

EXPORT OF BULLION TO CHINA, &c.

The following return shows the shipments of bullion from Southampton from the 1st January by the P. and O. Company's mail steamers.

	Gold.	Silver.
Shanghai	—	£93,279
Foo-chow-Foo	—	4,448
Amoy	—	—
Hong Kong	—	191,513
Singapore	£5,650	55,850
Penang	—	—
Yokohama	—	1,230

FROM MARSEILLES.

(BY THE P. AND O. COMPANY'S STEAMERS.)

	Gold.	Silver.
Singapore	£144	—
Penang	—	—
Hong Kong	—	—
Foo-chow-Foo	—	—
Shanghai	—	£63,470
Yokohama	—	11,282

PER FRENCH MAIL STEAMERS.

	Gold.	Silver.
To Singapore	£11,098	£93,800
To Saigon	—	113,996
To Batavia	7,237	6,791
To Hong Kong	—	277,835
To Shanghai	—	86,224
To Yokohama	—	

GOLD AND SILVER.

Bar Gold (per ounce)	£3 17 9
Spanish Doubloon	3 16 0
United States Gold Coin	3 16 4
Silver in Bars	0 5 0½
Mexican Dollars	0 4 11½

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Nov.24	Taymouth Castle	Hinds	Canton	Deal.
— 22	Dordrecat	Verhoven	Batavia	Texel.
— 26	Peterborough	Orchard	Shanghai	London.
— 25	Alma	Reimers	Bassein	Falmouth.
— 26	Benvenue	Harris	Penang	Deal.
— 21	Sinbad	Kooy	Batavia	Texel.
— 26	Lauderdale	Hutchings	Hankow, &c.	Deal.
— 26	Amber Witch	Langlois	Foo-chow-Foo	Do.
— 28	Scott	Laycklock	Galle, &c.	London
— 28	Mary Ann	Graves	Colombo, &c.	Do.
— 27	Lochnagar	Baskfil	Manila	Deal.
— 25	Comus	Black	Batavia	Helroet.
— 28	Ironside	Clare	Manila	Deal.
— 28	Queen of Avon	Hopper	Rangoon	Liverpool.
—	Bard of Avon	—	Do.	Clyde.
— 30	Balaklava	Stewart	Penang	London.
— 30	Therese	D rricke	Manila	Falmouth.
— 17	Castleton	Hall	Do.	New York.
— 18	Ann Lucy	Wade	Macao	Do.
— 19	Wave	Henderson	Nagasaki	Do.
— 20	Leopoldine Bauer	Succovich	Zebu	Boston.
Dec. 2	Ornate	English	China	Deal.
— 1	Industry	Bennett	Akyab	Queenstown.
Nov.29	Java	Mann	Batavia	Texel.
Dec. 3	Loretto	McLeod	Akyab	Falmouth.
— 4	Star of China	Hodge	Shanghai	London.
—	Orient (?)	—	Foo-chow-Foo	Off the Lizard
— 4	Oribe	—	Penang	London.
— 4	Melbrek	—	China	Deal.
— 4	Aliquis	—	Moulmain	Do.
— 2	Garibaldi	Hoyt	Do.	Queenstown.
Nov.30	Johanna	Ouwehand	Batavia	Texel.
—1	Ann Holzberg	—	Manila	New York.
Dec. 6	Drusus	—	Sarawak	Deal.
— 3	Vriede	v. Duyvenboden	Batavia	Texel.
Nov.28	Sailor Prince	Sadler	Manila	New York.
Dec. 7	Yuh Shing	Brymaer	Singapore	London.
—	Glasgow	Smith	Rangoon	Off Queenstown.
— 1	Amity	Stinson	Do.	Cadiz.
Nov.28	Algiers	Miller	Moulmain	Gibraltar.
Dec. 7	Euxine	Devereux	Akyab	Queenstown.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Nov.24	Medway	Grieves	Colombo	London.
— 22	Genoa	Freeman	Manila	Cardiff.
— 22	Kon. Ned. Yacht Club	Swart	Sourabaya	Hartlepool.
— 27	Mia	Sargent	Hg. Kong & Canton	London.
— 24	Boomerang	Drum	Hong Kong	Cardiff.
— 25	J. N. A. Lorentzen	Jessen	Do.	Do.
— 6	Luisa Carrevaro	—	Shanghai	New York.
— 28	Lennox Castle	Brunton	Do.	London.
— 26	Nellie Hastings	Hall	Japan and Cardiff	Liverpool.
— 29	Hoang Ho	Carrington	Shanghai	London.
— 29	Coral Nymph	Winchester	Sunderland & Shanghai	Do.
— 1	Meteor (s.)	Watson	China	Rio de Janeiro.
Dec. 1	Bedford Southbeak	Mckenzie	Singapore	London.
—	Nederland & Oranje	Moller	Batavia	Rotterdam.
—	Pedro (s.)	Robsen	China	Hamburg.
—	Edmark	Popken	Batavia	Amsterdam.
—	Boni	Rotgans	Do.	Do.
—	Elisabeth	Feenstra	Do.	Rotterdam.
—	Helen Anna	Aalborg	Do.	Do.
— 5	Sir Lancelot	Robinson	Shanghai	London.
— 5	Eliza Shaw	Steele	Japan	Do.
—	Telegram	—	Batavia	Amsterdam.
Nov.28	Nellie Hastings	Hall	Japan	Liverpool.
Dec. 4	Elmstone	Templeman	Shanghai	Sunderland.
—	Aza	Trappen	Batavia	Amsterdam.
— 7	Four Leader	Pearse	Cardiff & Hg. Kong	London.
—	Maarten van Rossem	Gerrebrands	Batavia	Rotterdam.
— 8	Agamemnon (s.)	Middleton	Pen., Sing., & China	Liverpool.
Nov.24	Golden Fleece (s.)	—	Cape & Hong Kong	Queenstown.
Dec.10	Far East (s.)	—	Calcutta	Downs.

(*See Commercial Postscript.*)

LOADING.

At LONDON.—For Yokohama: Medina, Cymbeline, Anazi. For Nagasaki and Yokohama: Rifle. For Shanghai: City of Aberdeen, Laurel, Gossamer, Vigil, Coumakyle, Lauderdale. For Hong Kong: Burdwan. For Hong Kong and Canton: Dora, John Milton, Pak Wan. For Hong Kong, Amoy, and Foo-chow-Foo: Argonaut. For Singapore and Penang: Zingra. For Penang: Ceylon. For Batavia, Samarang, and Sourabaya: Pieter Adolf. For Manila: Ogono. For Colombo: Aboyne, Boyne, Cape City, Spirit of the North.

At LIVERPOOL.—For Yokohama: Barracouta. For Hong Kong: Everest. For Singapore: George and Henry, Twilight. For Manila: Trinidad. For Batavia and Sourabaya: Caroline, Java. For Batavia and Singapore: Archos, For Galle: Hurry Puddemsey.

At GLASGOW.—For Penang: Zambese. For Batavia and Sourabaya; Sea Wave, Priam.

At GREENOCK.—For Shanghai: Titania.

SPOKEN.

SUZANNE, Bordeaux to Singapore, Nov. 12, 24 N., 23 W.
ENGEL, Liverpool to Batavia, Oct. 20, 7 N., 24 W.
SAILOR PRINCE, Manila to New York, Sept. 23, 31 S., 11 E.
DARTMOUTH, Shanghai to London, Sept. 20, 16 N., 115 E.
LICHSTRAAL, Rotterdam to Batavia, Sept. 16, 12 N., 26 W.
CHAMPION (barq.), London to Penang, Oct. 30, 10 N., 25 W.
RINGDOVE (Dut. ship), from H. Hong, 60 days out, off the I. of Buro.
JOHANNA, Sourabaya to Holland, 27 N., 32 W.
MEDEA, Rotterdam to Batavia, Nov. 11, 22 N., 24 W.
JUBILEE, London to Shanghai, Oct. 27, 8 N., 22 W.
CAPIOLANI, London to Japan, Oct. 1, 23 S., 29 W.
KANAGAWA, Newcastle to Batavia, Oct. 1, 23 S., 29 W.
PROF. V. D. BOOM, Newcastle to Batavia, Oct. 9, 19 S., 28 W.
ANN & CATHARINE, Penang to L'd'n., 114 days out, Nov. 24, 47 N., 13 W
SHIP, 3RD D. P. No. 9807 (Formby), Shang. to L'd'n., Nov. 9, 17 N., 29 W
HAVELOCK, London to Japan, Nov. 5, 7 N., 23 W.
HENRIETTA, Amsterdam to Batavia, Oct. 31, 5 N., 24 W.
JACOBA AND CHRISTINA, Batavia to Amsterdam, Oct. 27, 9 S., 13 W.
WARPEFINDER (?), Shanghai to London, Oct. 23 (out three days).
HONIGBY, Newcastle to Batavia, Oct. 20, lat. 31, lon. 17.
MERZE, London to Japan, 9 S., 125 E.

FREIGHTS AND CHARTERS.

Outward berth freights continue steady. There is a fair demand for tonnage, and suitable vessels, being rather scarce, are readily taken up. In homeward business there is nothing doing.

Considerable inactivity still prevails in the export trade; nevertheless outward berth freights remain steady at our last quotations. In homeward business we have no transaction to report.

Current Rates of Freight for Vessels on the Berth:—To Yokohama: 40s. weight, 50s. meast. To Nagasaki: 50s. weight or meast. To Shanghai: 45s. weight, 45s. to 47s. 6d. meast. To Amoy: 45s. weight or meast. To Foo-chow Foo: 45s. weight or meast. To Hong Kong: 35s. weight or meast. To Singapore: 30s. weight or measurement. To Penang: 40s. weight or measurement. To Manila: 40s. weight, 85s. meast. To Ceylon: 25s. to 30s. weight, 35s. meas.

The current quotations for coal, &c., are as follow:—From Wear or Tyne per keel. For Hong Kong: £43. For Singapore: £34. For Shanghai: £53. For Saigon: £50. For Yokohama: £50. For Batavia, £30, From Newport, Cardiff or Swansea, per ton. For Hong Kong: £2. 2s. 6d. For Singapore, £1 12s. For Shanghai: £2 12s. 6d. For Saigon: £2 8s. For Yokohama: £2 8s. Batavia: £1 15s. Coke.

MISCELLANEOUS.

At CALLAO.—Oct. 19, R. Pratalongo, Bretunn, from Macao; Oct 22, Lima, Monkwell, from Macao; Oct. 15, Forest King, Jones, from Monte Video, and sailed Oct. 17, for China.

At ST. HELENA.—Nov. 1, Ravensbourne, Cooper, from Zebu, and sailed for London; Equinox, Hogg, from Manila, and sailed for London; Oct. 29, Challenger, from Shanghai, to London; Nov. 3, Jacmel Packet, Davis, from Singapore, and sailed for St. John's, N.B.; Nov. 9, Philomela and Archer, from Foo-chow-Foo, for London.

At MAURITIUS.—Oct. 21, Ker Aimel and Mouchy, from Galle; Oct. 27, Barossa (s. s.) Boys, from Singapore.

CASUALTIES.

The Dewa Gungadhur, which arrived in the river on Nov. 19, from Foo-chow-Foo, reports that on Oct. 29 she spoke the Annie Kimball, of Beverly, United States, from New York to Shanghai, which vessel had encountered a hurricane on Sept. 22, during which she sprang a leak, shifted cargo, and lost sails and half her fresh water.

The Wilhelmina Johanna, Albert, from Batavia to Rotterdam, which put into Algoa Bay on Oct. 19, leaky, had lost bulwarks, &c., and thrown overboard 150 bags of coffee.

Accounts from Brouwershaven state that the Elizabeth, Muller, which sunk there during a gale on Nov. 24, was bound from Batavia to Rotterdam, and that the crew were saved, but three passengers drowned.

The Raphael, Winslade, from Marseilles for Yokohama, put in at Pernambuco on Nov. 9, having been in collision on Oct. 28, when she sustained the loss of mizenmast and other damage.

The Ann Lucy, Wade, from Macao, which arrived at New York on Nov. 18, had lost sails, maintopmast, &c., in the China Sea.

The Wave, Henderson, from Nagasaki, which arrived at New York on Nov. 19, had split sails, stove bulwarks, sprung rudder, and had been on her beam ends during a typhoon in the Pacific Ocean from June 23 to 25.

The Java, Mann, from Batavia, which arrived at Texel on Nov. 29, had encountered heavy gales in the North Sea from Nov. 25 to 27, and had sustained much damage to sails and rigging.

Some spars, rigging, and chain have been saved from the Elizabeth, Muller, from Batavia to Rotterdam, which was wrecked near Brouwershaven, Nov. 27.

Digitized by Google

CHARTERED BANK of INDIA, AUSTRALIA, and CHINA.

Head Office—20, Threadneedle-street, London.

Incorporated by Royal Charter.

Paid-up Capital £800,000.

COURT OF DIRECTORS, 1866-7.

CHAIRMAN.

THOMAS ALEXANDER MITCHELL, Esq., M.P.

John Allan, Esq.	Thomas Lancaster, Esq.
James Fraser, Esq.	Wm. Macnaughtan, Esq.
John Jones, Esq.	Joseph R. Morrison, Esq.

LONDON BANKERS.

The Bank of England. The City Bank.

BRANCHES AND AGENCIES.

Bombay	Rangoon	Hong Kong
Kurrachee	Singapore	Shanghai
Calcutta	Batavia	Hankow

The Corporation buy and sell, and receive for collection, Bills of Exchange, payable at the above-named places; issue letters of credit; undertake the purchase and sale of Indian Government and other Securities; hold them or safe custody, and receive interest or dividends as they become due.

Deposits of money are received for not less than twelve months, bearing interest at five per cent. per annum, and for longer periods at a higher rate.

CHARTERED MERCANTILE BANK of INDIA, LONDON, and CHINA.

Incorporated by Royal Charter.

Paid-up capital, £750,000. Reserve Fund, £250,000

BRANCHES AND AGENCIES.

Bombay.	Colombo.	Penang.	Shanghai.
Calcutta.	Kandy.	Singapore.	Hankow.
Madras.	Galle.	Hong Kong.	Yokohama.

The Bank negotiates and collects bills and grants drafts payable at the places above mentioned, issues letters of credit and circular notes for the use of travellers by the Overland Route, terms for which can be ascertained at the Head Office in London.

The Bank will effect the purchase or sale of Indian securities, undertakes the safe custody of same, and the receipt of interest, dividends, pay, pensions, and other moneys for remittance through the Bank or otherwise.

The Bank receives money on deposit, on which interest will be allowed according to the length of time deposited. Particulars as to rates can be ascertained at the Head Office, 65, Old Broad-street, London, E.C.

Office hours from 10 a.m. to 3 p.m.; Saturdays, from 10 a.m. to 2 p.m.

No. 65, Old Broad-street, London, E.C.

BANK of HINDUSTAN, CHINA, and JAPAN (Limited).

NOTICE IS HEREBY GIVEN, that at an EXTRAORDINARY GENERAL MEETING of the Shareholders in the Bank of Hindustan, China, and Japan (Limited), held (by adjournment) at the London Tavern, Bishopsgate-street, in the city of London, on MONDAY, the 10th day of December, 1866, an extraordinary resolution, that it has been proved to the satisfaction of the meeting that the Bank of Hindustan, China, and Japan (Limited), cannot, by reason of its liabilities, continue its business, and that it is advisable to wind up the same, and also another extraordinary resolution, that the company be wound up voluntarily, were unanimously passed and signed by the chairman of the meeting. At the same meeting resolutions were also unanimously passed and signed in favour of such voluntary winding up being placed under the supervision of the Court of Chancery, and that the following persons be appointed liquidators of the company, that is to say, William Fernley Allen (Alderman), Archibald Kintrea, George Macnair, John Ralph Engledue, and David Chadwick.

Dated this 10th day of December, 1866.

By order of the Board,

R. SWIRE TOMLIN, Secretary.

1, Bank-buildings, Lothbury.

THE CHINA STEAMSHIP and LABUAN COAL COMPANY (Limited).

NOTICE IS HEREBY GIVEN, that a CALL of £1 per Share on Shares of this Company has THIS DAY been made by the Board of Directors PAYABLE on the 20th December, 1866, at the National Provincial Bank of England, 112, Bishopsgate-street Within, London.

Interest at 10 per cent. per annum will be charged on the amount overdue if the call be not paid by the day named, and interest at 6 per cent. per annum will be allowed on all calls paid in advance.

The Transfer Books of the Company will be closed until payment of the call.—By order of the Board,

JAS. TAIT, Acting Secretary.

Ethelburga House, Nos. 70 and 71, Bishopsgate-street, London, Nov. 28, 1866.

TO IMPORTERS.

The undersigned beg to remind Importers o Wearing Apparel, and Boots and Shoes, of the many advantages which their long experience as Manufacturers and Shippers, their vast resources, and their intimate knowledge of the requirements of Foreign and Colonial Markets enable them to offer.

ASSORTED SAMPLE CASES FORWARDED ON RECEIPT OF REMITTANCE OR ORDER ON LONDON AGENT.

E. MOSES AND SON,

CORNER OF MINORIES AND ALDGATE LONDON

PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's Establishments at the above Port afford every facility for REPAIRING and SPARRING VESSELS, and for CLEANING and PAINTING Iron and Steam Ships.

Their large Granite Dock, 286 feet long on the blocks, is in complete working order, and at average spring tides can take vessels drawing 16 to 17 feet water. The Dock is fitted with a Caisson Gate and with a Centrifugal Steam Pump of great power, ensuring despatch in all states of the tide. An ample stock is kept on hand of Timber, Oregon Spars, Sheathing Copper and Yellow Metal, and of every description of material for Dockyard use.

The premises comprise an Engineer's Workshop, Brass Foundry, a large Smithy and Carpenter's Workshops, and the works are superintended by Resident Europeans, viz., a Shipwright, an Engineer and a Blacksmith. Dry, Godowns for the reception of vessels, stores, &c., when requiring to discharge them.

Amoy, March, 1865.

COWASJEE DINSHAW.

Close to the Landing Place. Depot of

EUROPEAN, CHINA, AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality. Bombay-made Soda Water and Lemonade. Perfumery, Confectionery, Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.

STEAMER POINT, ADEN.

Drawing and Reading-room free to Passengers.

THE "LONDON AND CHINA EXPRESS" ON SALE.

Bottled Ales and Wines, &c.

"NO BUYERS for the BEST BRANDS, unless RE-PACKED," in consequence of repeated BREAKAGE.—Melbourne Journal of Commerce, Nov. 16. Heating and Breakage entirely prevented, and 15 per cent. saved in Freight of Cases by using SEYMER'S BOTTLE PACKINGS AND COOLERS.

Price 7½d. per doz. Bottlers contracting for large quantities effect so great a saving in labour, &c., that they can supply them at one-fourth less in price to Shippers, who will find it most profitable to order their goods to be so packed in future. In use by all the leading London houses.—T. WHITEHEAD, 37, EASTCHEAP, E.C Sole Manufacturer.

TUPPER AND COMPANY.

MANUFACTURERS OF PATENT GALVANISED IRON, in Sheets, Tiles, Iron Roofs Sheds, Cisterns, Pails, Gutters, Wire for Fencing, &c.

WORKS AT BIRMINGHAM AND LONDON.

OFFICES—61A, MOORGATE-STREET, LONDON.

Merchants' orders executed with despatch.

PIGNATEL & CO.,

STOREKEEPERS,

GENERAL MERCHANTS AND COMMISSION AGENTS

NAGASAKI

JAPAN.

THE LONDON AND CHINA TELEGRAPH.

THE EIGHTH Volume of this JOURNAL commenced on the 4th of January, 1866. The Subscription for the three numbers per month is 30s. per annum, including Postage, and to the Export Supplement 12s. Terms for advertising, 2s. 6d. per five lines; and 6d. for each additional line.

Subscriptions and Advertisements received abroad by the following Agents:—

Paris	G. W. YAPP, 4, Place Pentagonale Boulevard Pereire.
Hamburg	Mr. ONCKEN.
Amsterdam	LOMAN AND VERSTER.
Rotterdam	HOOG & KRUYT.
New York	WILMER AND ROGERS.
Gibraltar	W. SPEED.
Malta	J. CRITIEN.
Alexandria	P CUMBO, St. Catherine's-square.
Aden	COWASJEE DINSHAW.
Suez	
Bombay	CHESSON AND WOODHALL
Calcutta	SANDERS, CONES, AND CO.
Point de Galle	G. D. ANTHANISZ.
Colombo	J. W. VANDORT.
Kandy	W. A. ARCHBALD.
Labuan, Sarawak, and Singapore	JOHN LITTLE & Co., Singapor
Penang	SANDILANDS, BUTTERY AND CO.
Bangkok	
Batavia	HUNTER, HOUGHTON, AND Co.
Anjer—Straits of Sunda	G. SCHUIT, Anjer Hotel.
Manila	PHILLIPS, MOORE, AND CO.
Hong Kong, Canton, Macao, & Swatow,	J. B. MORRIS, Hong Kong.
Amoy	BELLAMY AND Co.
Foo-Chow-Foo	HEDGE AND CO.
Shanghai	H. FOGG AND CO.
Tien-Tsin	JAMES HENDERSON.
Nagasaki—Japan	PIGNATEL AND CO.
Yokohoma	HANSARD AND BLACK.

OFFICE, 12, GEORGE-YARD, LOMBARD-STREET, LONDON, E.C.

THE MONEY MARKET REVIEW

A WEEKLY JOURNAL OF THE HIGHEST CLASS,

EXCLUSIVELY DEVOTED TO THE DISCUSSION OF COMMERCIAL AND FINANCIAL TOPICS.

PUBLISHED EVERY SATURDAY

TERMS OF SUBSCRIPTION.

PAYABLE IN ADVANCE.

Single Paper ... ... 6d. Yearly ... ... £1 6s.

BY POST.

Single Paper ... ... 7d. Yearly ... ... £1 10s.

*** Post-office orders to be made payable to FRANCIS FISHER, 23, Birchin-lane, Cornhill, London, E.C.

THE CHINESE COMMERCIAL GUIDE.

CONTAINING Treaties, Tariffs Regulations, Tables, &c., useful in the trade of China and Eastern Asia, with an Appendix of Sailing Directions for those Seas and Coasts, by S. WELLS WILLIAMS, LL.D. Fifth Edition.

Hong Kong, SHORTREDE and Co.; London Agent, F. ALGAR, 11, Clement's-lane, E.C. Price Two Guineas.

"CHINA MAIL" OFFICE.

No. 2 WYNDHAM-STREET (back of the Club) :—

1.—THE EVENING MAIL,

A DAILY PAPER.

PRICE.—2 dols. per month.

TERMS OF ADVERTISING.—First insertion, Ten lines and under, 1 dol.; each additional line, 10 cents. Subsequent insertions, per week, 50 cents and 5 cents—"Auction" Notices are excepted, for which only One Charge per week is made).

2.—THE CHINA MAIL,

AN ORIGINAL WEEKLY PAPER.

(Every Thursday Night.)

PRICE.—15 dols. per annum; Single Copies, 44 cents.

ADVERTISING.—First insertion, Five lines, 1 dol.; each additional line, 20 cents. Subsequent insertions, 50 cents. and 10 cents.

The "China Mail" has been permanently enlarged in size, namely, from 4 to 6 full pages. It is the only weekly paper published in China which contains a complete summary of Hong Kong news as well as that from the treaty ports of China and Japan, and from Manila, Australia, India, and the Straits. Its circulation, which has of late considerably increased, extends throughout the coasts of those countries as well as to various parts of Europe. Great facilities are thus afforded to advertisers in this newspaper.

3.—OVERLAND CHINA MAIL.

Containing 8 FULL PAGES, and consisting of a reprint of the articles in the EVENING and CHINA MAILS, with Summary of News and Commercial Summary.

ONCE A FORTNIGHT.

(The Morning of the Mail's despatch.)

PRICE.—To Subscribers to the Weekly issue, 8 dols to Non-subscribers, 12 dols. Single copies, 50 cents.

ADVERTISING.—The same as in the Weekly. All "Notices of Firms" appearing in the Weekly will be inserted in the *Overland*, and charged for, unless otherwise ordered.

A. SHORTREDE & CO.

Hong Kong, May 17, 1866.

REVUE ORIENTALE,

Conducted by M. LEON DE ROSNY,

Professor of Japanese in the Imperial School of Living Oriental Languages of Paris.

DEVOTED specially to Ethnography, History, Literature, and Commerce of Asia, Africa, and Oceana.

The last issue (No. 57) contains, amongst other matters,—

THE INEXORABLE COURTESAN, a Hindoo Story translated by M. Garcin de Tassy, Member of the Institute of France.

COMMERCIAL RELATIONS of the EAST and WEST in Ancient Times, by M. A. Castaing.

OCEANIC STUDIES, by G. Delonore.

VOYAGE in the HOLY LAND, by M. F. de Saulcy, of the Institute.

ORIGINAL CORRESPONDENCE.

MISCELLANEOUS NEWS relating to the East.

Agents in London: TRUBNER AND CO.

DINNEFORD'S FLUID MAGNESIA

THE Medical Profession for Thirty Years have approved of this pure solution of Magnesia as the best remedy for Acidity of the Stomach, Headache, Heartburn, Gout and Indigestion, and as a mild aperient it is especially adapted for ladies and children. Prepared by

DINNEFORD & CO.,

CHEMISTS, &c.,

172, NEW BOND-STREET, LONDON

And sold throughout the world by all respectable Chemist

CAUTION.—See that "Dinneford & Co." is on each bottle and red label over the cork.

HOLLOWAY'S PILLS.—Important to the Sick.

—Though the mind be downcast and the body enfeebled by continued indisposition, the sufferer should at this season make a last effort to regain health by taking Holloway's purifying Pills, which, by cleansing the blood, will search out the hidden cause of mischief and expel the seeds of most diseases. No invalid is too much reduced to undergo this very gentle treatment with safety and advantage. Neither youth nor old age need fear any injury to the system from a regulated course of these Pills. They are infallible in stomach complaints, bilious affections, sickness, want of appetite disordered bowels, constipation, and the annoyances which spring from derangement of the digestive and assimilating organs.

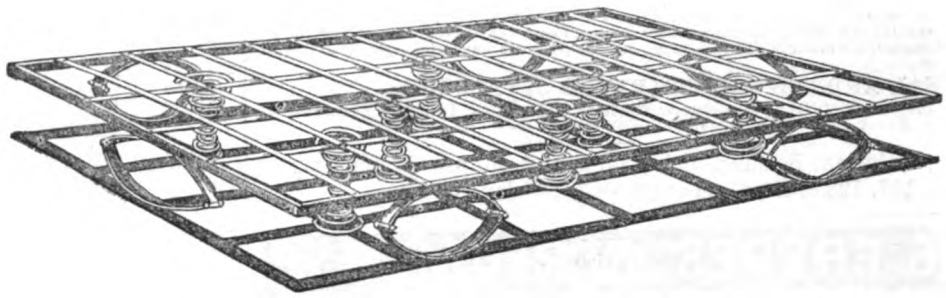
Digitized by Google

METALLIC SIDE-SPRING MATTRESSES.

(VERICCHIO'S PATENT.)

THESE Mattresses are the cleanest, healthiest, cheapest, and best ever invented, and are highly approved by the Medical Profession.

ADMIRABLY ADAPTED FOR HOT CLIMATES.



FOR EXPORT. THREE CAN BE PACKED IN A CASE ABOUT 12in. DEEP.

DESCRIPTION.	WIDTH.					
	3ft. 0in.	3ft. 6in.	4ft. 0in.	4ft. 6in.	5ft. 0in.	5ft. 6in.
Plain quality...	36s. 0d.	42s. 0d.	48s. 0d.	54s. 0d.	65s. 0d.	—
Best "	45s. 0d.	52s. 6d.	60s. 0d.	67s. 6d.	75s. 0d.	85s. 0d.

6 ft. 2 in. long, unless ordered otherwise.

JACKSON AND GRAHAM, SOLE MANUFACTURERS,

CABINET MAKERS, UPHOLSTERERS, CARPET AND BEDDING MANUFACTURERS,

FOR HOME USE AND EXPORT

29, 33, 34, 35, 37, & 38, OXFORD STREET, LONDON.

Prize Medal 1862.

HARMONIUMS.

Prize Medal 1862.

W. E. EVANS,

THE ORIGINAL INVENTOR AND MANUFACTURER OF HARMONIUMS IN ENGLAND,

RESPECTFULLY draws the attention of intending purchasers to his Unrivalled Instruments, in which he has recently introduced several important patented improvements. Amongst which may be specially mentioned the "double-action expression wind movement," by means of which the wind is supplied with half the usual exertion, and the most perfect expression realised; thus superseding the use of the "Expression Stop," so difficult of management in all Harmoniums. The advantage to purchasers is obvious, in selecting an instrument of a manufacturer whose whole life has been devoted to perfecting the Harmonium, and who finishes with his own hand every Instrument that leaves his Manufactory; whilst the prices charged are no higher than those of other makers. Every Instrument is Warranted. The undermentioned, SPECIALLY PREPARED FOR INDIA, are recommended:—

No. 1.—With One Stop, in Oak or Mahogany... ... ... 11 Guineas.
(Tinned Packing-case, and delivery at any home port, 35s. extra).
No. 3.—With Four Stops, in Oak or Mahogany ... ... 21 Guineas.
(Tinned Packing-case, and delivery at any home port, 40s. extra).
No. 5A.—With Twelve Stops, in Oak or Mahogany ... ... 29 Guineas.
Tinned Packing-case, and delivered at any home port, 42s. extra).
No. 6A.—With Fifteen Stops, in Oak or Mahogany ... ... 43 Guineas
(Tinned Packing-case, and delivery at any home port, 45s. extra).
No. 9.—With Nineteen Stops, and Two Rows of Keys, in Oak or Mahogany... ... ... 80 Guineas
(Tinned Packing-case, and delivery at any home port, 63s. extra).

THE "EVANS" IMPROVED HARMONIUMS

Are remarkable for the entire absence of the nasal and reedy tone which has hitherto been the great impediment to the general adoption of the Harmonium in private houses whilst the sluggishness of speech, another great defect in most Harmoniums, has been entirely overcome by W. E. EVANS' improvements, without any MECHANICAL appliances. Fully detailed Price List, with Testimonials from the most eminent Musicians, &c., may be obtained of the Sole Manufacturer and Patentee,

W. E. EVANS, 2B, MARKET-PLACE, GREAT PORTLAND-STREET, LONDON, W.

Mr. Evans is in no way connected with any other House in London.

DYSENTERY, CHOLERA, FEVER, AGUE, ETC.

CHLORODYNE.

DR. J. COLLIS BROWNE'S CHLORODYNE. Vice-Chancellor Sir W. Page Wood stated publicly in Court that Dr. J. Collis owne was undoubtedly the Inventor of Chlorodyne; that the whole story of the endant Freeman was deliberately untrue, and he regretted to say it had been sworn —See *The Times*, July 13, 1864.

DR. J. COLLIS BROWNE'S CHLORODYNE. The Right Hon. Earl Russell communicated to the College of Physicians and J. T. Davenport that he had received information to the effect that the only remedy of any service in Cholera was Chlorodyne.—See *Lancet*, Dec. 31, 1864.

DR. J. COLLIS BROWNE'S CHLORODYNE. Extract from *Medical Times*, Jan. 12, 1866.—"Is prescribed by scores of orthodox medical practitioners. Of course it would not be thus singularly popular did it not supply a want and fill a place."

DR. J. COLLIS BROWNE'S CHLORODYNE is the best and most certain remedy in COUGHS, COLDS, ASTHMA, CONSUMPTION, NEURALGIA, RHEUMATISM, etc.

DR. J. COLLIS BROWNE'S CHLORODYNE is a certain cure in CHOLERA, DYSENTERY, DIARRHŒA, COLICS, etc.

DR. J. COLLIS BROWNE'S CHLORODYNE. EXTRACT *from the* GENERAL BOARD OF HEALTH, *London, as to its efficacy in Cholera*—"So strongly are we convinced of the immense value of this remedy, that we cannot too forcibly urge the necessity of adopting it in all cases."

From A. MONTGOMERY, Esq., *late Inspector of Hospitals, Bombay*.—"Chlorodyne is a most valuable remedy in Neuralgia, Asthma, and Dysentery. To it I fairly owe my restoration to health after eighteen months' severe suffering, and when all other remedies had failed."

DR. J. COLLIS BROWNE'S CHLORODYNE. CAUTION.—None genuine without the words "Dr. J. Collis Browne's Chlorodyne" on the Government Stamp. Overwhelming medical testimony accompanies each bottle Sole Manufacturer, J. T. DAVENPORT, 33, Great Russell-street, Bloomsbury, London The immense demand enables the proprietors to reduce the price; it is now sold in bottles, 1s. 1½d., 2s. 9d., 4s. 6d., and 11s.

AGENT: Hong Kong, Mr. A. S. WATSON.

J. T. DAVENPORT, 33, GREAT RUSSELL-STREET, LONDON, W.C.

Be not misled by the statements of unscrupulous persons, as the Defendant was termed by the Vice-Chancellor

Digitized by Google

SOLID MAHOGANY FURNITURE FOR INDIA, CHINA AND THE COLONIES.

HEAL and SON are Manufacturing, ESPECIALLY FOR use in EXTREME CLIMATES BEDROOM FURNITURE, which is entirely Free from Veneer. A general Assortment always in Stock.

IRON AND BRASS BEDSTEADS

Suitable for all Parts of the World. Their Stock consists of 2,500 Bedsteads.

HEAL AND SON'S PATENT HORSEHAIR MATTRESS.

HEAL and SON have Patented an Improvement in the Manufacture of Mattresses, which prevents the material from felting into a mass, as is the case with all Mattresses made in the ordinary way. The Patent Mattresses are made of the very best Horsehair, are rather thicker than usual, and the prices are but a trifle higher than those of other good Mattresses.

HEAL AND SON'S ILLUSTRATED CATALOGUE

For INDIA, CHINA, and the COLONIES, of Bedsteads, Bedding, and Bedroom Furniture, SENT FREE TO EVERY PART OF THE WORLD to which there is Book Post.

HEAL and SON, Bedstead, Bedding, and Bedroom Furniture Manufacturers 196, 197, 198, Tottenham-court-road, London, W.

GELLE FRÈRES' PERFUMERY.

CHIEF ESTABLISHMENT, 35, RUE DES VIEUX AUGUSTINS, À PARIS.

THE house of GELLE FRERES, celebrated for the superiority of its Perfumery, addresses itself to the fashionable world as much for its essentially hygeianic, refreshing, and tonic preparations as for its delicate and distingué perfumes.

STEAM WORKS AT NEUILLY SUR SEINE

1st Class Exhibition Medal. Paris.

DEPOT: BLUMBERG & CO., 55, CANNON-STREET WEST, LONDRES.

DEPOT: H. BRULE, 28, RUE DE L'HOPITAL, BRUXELLES.

1st Class London Exhibition. Medal.

Commission. Articles specially Recommended. Exportation.

REGENERATEUR GELLE FRERES, a superior pomade for preserving, beautifying, and reproducing hair.
EAU D'ALBION for the toilet, an exquisite production from the juice of flowers and aromatic plants.
CARBOQUINA ROSE superior toothpowder, composed of carbon quinine and Province roses.
CUCUMBER SOAP for softening the skin, the best of all toilet soaps.
LAIT PROPHYLATIC to remove freckles and improve the appearance of the skin.
COMPOSITION ZOUAVE, for the instantaneous dyeing of the whiskers and moustache.
COLD CREAM, AU LOTUS LE LYBIE, to soften and refresh the skin.
NIGRITINE VEGETALE, an incomparable dye for the hair and beard, not staining the skin.
VIOLET ESSENCE and VIOLET WATER for the handkerchief.
CONCENTRATED EAU DE COLOGNE for the toilet.

SPECIAL PERFUMERY WITH A BASIS OF GLYCERINE,
SOAP, TOOTH-PASTE, POMMADE, CREAM FOR THE COMPLEXION, EAU DE TOILETTE.

To be obtained of all the principal Perfumers and Hairdressers in Europe and other parts of the world.

HUBBUCK'S PATENT WHITE ZINC PAINT.

THE most durable and beautiful paint known, is cheaper than White Lead, and is proved to be superior for all purposes than the pernicious Lead Paint, and equally adapted for all climates.
Its whiteness is unaffected by bilge water, boiling sugar, or noxious gases.
It is free from any poisonous ingredient, and suited in all respects to the use of the painter.
Each Cask of Pure White Zinc is Stamped "HUBBUCK, LONDON PATENT."
Inferior Zinc Paint, so marked, having been sold in Foreign Markets, the Patentees offer a Reward of FIFTY POUNDS for information which will lead to the conviction, in an English or Colonial Court, of those who have pirated their Mark. Both Exporters and Retailers are liable for its sale.

THOMAS HUBBUCK AND SON,
WHITE LEAD, OIL, PAINT, AND VARNISH WORKS,
24, LIME-STREET, LONDON.

HUBBUCK'S ANTI-CORROSIVE PAINTS

Are very durable, and the most valuable protection to Iron Roofs, Bridges, Piers, Ships and Buildings, exposed to stormy weather and scorching sun; they soon become extremely hard, and do not blister.
They are made of Stone, Slate, Copper, White, Blue, Green, or any other Colour that is desired.

HUBBUCK'S ANTI-OXIDATION COMPOSITION,

For Coating Iron and Wood Ships' Bottoms; a preservative against fouling and corrosion. This Composition is ready or immediate use, and obviates the waste of carrying unmixed Paints, Oils, Driers, &c. It is also applicable to all the purposes of other Paints.

HUBBUCK'S PALE BOILED OIL

Masless colour than Raw Linseed Oil, is a quick, hard and certain drier for White and Light Coloured Paints.

PAINTS AND OILS PROPERLY PACKED FOR EXPORTATION.

PEACOCK AND BUCHAN'S COMPOSITIONS FOR KEEPING OFF BARNACLES, WEEDS, &c.

THIS is now established as the BEST and CHEAPEST known for protecting ships bottoms from galvanic action or fouling. It is used on the ships of the "Peninsular and Oriental," "Royal West India" "Panama and New Zealand," "Pacific Steam," and other Royal Mail Companies; also on foreign ships of war, and in H.M.'s Royal Dockyards. Apply to the Manufacturers direct, SOUTHAMPTON, or to their accredited Agents at all the seaports of the world.

Extract from the "Standard" of October 18th, 1866.

"COMPOSITION FOR IRON SHIPS' BOTTOMS.—It appears that the iron turret ship 'Huascar,' on Captain Cowper Coles' plan, and fitted with his patent tripod masts, &c., belonging to the Chilian Government, before leaving England was coated on her bottom with Messrs. PEACOCK and BUCHAN'S last Improved Composition for protecting the plates and rivets, and keeping off shell fish, &c., and which has given such entire satisfaction that they, the said Government, have just ordered *five* tons of the material to be sent out to the Arsenal at Valparaiso for the use of their Iron Fleet in the Pacific. The Spanish Government have also ordered a considerable quantity of this composition for the use of their Iron Fleet."

Extract from the "Greenock Advertiser" of October 11th, 1866.

"ANTI-FOULING COMPOSITION.—The ship 'Ceres,' of Greenock, lately reached this port after a two years' voyage, and has been put into Dock to receive a fresh coating of Messrs. PEACOCK and BUCHAN'S (of Southampton) Patent Composition. The vessel was coated with it at London, in 1863, and sailed thence to Melbourne, Calcutta, Bombay, and Greenock, and on her arrival here the copper was quite clean and clear of barnacles, and has thus saved a very heavy per centage of wear and tear. We understand that the local agents, Messrs. Macallister and Syfe, have received a letter from Captain M'Kenzie, of the "Hooyland," of Glasgow, stating that on his ship's return from a voyage to Surinam the copper, which had also been coated with this Composition, was perfectly clean."

ENGLISH GARDENS IN THE EAST.

THE Fourth Season has now confirmed the complete success of MR. CHRISTY'S Cases for conveying Fruit Trees, Vines, Plants, Flowering Shrubs, and Seeds, to the East, when shipped in the holds of Steamers like ordinary Case Goods. Mr. John Waterer, junr., the American Nursery, Bagshot, Surrey, or Mr. Christy, 28, Pall Mall, London, are prepared to execute orders for gentlemen in the East, and beg to call attention to the list of prices and conditions. FRUIT TREES, including PEARS, APPLES, PLUMS, CURRANTS, GOOSEBERRIES, PEACHES, NECTARINES, APRICOTS, CHERRIES, and QUINCES, per case, 10 Guineas.

	Guineas.
20 FRUIT TREES, with Ten vines, per case	14
ROSES of the best kinds	15
RHODODENDRONS and AZALIAS, &c.	15
GARDEN SEED (various)	5 upwds.

The number depends on the size of the roots; the cases average 30 plants each.
All the above prices include freight, insurance, and all charges to any port where the P. and O. steamers call. The season for shipment commences about September and ends in January. All orders must be accompanied by a remittance or orders for payment. The name of the agent at the port of arrival must be furnished, to prevent delay in fowarding.

T. & H. SMITH'S

CODEIA LOZENGES.

THESE Lozenges have a remarkable effect in allaying Cough and Irritation of the Throat and Chest.
Prepared only by T. and H. SMITH and Co., 2, DUKE-STREET, EDINBURGH, and 69, COLEMAN-STREET, LONDON. In boxes at 1s. 1½d. and 2s 9d. each.

T. & H. SMITH'S

ESSENCE OF COFFEE.

GIVES instantaneously a delicious Cup of Coffee with boiling water or milk merely. To be had in bottles at 1s. and 2s. each, of all respectable Grocers, Chemists, and Italian Warehousemen.
69, COLEMAN-STREET, CITY, AND 21, DUKE STREET, EDINBURGH.

PRIZE MEDAL
SODA-WATER MACHINERY.

THE Book for 1865, containing twenty-eight leaves of Illustrations descriptive of all the Machines now in use, with advice before purchasing, to be obtained of any of the Agents of this Paper, price 6d., and through whom Orders can be sent.
For Larger Advertisement see th LONDON AND CHINA EXPRESS, 26th of each month.

COUGHS, ASTHMA, and INCIPIENT CONSUMPTION are EFFECTUALLY CURED by
KEATING'S COUGH LOZENGES.
JUDGED BY THE IMMENSE DEMAND, this UNIVERSAL REMEDY now stands the first in public favour and confidence; this result has been acquired by the test of fifty years' experience. These Lozenges may be found on sale in every British Colony, and throughout India and China they have been highly esteemed wherever introduced. For Coughs, Asthma, and all affections of the Throat and Chest, they are the most agreeable and efficacious remedy.
Prepared and Sold in Boxes, Tins, and Bottles of various sizes, by THOMAS KEATING, Chemist, &c., 79, St. Paul's Churchyard, London. Sold Retail by all Druggists and Patent Medicine Vendors in the World.

Testimonial from Colonel HEWETT, J.P. and D.L., 3rd Brigade, Cardiff Artillery Volunteers.
Ter. Mab. Ellis, Ponty-Pridd, Glamorgan, May, 1866.
DEAR SIR,—I was attacked with a severe cough, which your Lozenges removed in a few days. My servants, also, by taking your Lozenges, were soon cured.
I feel it a duty (to the public) to offer my testimony to their efficacy, which you are at liberty to publish.—Yours truly, W. HEWETT.
To MR. THOMAS KEATING.

CHILDREN'S WORM TABLETS (KEATING'S).
The great remedy for these disorders in children can now be administered IN THE FORM OF A PURELY VEGETABLE SWEETMEAT, at once agreeable and effective.
Prepared and sold in tins and bottles by THOMAS KEATING, Chemist, &c., 79, St. Paul's Church-yard, London, E.C. and retail by all druggists and patent medicine vendors in the world.
Observe the words "KEATING'S WORM TABLETS" are engraven on the Government Stamp of each tin, without which none are genuine.

TESTIMONIAL.
Loughton, November 28, 1865.
DEAR SIR,—I write to inform you I purchased a box of your Worm Tablets, and they have brought no less than 30 worms, some 3 or 4 inches in length, from my child, two-years-and-a-half old. I feel it my duty to make this public, as others who may be similarly afflicted may derive benefit.—I am, your obliged,
EDWARD BUSH.

Digitized by Google

OUR SPECIALTY
PETROLEUM LAMPS.

DIETZ & Co.,

MANUFACTURERS and EXPORTERS of KEROSENE LAMPS in great variety, and as GOODS APPERTAINING TO THE LAMP TRADE.

DIETZ & CO.'S
CELEBRATED
FLAT-WICK KEROSENE BURNERS
Are too well known and appreciated in
INDIA, CHINA, AND JAPAN,
to need further commendation.

DIETZ & Co.'S
LARGE CATALOGUE,
Containing 500 Illustrations of KEROSENE LAMPS will be forwarded on application.

DIETZ & CO.,
4, ST. PAUL'S BUILDINGS,
CARTER LANE,
LONDON.

ELLWOOD'S PATENT AIR-CHAMBER HAT
ELLWOOD and SONS LONDON
FOR INDIA
To protect the Head from the heat of the Sun

ELLWOOD'S NEW PATENT
AIR-CHAMBER HAT
Combines the lightness of the Pith Hat and the softness of a Turban, with the durability, comfort, and numerous other good qualities for which ELLWOOD'S PATENT Air-Chamber Hats have so long been celebrated.
Hats, Caps, and Helmets of every description Manufactured at the Works of
J. ELLWOOD & SONS,
GREAT CHARLOTTE-STREET, S., LONDON
CAUTION.—No Air-Chamber Hats or Helmets are genuine unless they bear the above stamp, with either "ELLWOOD & SONS," or the seller's name in the Shield.
*** Orders through Mercantile Houses carefully shipped

R. L. SOUTHERN AND Co.
MERCHANTS AND AGENTS
6, MINCING-LANE, LONDON, E.C.

BASS AND ALLSOPP'S INDIA PALE ALES.
GEORGE JONES, No. 8, Billiter-street, London.
Present prices, 7s. 3d. per dozen quarts, and 4s. 9d. per dozen pints. Free on board, protected by his own and the Brewer's Labels and Patent Capsule.

IMPORTANT ANNOUNCEMENT.
JOSEPH GILLOTT,
Metallic Pen Maker to the Queen,
BEGS to inform the Commercial World Scholastic Institutions, and the Public generally that, by a novel application of his unrivalled Machinery for making Steel Pens, he has introduced a NEW SERIES of his useful productions, which, for EXCELLENCE OF TEMPER, QUALITY OF MATERIAL, and above all, CHEAPNESS IN PRICE, must ensure universal approbation, and defy competition.
Each Pen bears the impress of his name as a guarantee of quality; they are put up in boxes containing one gross each, with label outside, and the fac-simile of his signature.
At the request of numerous persons engaged in tuition J. G. has introduced his WARRANTED SCHOOL and PUBLIC PENS, which are especially adapted to their use, being of different degrees of flexibility, and with fine medium, and broad points, suitable for the various kinds of Writing taught in Schools.
Sold Retail by all Stationers and Booksellers. Merchants and Wholesale Dealers can be supplied at the Works, Graham-street, Birmingham; at 91, John-street, New York; and 37, Gracechurch-street, London.

BENSON, J. W., by SPECIAL APPOINTMENT to H.R.H. the PRINCE OF WALES.

BENSON, J. W., by SPECIAL APPOINTMENT to H.H. the MOHARAJAH OF BURDWAN

BENSON'S WATCHES. Prize Medal 1865.

BENSON'S WATCHES, sent safe by post to all Parts of the World.

BENSON'S INDIAN WATCH, compensated for all Climates. Silver, 15 Guineas; Gold 30 Guineas.

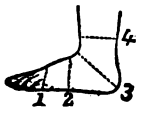
BENSON'S "EXACT" WATCH, for Extreme Temperatures. Silver, 25 Guineas; Gold, 40 Guineas.

BENSON'S Watch Pamphlet, *illustrated*, on every construction of Watch, with their prices.

BENSON, J. W., 99, Westbourne-grove, and 25, Old Bond-street.

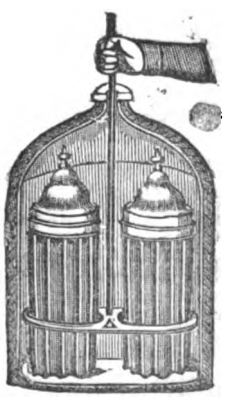
BENSON'S STEAM FACTORY for CLOCKS and WATCHES, 58 and 60, Ludgate-h l

SADDLERY, HARNESS, AND SADDLERS' IRONMONGERY
FOR HOME OR EXPORTATION.
ESTABLISHED 1750 (AS A BIT AND SPUR MAKER).
JENKINSON'S Saddlery, Harness, Horse Clothing, Bit, Whip, Spur, and General Saddlers' Ironmongery Manufactory and Warehouses.
THE BEST AND CHEAPEST TO BE OBTAINED AT
44 LONDON WALL, E.C., & ALBION HALL (OPPOSITE
To Saddlers, Merchants, and all Wholesale Purchasers, this Establishment offers the g atest advantages.

ELASTIC  BOOTS.

W. SPARKES HALL & CO. beg to call attention to their PANNUS CORIUM BOOTS which are peculiarly adapted for India or any warm climate. They have the appearance of leather, and are cleaned with ordinary Blacking, but the material is much softer than any leather ever introduced. Pannus Corium Boots are now coming into general use in India, and will be found a great luxury to Ladies and Gentlemen, in any climate with tender feet.
Printed Circular, with full particulars of Prices, forwarded free to any part of the world.
W. SPARKES HALL & CO.,
BOOTMAKERS TO THE PRINCE AND PRINCESS OF WALES,
310, REGENT-STREET, LONDON.
N.B.—SELF-MEASUREMENT.—Stand on a sheet of paper and mark round the outline of the foot. Take the size of the foot in the places marked in the above drawing.

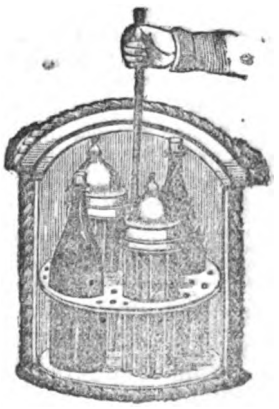
IMPORTANT
TO PERSONS RESIDING IN HOT CLIMATES.



ASH'S PATENT "PISTON" FREEZING MACHINE AND WINE COOLER is the FIRST REALLY EFFECTIVE APPARATUS for TROPICAL CLIMATES.
It will produce PURE BLOCK ICE, FREEZE and MOULD DESSERT ICES, and ICE WINES in any temperature. It is remarkably simple, will not corode or get out of order, and can be worked (with or without Ice) by the most ignorant servant. The Freezing Salts employed are indigenous to most hot climates, easily and cheaply obtained. A *bona fide* Receipt for preparing them given with each Machine. It is not too much to say that the "Piston" Freezing Machine is rapidly becoming indispensable to all European residents in India and China.

PRICES:—For 1 Bottle, 1 Block of Ice, 1 Dessert Ice... ... ... £4 0 0
For 2 Bottles, 2 Blocks of Ice, 2 Dessert Ices 6 10 0
For 4 Bottles, 4 Blocks of Ice, 4 Dessert Ices 11 5 0
If without fittings (merely as Wine Coolers.)
For 1 Bottle £2 0 0
For 2 Bottles 3 0 0
For 4 Bottles 4 5 0
When Dessert Ices are never required, these Wines Coolers can be fitted with BLOCK ICE MOULD at 30s. for each Mould so fitted.

SOLE MANUFACTURER:
GEORGE SIMPSON, 315, OXFORD-STREET, LONDON.
Orders enclosing remittance can be sent direct, or through Messrs. H. FOGG & Co., Shanghai.



THE CAPE, INDIA, AND CHINA AGENCY.

ORDERS for GOODS of all descriptions executed, and Shipped by the Overland Route or by Clipper sailing vessels. Consignments of Produce realised. The Goods are selected by parties who have had personal experience of the requirements of the markets at the

CAPE COLONIES, INDIA, CHINA, AND JAPAN.

TERMS:—One-half the estimated cost to be remitted with the order, and the balance on receipt of Bill of Lading and Invoice.

Commission, 2½ per cent. on Orders over £50 and 5 per cent. on amounts under £50

[Orders and remittances should be addressed to the MANAGER.

Office, 12, George-yard, Lombard-street, London E.C.

Digitized by Google

THE SHORTEST ROUTE TO AND FROM MANILA AND THE PHILIPPINES.

NOTICE to SHIPPERS and PASSENGERS by the OVERLAND ROUTE :—

The CHINA STEAM and LABUAN COAL COMPANY (Limited), in pursuance of an agreement entered into with the Government of Manila, have arranged to despatch the steamships "MONA" and "JAPAN," or other of their first-class steamers, with the mails and passengers monthly between Singapore and Manila, and Manila and Singapore, in correspondence with the Messageries Imperiales Over-and Route.

By a special permit all goods by these steamers from the 1st August, 1866, will be admitted into Manila at the reduced duty of 10½ per cent.

The Company's agents at Singapore will take charge of goods for transhipment. For further particulars apply at the Offices of the Company, Ethelburga-house, 70 and 71, Bishopsgate-street, London, E.C.

OVERLAND ROUTE.

COMMUNICATION by STEAM to INDIA, AUSTRALIA, &c., *via* EGYPT.—From SOUTHAMPTON and MARSEILLES. — The PENINSULAR and ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels for Gibraltar, Malta, Egypt, Aden, Ceylon, Madras, Calcutta, the Straits, China, and Japan (Yokohama), by their steamers leaving Southampton on the 4th and 20th of every month. For Gibraltar, Malta, Egypt, Aden, and Bombay by those of the 12th and 27th of each month; and for King George's Sound, Melbourne, and Sydney, by the steamers leaving Southampton on the 20th of every month. The steamers leave Marseilles on the 5th, 12th, 20th and 28th of the Month.

For further particulars apply at the Company's Offices, 122, Leadenhall-street, London, E.C., or Oriental-place, Southampton.

OVERLAND ROUTE VIA MARSEILLES.

SERVICES MARITIMES DES MESSAGERIES IMPERIALES.

FRENCH MAIL STEAM PACKETS.

The 19th of every Month, at 2 P.M for—

MESSINA, ALEXANDRIA, ADEN, POINT DE GALLE (Ceylon), PONDICHERRY MADRAS, CALCUTTA, SINGAPORE, BATAVIA, SAIGON HONG KONG, SHANGHAI, and JAPAN.

The 9th of every Month for—

MESSINA, ALEXANDRIA, ADEN, SEYCHELLES REUNION, MAURITIUS

For passage, freight, and information apply to B. W. and H. HORNE, 4, Moorgate-street, London; G. H. FLETCHER and Co., Liverpool; at the offices of the Services Maritimes des Messageries Imperiales in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

*** Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.

STEAM to INDIA, via the CAPE.—The UNION STEAMSHIP COMPANY (Limited) have entered into an arrangement with the Government for the extension of the Packet Service from Mauritius to Ceylon. Passengers can proceed from Southampton on the 8th of every Month to Point de Galle, where a junction is formed with steamers proceeding to India, China, Australia, &c. Rates of freight and passage very moderate.

Apply to FALCONER and MERCER, 23, Leadenhall-street, London; or THOMAS HILL, Southampton.

JAPAN AND CHINA NEW MAIL ROUTE VIA PANAMA.

THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamers from NEW YORK on the 1st, 11th, and 21st, and from PANAMA on the 9th 19th, and 29th of every month for SAN FRANCISCO, calling at ACAPULCO, MANZANILLO, MAZATLAN, *route* thence to YOKOHAMA and HONG KONG. Passengers from England may connect with this line from Liverpool, New York by any of the various steamers or at Panama, Southampton, or Falmouth, to that port, Packet Company by the steamers of the Royal Mail Steam leaving Southampton on the 2nd and 17th of every month.

For particulars of Freight, through passage rates, &c., &c., apply to H. STARR and Co., General European Agents, 145, Cheapside, London.

INDIA AND CHINA VIA ITALY.

SHORTEST SEA PASSAGE FROM EUROPE TO EGYPT. BRINDISI to ALEXANDRIA—Contract Passage, 82 hours

It is frequently done in 72 hours.

THE Società Anonima Italiana di Navigazione Adriatica Orientale, under contract to carry the Direct Mails despatch as under their first-class English-built steamers CAIRO, BRINDISI, PRINCIPE DI CARIGNANO, or PRINCIPE TOMASO, between BRINDISI and ALEXANDRIA. The vessels of the Company sail as follows:—From Brindisi for Alexandria on the 7th, 14th, 22nd, and 30th of each month, at 6 A.M.; Alexandria for Brindisi, on the arrival of the mails, about the 5th, 12th, 20th, and 29th of each month. The arrivals at and departures from Alexandria are in coincidence with those of the steamers of the Peninsular and Oriental Company, with the Calcutta, China, and Bombay Mails.

Fares:—Brindisi to Alexandria, including provisions, 1st class, 275f.; 2nd class, 200f.; third class, 90f., and *vice versa*.

For further particulars apply to FLORENCE, via Montebello, 42; PARIS, Rue de L'Universite, 108; LONDON: Messrs. PALMER, 44, Eastcheap, E.C.

OPENING OF THE NEW CHINA STEAM ROUTE FROM LIVERPOOL.

VIA THE ISTHMUS OF PANAMA AND SAN FRANCISCO.

THE WEST INDIA and PACIFIC STEAMSHIP COMPANY (Limited) have the pleasure to announce that they have concluded arrangements with the PACIFIC MAIL STEAMSHIP COMPANY for the conveyance, by the latter's new mail line of steamers, of Passengers, Goods, and Specie between LIVERPOOL, YOKOHAMA (Japan), HONG KONG, and SHANGHAI.

THE NEXT DEPARTURE WILL BE.—

From Liverpool ... ... 5th February.
Leaving San Francisco ... ... 3rd April.
Due at Yokohama ... ... 23rd April.
Due at Hong Kong ... ... 2nd May.

Making a connection at Yokohama to and from Shanghai.

The steamers will be despatched at regular intervals so soon as those building for the Pacific Mail Company, specially for the service, are ready.

RATES OF PASSAGE FROM LIVERPOOL.

To Yokohama ... ... First Cabin, £110 10s.
To Hong Kong ... ... „ £120 10s.
To Shanghai ... ... „ £120 10s.

FREIGHT, FREE OF PRIMAGE.

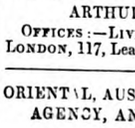
Liverpool to Yokohama, Hong Kong, and Shanghai, £18 5s. per ton of 40 cubic feet.

The homeward rates of freight will be fixed by the Agent of the Pacific Mail Steamship Company at the above Ports.

ARTHUR B. FORWOOD, Managing Director.

OFFICES:—LIVERPOOL, The Temple, Dale-street LONDON, 117, Leadenhall-street; HAVRE, J. M. Currie.

ORIENTAL, AUSTRALIAN, AND GENERAL STEAM AGENCY, AND GLOBE PARCEL EXPRESS.



PARCELS, PACKAGES, and MERCHANDISE forwarded, and PASSAGES engaged to all parts of the world. Baggage collected and shipped, insurances effected, &c.

CALCUTTA, MADRAS, CEYLON, and ADEN—Overland, 4th and 20th of every month.

BOMBAY and ADEN—Overland, 12th and 27th.

CHINA, JAPAN, SINGAPORE, and EASTERN EAS—Overland, 4th and 20th.

AUSTRALIA, TASMANIA, and MAURITIUS—Overland, 20th.

NEW ZEALAND and AUSTRALIA via PANAMA, 2nd

INDIA, CHINA, and AUSTRALIA—Via Cape of Good Hope. Clipper Ships, weekly.

Prospectuses, with through rate to a thousand places free on application.

G. W. WHEATLEY and Co. (late Wagnorn), 150, Leadenhall-street, E.C.; CHAPLIN'S, Regent-circus, W. and 32, Regent-street, S.W.

INDIA, CHINA, AND JAPAN.

ROBERTSON and CO. will despatch the following first-class VESSELS to their respective destinations :—

Destination.	Ships.	Class.	Dock.	To Sail.
Shanghai ...	Gossamer ...	A1 15 yr.	W.I.D.	With des.
Shanghai ...	Vigil ...	AA 1	W.I.D.	With des.
Manila ...	Ogono ...	3-3d=A1	W.I.D.	With des.
Hong Kong, Amoy, & Foochow-Foo ...	Argonaut ...	Newship	E.I.D.	With des.
Hong Kong ...	Burdwan ...	A1 14 yr.	W.I.D.	With des.
Kanagawa and Yokohama ...	Cymbeline ...	A1 13 yr.	W.I.D.	With des.

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.

CHINA and JAPAN.—The following splendid first-class CLIPPER SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	Last Shipping Day.
Shanghai ...	Coulnakyle	A1 13 yr.	W.I.D	Dec. 20
Shanghai ...	Challenger	A1 12 yr.	E.I.D.	To follow.
Hong Kong & Whampoa ..	Pak Wan...	A1 14 yr.	E.I.D.	With des.
Nagasaki & Kanagawa	Rifle ...	A1 13 yr.	W.I.D.	With des.
Kanagawa (Yokohama)	Anazi ...	A1 14 yr.	E.I.D.	With des.

For Freight or Passage apply to KILLICK, MARTIN and Co., 28, Nicholas-lane, Lombard-street, E.C.

CEYLON, INDIA, AND CHINA.

THE undermentioned will despatch the following magnificent first-class VESSELS:—

Port.	Ships.	Tns	Class.	Dock.	Date of Sailing.
Colombo ...	Spirit of the North ...	663	A 1 10 yrs.	E.I.D.	Dec. 22.
H. Kong ...	Dora	379	A 1 10 yrs.	W.I.D.	Dec. 15.
Sadashigur Cannanore, Beypore, & Cochin	Abd. Medjid	462	AA 1 —	W.I.D.	Dec. 22.

For Freight or Passage apply to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

FROM LIVERPOOL.

Destination.	Ships.	Tons	Class.	To Sail.
Batavia & Singapore	Archos ...	449	A 1 10 yrs	Imm.
Hong Kong & Whampoa ...	Everest ...	571	A1 13 yrs.	„
Calcutta ...	Waverley ...	1000	—	„
Calcutta ...	Jane Porter...	953	A 1 —	„

For terms of Freight or Passage apply to MCDIARMID GREENSHIELDS, and Co., Liverpool.

To sail 15th December.

HONG KONG and WHAMPOA. —Warranted First Ship.—The clipper barque DORA, A 1 ten years, 379 tons, C. BROWN, Commander; West India Docks. This fast sailing vessel (having made her last passage from Colombo in 94 days (offers a favourable opportunity to shippers, and will shortly be despatched.

Apply to JOHN C. CAMPBELL 22, or to LIVINGSTON, HOLDING and BRIGGS, 31, Great St. Helen's, E.C.

FOR SHANGHAI, to sail, on the 31st December, from Greenock, the very superior new Clyde-built China clipper TITANIA, A 1 14 years, 878 tons register, ROBERT DEAS, Commander. This most beautiful vessel has been expressly built by Messrs. R. STEELE and Co., of Greenock, for the China trade, and is expected to be the fastest clipper afloat.

For Freight or Passage apply to THOMAS SKINNER and and Co., Glasgow; or to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings, London, E.C.

To Sail on the 10th of January.

FOR SHANGHAI, the well-known clipper FALCON, A 1 13 years, 793 tons register, J. J. GUNN, commander, lying in the East India Docks. Has excellent accommodation for passengers.

For Freight or Passage apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings, London, E.C.

FOR SHANGHAI Direct, the magnificent China clipper ship LAUREL, A 1 thirteen years, 638 tons register, GEORGE MOODIE, Commander; lying in the East India Docks. This well-known ship (owned by Messrs. John Willis and Son) is strongly recommended to shippers fine of goods.

For Freight or Passage apply to GELLATLY, HANKEY, SEWELL, and Co., of 27, Leadenhall-street, E.C.

SHANGHAI Direct, with quick despatch, the magnificent China clipper ship LAUDERDALE, A 1 thirteen years, 851 tons register, C. W. H. HUTCHINS, Commander; loading in the East India Docks. This splendid ship, owned by Messrs. John Willis and Son, is well known in the China trade, and strongly recommended to shippers of fine goods.

For Freight or Passage apply to GELLATLY, HANKEY, SEWELL, and Co., 27, Leadenhall-street, E.C.

With quick Despatch.

FOR CALCUTTA, the celebrated China clipper MELBREK, A 1, fourteen years, 870 tons register, JOHN TAGGART, Commander; lying in the London Docks. This ship has proved to be one of the fastest afloat, and is strongly recommended to shippers of fine goods.

For Freight or Passage apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings, London, E.C.

SADASHIGUR, CANNANORE, CALICUT, BEYPOOR, and COCHIN. —The well-known clipper ABDUL MEDJID, A A 1, 402 tons register, will receive goods in the West India Docks until Wednesday next, the 19th inst.

Apply to LIVINGSTON, HOLDING and BRIGGS, 31, or to JOHN C. CAMPBELL, 22, Great St. Helen's, E.C.

COLOMBO Direct.—To sail positively on the 22nd inst. (last shipping day the 20th), the well-known China clipper ship SPIRIT OF THE NORTH, A 1, 663 tons register, now rapidly loading in the East India Docks.

Apply to LIVINGSTON, HOLDING, and BRIGGS, 31, or to JOHN C. CAMPBELL, 22, Great St. Helen's, E.C.

FOR COLOMBO, CEYLON, Direct, has room for light measurement goods only.—Will have immediate despatch the beautiful clipper ship CAPE CITY, A 1 12 years, 423 tons register, JAMES BAWDEN, Commander; loading in the West India Docks This magnificent vessel, built under special survey, offers an unusual opportunity to shippers of fine goods, and has a capacious and lofty cabin, replete with every accommodation for the comfort and convenience of passengers.

For Freight or Passage apply to F. TALLACK, 23, Birchin-lane, Cornhill, E.C.

Printed for the Proprietors by WOODFALL and KINDER Milford-lane, Strand, W.C., and published by JOHN ELLISON, at the Office of the "LONDON AND CHINA TELEGRAPH," 12, George-yard, Lombard-street, E.C., in the parish of St. Edmund the King.—Thursday Dec. 13, 1866.

Digitized by Google

The London and China 新聞紙 Telegraph.

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON ARRIVAL OF THE MAILS, about the 4th, 14th, and 28th, in connection with the "LONDON AND CHINA EXPRESS,"

A SUMMARY OF NEWS FOR THE OUTWARD MAILS OF 10th, 17th, and 26th.

VOL. VIII.—No. 231.] LONDON, THURSDAY, DEC. 27, 1866. [Price 9d., with Sup., 1s 3d.—Sub. 30s. per ann. postage included, Sup. 12s. extra.

Latest Advices.

	From London.	Arrived out.	HOMEWARD. Arrived in London this day.
JAPAN—			
Yokohama	Aug. 27	Oct. 17	Nov. 1
Nagasaki			Nov. 5
Hakodadi			
CHINA—Peking			Oct. 22
Tien-tsin			Oct. 25
Chefoo			
New-chwang			Nov. 5
Hankow			Nov. 4
Kiu-kiang			Nov. 5
Chin-kiang			
Shanghai	Sept. 17	Nov. 4	Nov. 8
Ningpo			Nov. 7
Foo-Chow			Nov. 9
Formosa—Tamsuy			
Amoy			Nov. 13
Swatow			
Hong Kong	Sept. 26	Nov. 7	Nov. 15
Canton			
Macao			
PHILIPPINES—			
Manila	Sept. 17	Oct. 29	Nov. 8
COCHIN-CHINA—			
Saigon			Nov. 14
SIAM—Bangkok			Nov. 12
BORNEO—			
Labuan			
Sarawak			
JAVA—			
Batavia			Nov. 15
MALACCA STRAITS—			
Singapore	Oct. 17	Nov. 22	Nov. 22
Penang	Oct. 10	Nov. 10	Nov. 24

The French mail with dates from Hong Kong to Nov. 28 is expected on the 5th prox. Telegrams have been received from Hong Kong viâ Galle to Dec. 1, and from Shanghai via Kiachta to Nov. 26 (the latter received 17th Dec.).

List of Passengers.

PASSENGERS INWARD.

By this mail, to Marseilles, per P. and O. steamer Ripon, arrived Dec. 25.—From Yokohama: Mr. Peller, Mr. Wigand, Mr. Martina. From Shanghai: Mr. J. S. Boorsdeile, Mr. L. R. Goldsmith, Mr. J. C. Kirkham. From Hong Kong: Mr. J. M. Fenwick. From Ceylon: Mr. A. Stewars, Mr. J. Richardson, Mr. W. Pollock

To Gibraltar, per P. and O. steamer Pera.—From Hong Kong: Mr. de la Maiza and child, Mr. Pelaiz.

To Southampton, per P. and O. steamer Pera, expected to arrive Jan. 2.—From Hong Kong: Mr. Young.

PASSENGERS OUTWARD.

Per P. and O. steamer, Nyanza, from Southampton, Dec. 20.—To Yokohama: Mr. H. J. Hooper. To Hong Kong: Mr. Webb, Mr. A. E. Cooper, Mrs. Aitken. To Ceylon: Mr. L. P. Thomas, Mr. Colin Macinlay, Mr. Sidney Fuller, Mr. Harry Maule Finch, Mr. Christopher Wren, and three second-class passengers. To Singapore: Capt. Furoge-R.E. To Penang: Mr. A. Eaglesham. To Calcutta: Miss E. Cunningham, Mrs. Graime, Ensign Reid, Capt. A. C. Bruce, Mrs. Raymond and three children, Miss Dennis, Mr. Sevestre, Mr. T. Horsford, Capt. and Mrs. Arbuckle, Miss A. Macpherson, Mrs. Richard, son, Miss Elton, Mr. R. D. E. Spottiswoode, Mr. J. Ditmas, Mr. J. Man, Mr. H. Grav, Staff-Asst. Surgeon Fergusson, Mr. T. H. Gould, Mr. and Mrs. Mosley and child, and one second class passenger. To Madras: Dr. and Mrs. Morton, child, and ayah, Mrs. Plowden, Miss Hayne, Lieut.-Col. Forde, Mr. Waters, the Rev. J. H. Walton, Mr. A. M. Jones, Mr. G. J. Curran, Mr. J. W. Vas, Mr. J. J. Roberts, and three second-class passengers.

From Marseilles, Dec. 28.—To Hong Kong: Mr. C. Morgan. To Yokohama: Mr. and Mrs. Thorel. To Penang: Sir W. and Lady Hackett. To Singapore:—Mr. A. J. Spottiswoode. To Calcutta: Miss Freer, Dr. T. B. Farncombe, Rev. Mr. and Mrs. Phelps, Lieut. W. Grant, Mr. and Mrs. T. C. Hersey, Mr. R. L. Upton, Capt. Swinton, Mr. and Mrs. W. Smith, Mr. D. Lucy, Mr. and Mrs. Parry, Mr. Elliot and one second class passenger. To Madras: Mr. C. A. Ainslie, Major and Mrs. Marsach, Mr. and Mrs. R. B. Swinton and child, Major Cannon, Mr. Vertue.

Per P. and O. steamer, from Southampton, Jan. 4.—To Yokohama: Mr. J. S. Barber, Mr. and Mrs. Jaquenot, Mrs. Dissez. To Ceylon: Mr. and Mrs. G. Vetch, Mr. and Miss Allen, Mr. L. P. Thomas, Miss Williford, Mrs. Allen and child, Mr. T. Holland. To Hong Kong: Mr. Ridgway, Mr. Mahon, Mr. W. J. Hooper, R.N., Rev. C. Chapman, R.N. To Singapore: Miss Gale, Mr. G. T. and Mrs. Ricketts.

From Marseilles, Jan. 12.—To Ceylon: Mr. & Mrs. Boustead, Mr. E. Byrde. To Hong Kong: Mr. Still, Mr. S. L. Prior, Mr. T. J. Gardner, Mr. J. B. Taylor, Mr. H. C. Low.

Per P. and O. steamer, from Marseilles, Jan. 20.—To Hong Kong, via Bombay: Mr. Hitchcock.

Per P. and O. steamer, from Southampton, Jan. 20.—To Ceylon: Lieutenant and Mrs. A. Hansard, Miss Adams, Mrs. Wormald. To Singapore: Mr. W. H. Newman.

From Marseilles, Jan. 28.—To Shanghai: Dr. and Mrs. C. Powles. To Singapore: Sargeant-Major J. Rose. To Hong Kong: Mr. and Mrs. J. Cromton.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

From this port we have advices to the 1st November. The London mails of 10th September had not arrived out.

The remains of the late Shiogoon were consigned to the tomb on Oct. 31st. His obsequies have occupied many days, and are not yet concluded. The war is stopped for the present by order of the Mikado. Choshiu obeys the order, and declares that he has never fought against the Mikado, but against the party unjustly opposed to him.

The great council of Daimios, reported by us as about to be called, is actually summoned. It is believed that it will take a considerable time to discuss the various questions brought before it; but the strongest hopes are entertained that it will be the means of defining exactly the relative position and power of the Mikado, the Shiogoon and the Daimios themselves. The latter complain that for many years they have not had the voice in the Government that they are entitled to, and both the Mikado and the Daimios consider that the Shiogoon has been arrogating too much absolutism. The council will probably settle this matter, and be the means of putting foreign relations on a proper footing. It is not known exactly when it is to meet.

Subjoined is the official notification of the death of the late Shiogoon. It is worth preserving, perhaps, as an illustration of Japanese ceremonials. The *Japan Times*, from which we copy it, remarks that "the orders to the public would seem to imply that disturbances were feared:"—

"Kubosama having fallen sick and the remedies used having failed of success, he departed this life at Osaka, on the 29th August, at six o'clock in the morning; all building and use of musical instruments are therefore to be intromitted. Shotsubashi Chiunagon, who had previously been appointed heir, is from the 28th of August styled Uyesama. This decree having been issued you will take note thereof, and communicate it to all householders without exception. Given at the Government office, Tobe."

"In consequence of the intromission thus decreed, the ward-gates will be shut from six o'clock in the evening, and the side gates will be left open for passengers. The nanushi and landlords will patrol day and night. In unoccupied lands, and where there exist no war gates, such are to be provided at once. In all the streets the shop curtains are to be taken down, the shutters on the left and right to be let down, and perfect order to be kept. In the lands held of the Government, water-buckets, numbers corresponding to the length of frontage, are to be placed before the houses. Bath houses, medical and ordinary, buckwheat shops and other places, where business requiring large fires is carried on, must close at six o'clock in the evening. Fights, quarrels, and other noisy proceedings, must be carefully avoided. The above orders having been issued, you are requested to affix your seal in acknowledgment and return the circular after it has gone the round.—October 5. 6 P.M."

During the fortnight there have been meetings of the land renters to consider a code of land regulations for the municipality, and a meeting of the general public upon the question of the present state of the dollar currency,—or more properly

Digitized by Google

speaking uncurrency—subjects of very deep importance to the community. There has been already, however, an appearance of opposition to the proposed land regulations in the matter of taxation and franchise, and another meeting was to be called after the departure of the mail steamer to discuss these things. With regard to the "dollar" difficulty, the meeting was called in consequence of the impossibility of passing more than a very small proportion of really good dollars. The Japanese Custom-house rejected them in the most indiscriminate manner, and it followed as a natural consequence that the bank compradores rejected them, then all schroffs refused to take what they could not pay into the banks, and business seemed to come to a dead lock. The immediate effect of the first meeting was that the next day the Japanese Custom-house authorities received cheques and bank-notes in payment of duties, which they had hitherto refused to do, but the general public are as yet suffering as much as ever.

In social matters there is to report a return cricket match between the civilians and garrison, in which the garrison won the victory, and a rifle match on a grand scale for Yokohama, under the auspices of the Swiss Rifle Club. In diplomatic affairs there is perfect rest.

The rice riots in Yedo continue, and are giving much uneasiness to the officials. Lately, an affair took place which might have led to very important results, but for the good sense of the American Minister. It appears that his Excellency and party visited the temples at Oogee, and on returning passed through the district called Asakusa, where they met large bands of rice rioters blocking up the street. The guard in endeavouring to clear the way for the party elicited the ill-feeling of the crowd, who began to call them names. Stones were thrown, some of which fell among the party, without, however, injuring any one. The officers got somewhat excited and edged their horses towards the crowd, and were attacked with pieces of lumber. The captain of the guard immediately detailed four yaconins to keep the mob back, and the general and party passed on without molestation. Two of the yakonins left in charge were severely cut by the stones thrown, and one of them was so hard pressed that he had to seek refuge in a Daimio's compound. It was reported at the Legation that two of the rice rioters were killed and several more or less injured. General van Valkenburg and party admired the judicious conduct of the captain of the guard and the praiseworthy effort of those under him to appease the irritated mob.

We hear of parties of Japanese performers being about to leave for San Francisco and Europe. One troupe, under the superintendence of Professor Risley, is composed of upwards of twenty persons, and embraces all the most eminent in their line that can be found in Yedo. The last performance of the Japanese, in presence of the English and United States Ministers, the naval and military officers, and indeed all Yokohama, showed the extraordinary feats of several of those engaged to the great delight of all present; but in addition to these there are added one or two more clever still, and a series of acrobatic, top-spinning, balancing and other feats will be seen such as will surprise our countrymen at home, as much as it has ourselves in the native land of the performers. All the dresses, appointments and paraphernalia required are being got up in the most splendid and perfect style at Yedo. The woodwork lacquered, the dresses silk of the best Japanese fabric, and every minute thing being of the utmost finish. The party leaves by the *Archibald* in about a fortnight. Another troupe has already sailed for San Francisco, and we hear of a third destined for London direct, and in each case the appurtenances are perfect. When these three parties have gone there will be upwards of fifty Japanese who have taken advantage of the permission to travel; but it will be observed, that all who have gone as yet have done so under the direction and at the expense either of their own daimios or of foreigners. The great expenses stand in the way of most, or we should see Japanese in Europe and America as a common thing. There are, however, several merchants who have determined on visiting the Paris Exhibition next year.

A notable feat was lately performed by some Yokohama gentlemen. They started at midnight one Thursday and rode upwards of eighty miles by two A.M. on Thursday. They were twenty-six hours only from their departure to their return, having each used two ponies in the journey. In the course of the jaunt they had to ford a river thrice, besides doing some heavy hill work, in which they were obliged occasionally to lead their ponies. Considering the state of ease and luxuriousness in which all live, more or less, in the East, the feat is certainly worthy of record.

A late telegram announces the sale of the steamer *Fe-Loong* to the Japanese for $75,000.

CHINA.

SHANGHAI.

The P. and O. mail of 10th September arrived out on the 29th, and the French mail of 17th on the 4th Nov.

The community has been intent on amusement of various kinds since the departure of the last mail, and we have consequently little local news to record. The boat races held on the 26th and 27th October were tolerably successful; but one event, the eight-oar international match, between English and Americans, completely overshadowed the rest. The defeat sustained by the former will, no doubt, stimulate the boating portion of the English community to improve their style and condition next year, in the hope of retrieving their lost laurels. The races which followed immediately on the regatta were successful as regards ponies, but a lamentable failure as regards horses. In fact, so great disgust was expressed at the utter absence of competition for the various prizes, and a very shady transaction connected with the Bachelors' Cup, that we anticipate a change in the programme for next meeting, in favour of ponies and to the partial exclusion of horses. The following are the winners at the Shanghai races:—

FIRST DAY.—Maloo Plate, Fleur de Lis; Cathay Cup, Sir William; Maiden Stakes, Peep o'day Boy; Eastern Cup, Ramornie; Wangpoo Stake, Brick Tea; Flyaway Stakes, Anecdote; Celestial Cup, Fleur de Lis.

SECOND DAY.—Northern Cup, Fleur de Lis; Champagne Cup, Lawyer; Selling Stakes, Omnia in Omnibus; Bachelors' Cup Sir William; Champion's Plate, Fleur de Lis; Autumn Vase, Exeter; Farmers' Plate, Birdlime.

THIRD DAY.—Yang-king-pang Handicap, Birdlime; Lee-ching Handicap, Exeter; Consolation Plate, Mammon; Farewell Cup, Exeter; Steeple Chase, Kangaroo; Helter Skelter, Tulips.

The Viceroy has left to take the field against the northern Nien-fei, in conjunction with Tsenkwofan. The latter is to march against them from the east, while Li attacks them from the south, and a third army assails them from the north-west. It is hoped thus effectually to crush them, though they are reported to be in considerable strength. Not content, however, with internal quarrels, his Excellency is said to contemplate a struggle with the Americans, on some imaginary quarrel of which the United States authorities ignore the existence. Certain it is, however, that he has armed his batteries and concentrated his troops in favourable positions to oppose a force coming up the river should such an one arrive. We imagine, however, that the expected enemy is a spectre conjured up in Li's imagination, and is likely to dissolve as suddenly as it has arisen.

The returns of trade for the month of September have been issued by the Imperial Customs. The most noticeable feature in that for Shanghai again consists in the large increase in the import of Grey Shirtings over the same month last year, there being an excess of no less than 200,000 pieces; while the returns for August showed an increase of 100,000 pieces. The quantity of Grey Shirtings imported in September is 236,000 pieces against 20,000 pieces in 1865. Of T-Cloths 37,282 pieces were imported against none in September last year; 20,000 pieces of Grey and 4,000 pieces American Drills appear this year also against nil in same month of 1865; and 12,000 pieces of Camlets in 1866, against 8,000 in 1865; while the quantity of Long Ells is noteworthy, being 24,380 pieces in September, 1866, against 7,000 in September, 1865. Of rice, only 3,000 piculs are imported during September this year, against 47,000 piculs last year. The re-exports of Grey Shirtings for September amount in all to 144,578 pieces, thus making the increase by import to the stock during that month about 91,000 pieces, from which has to be deducted the local consumption for Shanghai. Of the re-exports 84,798 pieces go to Tientsin, 39,080 to Hankow, 13,550 to Chefoo, and the balance to other ports. In T-Cloths 22,000 pieces are re-exported against 37 000 imported. Of the re-exports 10,000 go to Hankow and 5,000 to Tientsin. Long Ells 15,700 pieces are re-exported of which 12,760 go to Hankow and 2,588 to Kiukiang.

At the meeting of creditors in the estate of Rowley Miller, Mr. Myburgh, who appeared on behalf of the petitioners, stated that the creditors did not desire to appoint an assignee, if the official assignee would undertake the management of the estate. Mr. Lawrence, who appeared as attorney for the official assignees

Digitized by Google

of the Commercial Bank, handed in claims for sundry promissory notes, aggregating taels 88,179.35, which were admitted, with the exception of taels 25,000, for which the bankrupt pleaded that no consideration had been received, he having put his name to the note merely as a favour to the late Mr. Wiggins. The question was held over for decision by the Court.

We are glad to hear that the first instalment of the money for the purpose of erecting a lighthouse has been received by the Commissioner of Customs; and that a meeting between the Treaty Consuls and the Taoutai with reference to the selection of a site will be shortly convened. We believe there is little doubt that the Amherst Rocks will be selected, and we understand that the lighthouse is to be purchased in England under the auspices of Mr. Hockly, the Harbour Master, at present there on leave.

The ratified copies of the Belgian Treaty have been exchanged by H. E. Baron Kint de Roodenbock, on the part of H.M. the King of the Belgians, and H.E. Kwo, acting Futai at Keangsoo, on the part of H.I.M. the Emperor of China; Dr. Winchester, H.B.M. Consul, Mr. Morel, and Messrs. Stronach and King, of H.M. Consular service, attending. The exchange was followed by a banquet at which some very eloquent speeches were made.

The most interesting announcement in the report by the Finance Rate and Appeal Committee of the Shanghai Municipality is that a step has been made towards reducing the municipal debt. The recommendation that tls. 1,526 be written off as a bad debt, and tls. 2,160 carried to suspense account, pending the institution of legal proceedings, is less satisfactory. The two principal defaulters appear to be Mr. E. M. Smith and H.I.C.M. Customs; the claim against whom amounts, in the aggregate, to tls. 3,030 out of the tls. 3,686 in arrear. Mr. Smith, we believe, refuses payment on account of alleged illegal action by the Council in 1864, in collecting gambling house and brothel licences, and injury which, he avers, he sustained thereby. The Custom's object on the ground that the Emperor of China should not be taxed on his own soil; but appear to overlook the fact that the police protect the Haequan bank; and that the Customs officers have all the advantages of draining, lighting and other municipal arrangements. The Council have apparently resolved to abandon a portion of this claim, and to sue for the remainder. Much more to be regretted, however, is the statement that five Prussian subjects decline to contribute towards an institution of which they, notwithstanding, claim all the advantages. We are not told the ground of defalcation; but presume they rely on the judgment delivered by Mr. Tettenborn in December last, denying the liability of householders. His Prussian Majesty's Consul-General, it will be remembered, upheld Messrs. Oppert and Co. in a similar resistance to a municipal claim, on the ground that the Land Regulations empowered the land-renters to tax themselves only, and applied in no way to tenants of houses. On the land-renters, he ruled, "rests the responsibility of paying the taxes, which they have no right to levy on tenants of houses who are in no other connection and under no other obligation as regards their landlords than are contained in their deeds and mutual agreements." This decision may be logical, and in accordance with the wording of Article X. of the regulations; but it is little to the credit of the gentlemen named that they avail of its support. Clearly, however, as the Municipal Council imply, if householders are not liable to taxes, they cannot claim the benefits arising from their expenditure; and the gentlemen who have taken up this position will be fitly punished, in case of burglary, by being left to their own resources.

HONG KONG.

The mail of 26th September arrived out on the 7th November. Latest dates are to the 15th.

(FROM OUR OWN CORRESPONDENT.)

No event of special importance has disturbed the tenor of the past fortnight, not even in the piracy or murder line. His Excellency the Governor continues earnest in the endeavours he has given such plentiful evidence of exerting for the amelioration of the local Government, and is understood to be anxiously awaiting the arrival of sanction for the introduction of the new ordinances for the better government of the colony, including the Stamp Act, the excitement respecting which is already half forgotten. Hong Kong residents in England will doubtless take interest in the trial of the great "hotel case," as it is called, of which the newspapers will take home full reports. The decision of the Supreme Court (under the presidency of the newly-appointed Chief Justice, Mr. Smale), by which the action of Mr. Douglas Lapraik's attorney, John S. Lapraik, in subscribing for certain shares in the new Hotel Company on behalf of his principal, is held binding, will have the effect of giving new life to the scheme—so long in abeyance—which is to furnish Hong Kong at length with a decent hotel, and which, if kept free of jobbery and gross mismanagement, ought to prove a paying speculation. No remark is more frequently made by strangers here than an expression of surprise at the utter absence of an hotel at which transitory visitors can get a comfortable lodging. The want will be largely increased next year on the opening of the steamline to San Francisco; which, by the way, will undoubtedly affect in a very noticeable manner the receipts from passenger-traffic on the part of the existing lines. The announcement recently made in the Indian newspapers that the P. and O. Company intend putting on only one "through" steamer monthly between Hong Kong and Suez, leaving the intermediate mail to be transhipped at Galle as heretofore, has been unfavourably discussed here; and it appears incomprehensible that the company should be content to see the Messageries line establish itself so firmly as the favourite for shippers as well as for passenger traffic. That the Pacific Mail Company will get a large and very important share of the business in this respect cannot be doubted, whilst, as regards Japan, their direct line between Yokohama and Hong Kong is likely to ensure to them something like the monopoly of the goods traffic which is at present carried round *via* Shanghai by the existing lines.

Apropos of steam-lines, a trick peculiarly characteristic of Brother Jonathan is reported in connection with the competition on the Canton River, which recently ceased on the retirement of the American house of Russell and Co., who sold their steamers to the Hong Kong, Canton, and Macao Steamship Company, and entered into an engagement to refrain from farther opposition during a period of six years. Scarcely was this signed, sealed, and delivered, however, than (it is said) one of the partners in the firm proceeded to Shanghai and made active efforts there for the formation of a new company in order to commence anew the ruinous game of competition; but the times are unfavourable to the risking of money on such very doubtful ground, and the project has remained unaccomplished. The Steamship Company are netting fair receipts by their daily line between Hong Kong and Canton, and also between this place and Macao, but their shares remain depressed, with no prospect of a speedy dividend.

A very curious proposition has been brought forward, I hear, by the French Consul at Canton, who has endeavoured to obtain from the Chinese authorities there an authorisation for some French or Swiss subjects to establish a silk weaving factory near the city, to be supplied with machinery from France and worked by natives who would, of course, require to be instructed in the handicraft. Considering the anxiety always manifested by the French Government to foster the interests of the silk weaving population of Lyons, Mulhouse, &c., it seems strange that an official attempt should be made towards establishing a competition with home industry. The Chinese authorities are reported, however, to have declined to accede to M. de Trenqualye's request.

The notification of the blockade of the River Saoul in Korea is just published, as is also an account of the proceedings of the French squadron, which gives even a more decided idea of the utter poverty of the country than was before entertained.

I must not omit to mention the arrival here of the speculative Dr. McGowan, not unknown to many of your China readers, who turned up recently from San Francisco with a pocketful of plans, &c., for telegraphs and railways "to everywhere" in China. Everybody is a commissioner for something nowadays, and the reverend doctor is commissioner for the Eastern Asia Telegraph Company of New York, on whose behalf he is to negotiate concessions for all sorts of things. As a U.S. citizen, there is a strong probability that he may succeed. The Yankees have been 'cute enough to adopt the *Civis Romanus sum* policy which their admirers in England have grown too enlightened to approve any longer.

Macao continues to batten on the iniquitous coolie traffic, and it is reported that some 20,000 victims have already been despatched to Havana. The newly arrived Governor, Mr. Horta, made a *pro forma* visit to the coolie ships the other day, and was much taken aback when upwards of one hundred poor wretches, in despite of the careful preparatory drilling from the crimps, declared their unwillingness to be sent abroad. The

Digitized by Google

cream of the story is that, after being landed, these poor wretches were (instead of being liberated) sent to *work in the chain-gang* on the plea of having deceived the coolie-brokers! The force of ingenuity could surely no farther go!

The residents of Hong Kong, both European and Chinese (but especially the latter), have to deal with a determination on the part of the Governor which seems to bewilder them. The energetic steps taken to suppress piracy, and to mitigate the notorious filth of the Chinese portion of the town, have formed the subject of another memorial to Sir Richard MacDonnell from the Chinese residents, but couched, this time, in most respectful and even deprecatory language. The memorial commences with a free acknowledgment that the strong opposition offered to the late ordinances was, in effect, childish and ridiculous, and that so far from being "obstructive and obnoxious" the said ordinances cannot fail to be eventually beneficial to the colony. At the same time, the petitioners pray for certain modifications of them. They complain that in the "Harbour and Coasts Ordinance," no distinction is made in favour of passenger or provision junks either as to licensing, or regulations on arrival and departure; and represent that restrictions which are perfectly necessary with regard to other vessels, as a check on piracy, ought to be relaxed in favour of these, as they make as many as 120 short trips in the year. They also represent that it is unjust that a breach of certain laws by a junk-master should entail forfeiture of the vessel, as the master is only a paid servant, for whose transgression the owners, they say, ought not to suffer. Passing on to the "Health ordinance," the petitionsrs complain of the inconvenience and loss of time entailed on native householders by the rule compelling them to register all occupants of their houses, which rule they assert is rendered especially onerous by the migratory character of the population. They also consider it unjust that householders should be held responsible for the sins of their tenants in the way of illegal sales of spirits, prostitution, and gambling. Lastly, the regulation authorising the seizure of adulterated, tainted or unwholesome food has roused the apprehensions of the memorialists regarding the safety of certain "condiments" which are, they say, necessary to themselves, although their peculiar odour might caused them to be regarded with suspicion by European inspectors. The memorial winds up with a somewhat constrained assent to the justice of the Stamp Act, and an apparently hearty tribute to the wisdom and good intentions of the Governor.

The "Memorandum" issued by Sir Richard in reply effectually demolishes the difficulties of the petitioners, *seriatim*. It points out that the frequency of the voyages made by passenger and provision boats is no reason for excepting them from dues, as the more trips they make the larger must be their profits. With regard to the penalties entailed by infringements of the law, it is shown that if the owners and masters are honest, they can easily obey the law; besides, where the ordinance bears hardly, there is always an appeal to the Governor. Native householders are informed that as they must necessarily possess a list of their occupants, by which to collect the rents, it can be no hardship to have to furnish a copy of it to the registrar. As to the offences for which they are held responsible, they can, if they choose, easily prevent them. And as to the various sorts of nastiness which they dignify by the name of "condiments," these will be exempted from the category of nuisances. So it is to be hoped the native residents will accustom themselves to the new order of things as quickly as possible; for his Excellency evidently means to be firm, and what they doubtless lament over as "the good old times," are gone—for ever.

The *Overland China Mail* has the following in reference to a new line of steamships, which it states is about to be established between Panama and Hong Kong, by some French capitalists:—"Each new steam line established appears to be only the herald of another. Before the Japan and China steamers from San Francisco are even started, it is announced that the French are planning a new line across the ocean, from Panama to Hong Kong, and there, doubtless, to effect a junction with the Messageries Imperiales steamers from Japan and Shanghai. It is clear to see that this route, if established, will prove the shortest between France and China, and probably the most comfortable for travelling in the world. The steamers will run across the ocean, avoiding the extremes of cold and heat. The competition for the China and Japan trade, which is increasing every year, will lead to rival lines ere many years and none will promise greater success than that proposed by French capitalists."

The new swimming bath was opened on the 2nd November in the presence of a very large number of people. The Governor came down shortly after four and was received by the committee at the entrance. He was then shown into the east waiting room which was immediately afterwards wedged as full as it could be, the visitors crowding outside round the door at both ends. To an address read by Mr. William Gibb, the Governor replied:—

"Gentlemen,—Having been much occupied all day till within the last hour, I confess I was much embarrassed, when I suddenly came to reflect on the part which I had undertaken—to open a bathing establishment! It has fallen to my lot in the course of the various Governments which I have had the honour to administer, to open various public institutions, to turn the first sod for railways, lay the foundation of docks, and even open a skating rink, but I admit I was greatly at a loss to know what was expected of me on this occasion. I hardly supposed you could have looked forward to my plunging headlong in the tide, like Horatius Cocles when he had hewn down the bridge that offered the enemy a safe road to Rome. On the contrary, when I reflected on the great exertions of my friend, Mr. William Gibb, to promote the construction of this useful and almost ornamental addition to our institutions, I felt that such special distinction should be reserved for him—and such is my opinion of his merits, that I venture to prophecy if we now fling him in, and if there be room for improvement in his appearance, you will find that *merses profundo pulchrior evehit*. Seriously, however, it is a gratification to mark the energy with which the citizens of Hong Kong, when they set their minds on any especial object, carry it out."

The Convict-hulk at Stonecutters' Island has been broken up, and the place now ceases to be prison territory. Victoria Gaol is now the only penal establishment for China, and it is certainly one of the finest to be found in any country. The number of prisoners accommodated within its walls yesterday evening was about 750, with wards still unoccupied. Altogether, we believe, the number now in gaol, including warders turnkeys, &c. is over 800 persons.

We learn that the licence hitherto held by certain persons in Hong Kong to engage coolies for emigration to Surinam, has been resigned by the holders to the Dutch Consul.

By the *Sea Serpent* from San Francisco, Dr. McGowan arrived as agent of the East India Telegraph Company (recently incorporated in New York), who comes to China empowered to open telegraph lines throughout China, so far as the consent of the Government can be obtained. The *Sea Serpent* also brings an agent of the Pacific Steam Navigation Company, who comes out to establish the China line of steamers and the *New York Herald's* correspondent Mr. Westfall.

The steamer *Catherine Apcar*, on her voyage from Singapore to Hong Kong, ran on the "Royal Charlotte" shoal, where she remained 24 hours, and was obliged to throw overboard about 2,000 bales of cotton to enable her to float off.

FRENCH EXPEDITION TO KOREA.

The French expedition to Korea, of which the surveying party whose operotions were described last mail was merely the *avant courier*, has now reached Kanghoa. At the latest date there seemed hopes that the native King was about to attempt some resistance, the futility of which might lead him to make arrangements with his visitors which would be beneficial to commerce generally, and the spread of civilisation; but though the French were in possession of the town of Kanghoa, they had not, up to the latest dates received, come in contact with any person of sufficient importance to treat. The expedition sailed on the morning of October 11th from Chefoo, and included seven vessels large and small. After anchoring amongst the Jenieres islands the fleet weighed on the 13th, and on the afternoon of that day anchored at the entrance of the Kanghoa river. Here the three large vessels, the *Guerriere*, *Primaguet*, and *Laplace* remained, while the other four, towing the landing party in the barges, went up the river on the 14th, the gunboat *Tardif* leading the way, and another gunboat, the *Breton*, bringing up the rear. Before reaching the town the expedition had to pass eleven small forts, but these appeared to have been deserted, and there seemed so little danger that one of the vessels, the *Kienchan*, which went ashore on a sand bank, was left to follow the others at her leisure. At the appointed place

Digitized by Google

400 men were landed, no resistance being offered and only a few natives, attracted by curiosity, alone being in sight. The invaders took possession of some heights overlooking the town of Kanghoa, and destributed themselves about amongst the scattered hamlets in the neighbourhood. While thus encamped they were visited by an old Mandarin, who being apparently a person of importance was taken to the Admiral's ship. His behaviour, however, is said to have been defiant and unbecoming, and he is said to have defended the murder of the missionaries. The priest, Father Ridel, was the interpreter on this occasion, and may possibly have rendered the Mandarin's language in an unfriendly spirit; but whether this was so or not, the French Admiral would not listen to anything from so untamed an emissary, and "abruptly dismissed" him at once, giving orders for an attack on the town.

Next day the troops forced an entrance into Kanghoa, a walled town, apparently where some resistance was offered by the Korean guard of the gate which was attacked. Only three of the natives were killed, however, and none of the French even wounded. The officer in command of the attacking party surveyed the city, destroyed some defensive works, and returned to head-quarters on the heights. During the night the inhabitants disappeared, taking with them to the hills as much of their property as they could carry. The next day, the 16th, the Admiral made a formal entry into the city, the only natives seen besides some who were made prisoners, being a few men, who, when the principal gate was burst open were seen running away in the distance. At the Yamun the prisoners were questioned, and stated that the Mandarin had persuaded the inhabitants to fly. Very little general plunder was obtained by the French soldiers, though they seemed to have received permission to go about looting; but the Government money chest, containing 190,000 francs worth of silver ingots, was discovered after a prolonged search, and seized by the commanders of the expedition. The town is in fact a small and miserable place, capable of holding only about 10,000 inhabitants. On the 19th a deputation was seen on the river banks, making signs to the ships; and on being brought on board the flagship proved to have a letter from the "Viceroy and Military Commandant of the Korea," who wrote on behalf of the King, and proposed that the Admiral should come to the capital and negotiate. In reply, the Admiral wrote, stating that he required the punishment of the three principal Ministers who had instigated the murder of the missionaries, and that a person should be sent to him with full powers to treat. Up to the latest advices no answer had been received from the native Government, but it was rumoured that an army of 15,000 men was coming down from the capital to attack the expedition. Meanwhile the inhabitants of the town and the country people were gradually returning, and the French apparently waiting for something to take place.

Later intelligence by telegram announces the defeat of the French and their return to Shanghai.

SIAM.

BANGKOK.

The 7th October was the day fixed for renewing the oath of allegiance to the King of Siam. All Siamese princes, lords, nobles, petty magistrates in and about the city, had then to go with each his retinue, numbering from ten to fifty, and drink water and sprinkle their faces with that in which stood swords, daggers, spears, guns, etc., with which the King executes vengeance upon them who rebel against him. The priests are all excused from this service by virtue of the sanctity of their office. Many thousands were out in their best attire on that day.

After the ceremony his Majesty left Bangkok for the city of Nakawn Sawan, where he remained six days and carefully ascertained the exact latitude and longitude before returning to Bangkok. It appears that the King spends a considerable portion of his time in thus "measuring the sun," as the Siamese term it.

The 18th October was the sixty-second anniversary of his Majesty's birth. On the evening of that day the resident consuls and clergy were invited to dine at the palace. The invitation to the foreign merchants and the missionaries was deferred until the next day, the King being desirous of imitating European customs in every particular, and considering it inconsistent with the etiquette of the Western nations for the higher and lower ranks to mix together at the same table.

From the *Bangkok Recorder* we learn that gas has been introduced into the city for the first time, and is at present in operation at the rice mill of Messrs. Scott and Co. The same journal goes on to say:—"It is said that gas light can be made much less expensive for large establishments in this city than oil light. This consideration, aside from many others in its favour, is a weighty one, since we have to pay $3 for twenty catties of cocoanut oil. We beg to inquire again, is there no relief from the oppression we suffer in the article of lamp oil? How is it that petroleum cannot be imported with profit to the importer and with advantage to those who have long been paying exorbitant prices for cocoanut oil?"

MALACCA STRAITS.

SINGAPORE.

The London mail of the 10th October arrived out on the 12th November, and the French mail of Oct. 17 on the 22nd, the day on which the present homeward mail left.

The *Straits Times* says:—"The past fortnight has been barren of any events of interest if we may except the Autumn Races which commenced on the 13th November, and occupied three days, furnishing some very excellent sport as well as affording a very pleasant break in the routine of business. Although many horses during their training for the races succumbed, nevertheless the sport exhibited fully realised the most sanguine expectations. A meeting of the Agri-Horticultural Society took place in the Exchange Rooms on the 19th current, on which occasion H.H. the Governor presided. It is satisfactory to know that these gardens, which form one of the chief attractions in Singapore; have been, and are still, well supported by the public, and a not less praiseworthy feature is that Government—which is not generally noted for its liberality—has on this occasion handsomely acceded to the request of the committee, and been pleased to grant an increased monthly allowance towards the keeping up of these gardens, and have also allowed the free services of a number of prisoners from the House of Correction.

"Politically speaking there is no news of importance. It is just possible that ere long our Government may make an effort to increase our territories in the Malayan peninsula by annexing Kassang—which is famous for its tin mines—to Malacca. A rumour is prevalent here at present that efforts are being made to dispose of Kassang to the Tumongong of Johore, and unless Government take the matter in hand at once and make some arrangements for the purchase of it—the Sultan being badly off for funds—it is very probable that they may lose the chance and be as easily deprived of Kassang as they were of Johore some years ago."

The *Singapore Free Press* says:—"We believe that the Hon. the Governor is now the senior colonel of the Indian army, and by every mail from India we expect to see him gazetted a major-general. We understand that the Governor is intending at the beginning of next year to take a trip home for six months. Colonel Man, we believe, is to officiate as Governor during the absence of Colonel Cavenagh. The following changes no doubt will take place:—Colonel Macpherson will be Resident Councillor at Penang, Major Burn, Resident Councillor at Singapore, and Captain Playfair Resident Councillor at Malacca.

The Prussian schooner *Ceres* had arrived at Singapore totally dismasted. It appears that she left Hong Kong for Ningpo on the 6th October with a cargo of rice, and on the 19th experienced a very heavy typhoon in the China sea, which totally dismasted her; she bore up for Singapore under jury-masts, and was drifted by the force of the current some miles to the westward of Singapore, and was ultimately towed into port by the tug steamer *Enterprise*.

The "Bon Accord" dock has been opened; and a salute was fired from the *Bintang* which has had the honour of being the first boat admitted. We are sorry to record, however, that the captain's son was slightly wounded during the firing of the salute.

The first and second mates, and part of the crew of the British ship *Ellen Rodger*, which was wrecked a short time since north of Gaspar Straits, arrived at Singapore on the night of the 19th of November, in the Dutch steamer *Vice-President Prince*.

LATEST TELEGRAMS.

(VIA GALLE, RECEIVED DEC. 24.)

HONG KONG, NOV. 25.—Gray shirtings, 6¼ catty, $3 65c.; water-twist, $190. Tea quiet. Exchange on London, 4s. 6¼d.

SHANGHAI, NOV. 18.—Tea—Congou active and advancing. Silk—large speculative sales. No. 3 Tsatlees, $500. Export

Digitized by Google

to date, 24,500 bales. Exchange on London, 6s. 4d. Freights —tea, £2.

(VIA GALLE, RECEIVED DEC. 24.)

HONG KONG, DEC. 1.—It is currently reported that the French expedition to the Korea has been beaten off at Kunghan, with the loss of 45 men. The fleet had returned to Shanghai. No change in above quotations.

(VIA KIACHTA, RECEIVED DEC. 25.)

French evacuated Korea. Expedition total failure. Natives elated. European prestige much injured.

ADMIRAL KEPPEL'S FLAGSHIP.—The *Rodney*, 78, 500-horse power, fitting in the steam basin at Sheerness for the flag of Vice-Admiral the Hon. Sir Henry Keppel, K.C.B., Commander-in-Chief in the China squadron, is complete in her rigging, but there is a considerable amount of work still remaining to be finished on board before she is ready for the pennant.

Births, Marriages, and Deaths.

(Announcements for Subscribers are made free of charge.)

BIRTHS.

ANTROBUS—On the 17th Dec., at 65, Eaton-square, the wife of H. Lindsay Antrobus, of a daughter.
BOLTON—On the 14th Nov., at Singapore, the wife of C. J. Bolton, Esq., of a son.
GEIGER—On the 18th Nov., at Singapore, the wife of H. W. Geiger, Esq., of a daughter.
LIND—On the 15th Dec., at 16, Somerset-street, the wife of J. B. Lind, Esq., Capt. and Brevet-Major, 31st Regt., of a son.
MOSES—On the 13th Nov., at Singapore, at his residence, Hill-street, the wife of C. Moses, Esq., of a son.
TOWSE—On the 19th Dec., at The Limes, Eldon-park, South Norwood, the wife of William Wrench Towse, Esq., of a son.

MARRIAGES.

JAMIESON—NOTMAN.—On the 26th Oct., at the British Consulate, Ningpo, by the Rev. Jarvis D. Valentine, William B. Jamieson, Esq., to Jeanie Mery Simpson, second daughter of David Notman, Esq., late of Edinburgh. No cards.
MCCABE—LEDGER.—On the 18th Dec., at All Souls' Church, Langham-place, by the Rev. C. Mearer Powell, B.A., John Langdon, only son of Mr. John McCabe, Marquis-road, Canonbury, to Eliza, elder daughter of Mr. Frederic Ledger, proprietor of the *Era* newspaper, and of Camden-road-villas. No cards.
STEAINS—BOUSFIELD.—On the 18th Dec., at St. Bartholomew's, Sydenham, by the Rev. W. H. Harke, cousin of the bridegroom, assisted by the Rev. Charles English, incumbent of St. Bartholomew's, and the Rev. Henry Stevens, incumbent of Holy Trinity, Sydenham, Arthur Steams, jun., of Springfield, Dulwich, eldest son of Arthur Steams, Esq., the Mount, Forest hill, to Mary, youngest daughter of Thomas Bousfield, Esq., of the Elms, Itfield, Sussex, and Summerfield-house, Forest-hill, Kent.

DEATHS.

BONNEY—On the 1st Nov., at Shanghai, Alexander Bonney.
BOYD—On the 28th Oct., at Shanghai, suddenly, Mr. J. G. Boyd, late of Singapore, aged 43 years.
CONDAMINE—On the 4th Nov., Henry de la Condamine, aged 29 years.
FRASER—On the 28th Oct., at the Government Civil Hospital, Hong Hong. George Fraser, seaman unemployed.
HALKET—On the 23rd Dec., at Newcastle-upon-Tyne, Richard Forbes, twin son of Richard Webb Halket, Esq., of Hankow, China, aged nine months.
HOWARD—On the 13th Aug., on his passage from Shanghai to Australia, of a sunstroke, Chasem re Howard, Commander of the ship Bridgetown, second son of Fred. Robt. Howard, of Ardingly, Sussex.
PEASE—On the 4th Nov., at Shanghai, Mr. Edwin J. Pease, of Massachusets, United States.
SCHMIDT—On the 26th Oct., at Hong Kong, drowned while working aloft on board the Hamburg barque Bravo, Adolf Schmidt, aged 21 years.

EXPORT OF TEA AND SILK TO GREAT BRITAIN.

1866-67.

	From Kanagawa.	From Shanghai and Hankow.	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales.
From June 1, to Oct. 31, 1866	215167	41081136	33072224		9169323	83537850	22616
Corresponding period last season.....	1722939	34358515	33940800	747261	7769973	78539511	44458

NEW SEASON'S EXPORT.

Ship.	From.		
Nov. 1 ... Invincible	... Foochow	... 826,600	
— 15 ... Orissa (mail str.)	... Shanghai, &c.	... —	3,540

TO UNITED STATES.

							Pcls.
From June 1 to Oct. 31, 1866	...	...	...	...	...	10032346	191
Corresponding period last season.....	...	...	...	...	...	8401388	...

NEW SEASON'S EXPORT.

Ship.	From		
Nov. 1 ... Acapulco	... Canton	... 99,400	15
— 4 ... Gresham	... Amoy	... 1,051,410	

TO THE CONTINENT.

							Bales.
From June 1 to Oct. 31, 1866	...	...	...	...	...	957500	...
Corresponding period last season.....	...	...	...	...	...	1986640	...

SHIPMENTS SINCE.—None.

TO SAN FRANCISCO.

							Tea pkgs	Boxes
From June 1 to Oct. 31, 1866	...	...	...	...	...		35733	25
Corresponding period last season.....	...	...	...	...	...		17595	405

SAILED SINCE.

Nov. 5 ... William Wilcox 166
— 7 ... Viscata 69

TO AUSTRALIA.

From June 1, 1865, to Oct. 31, 1866 7,169,338
Corresponding period last year 4,650,935

SAILED SINCE.

Nov. 12, James Longton ... ... Hong Kong ... 44,440

TO GREAT BRITAIN.

	Tea—lbs.	Silk bales. China & Japan.
From 1843 to 1844.....	51,022,000	...
„ 1845 to 1846.....	57,334,000	18,604
„ 1850 to 1851.....	63,972,000	22,143
„ 1853 to 1854.....	77,527,800	61,280
„ 1855 to 1856.....	92,240,300	50,480
„ 1857 to 1858.....	76,990,255	66,311
„ 1858 to 1859.....	65,789,792	88,13
„ 1859 to 1860.....	85,560,452	64,16
„ 1860 to 1861.....	90,006,160	70,644
„ 1861 to 1862.....	109,854,040	79,199
„ 1862 to 1863.....	121,273,580	72,884
„ 1863 to 1864.....	117,463,586	46,605
„ 1864 to 1865.....	121,236,870	32,317
1865 to 1866.....	115,333,042	62,599

EXPORT OF SUNDRIES TO GREAT BRITAIN.

	Cotton Piculs.	Wool Piculs.	Camphor Piculs.	Cassia Piculs.	Aniseed Oil Boxes.	Japan Wax Piculs.
From June 1 to Oct. 31, 1866 ...	2776	—	50	135	92	45

SHIPMENTS SINCE.—None.

TO THE CONTINENT.

	Cassia Piculs.	Aniseed Oil Boxes.	Camphor Boxes.	Preserves Boxes.	Galangal Piculs.	Crackers Boxes.
From June 1 to Oct. 31, 1866 ...	500	...	...	955	...	417

SHIPMENTS SINCE.—None.

TO THE UNITED STATES.

	Crackers Boxes.	Matting Rolls.	Fans Boxes.	Cassia Piculs.	Silk Pongees Pieces.	Wool Piculs.
From June 1 to Oct. 31, 1866 ...	106136	24325	2383	7079	2635	...

SHIPMENTS SINCE.

Nov. 1, Acapulco... 5700 ... 5274 ... — ... — ... — ... —

TO SAN FRANCISCO.

	Emigrants Number.	Sugar Piculs.	Rice Piculs.	Crackers Boxes.	Matting Rolls.	Opium Prepared Taels.
From June 1 to Oct. 31, 1866...	605		24674	5879	390	155600

SHIPMENTS SINCE.

Nov. 5, William Wilcox 64 ... — ... 3670 ... 197 ... — ... 21667
— 7, Viscata — ... — ... 1924 ... 2000 ... — ... 14344

TO AUSTRALIA.

	Emigrants Number.	Sugar Piculs.	Oil Piculs.	Matting Rolls.	Prepared Opium Taels.	Crackers Box
From June 1 to Oct. 31, 1866...	170	...	1217	2718		...

SAILED SINCE.

Nov. 12, James Longton— ... — ... 1252

The picul is 133⅓ lbs. weight; the tael at Shanghai is equal to 1 dollar and 40 cents and is divided into decimal parts of ten.

COMMERCIAL REPORT.

CHINA AND JAPAN EXPORTS.

TEA.—The teamen are still obstinately bent upon obtaining prices which merchants, in the face of advices from home, cannot possibly agree to, and the trade during the fortnight has been cramped. At Foochow the native dealers have shown a greater readiness than those of the other ports to accommodate themselves to the market, and transactions have been going forward freely, but at Shanghai scarcely anything has been done, except in Greens for the American market.

CANTON.—Country Congous: The stock has increased to 33 chops or 21,819 packages, with no settlements whatever to report; how long the teamen will be enabled to hold out is a question hereafter to be solved, but any offers of intending purchasers that exist at present certainly rule about 4 to 5 taels under teamen's present ideas. Country Greens: 5 chops or 3,800 packages have arrived, but musters as yet have not been put on the market. Among these are the well known chops Eu-Thie and Teen-Hing; reports are contradictory at present as to the quantity of leaf likely to come to the market this year. Canton-made Teas: Settlements of Scented Orange Pekoe for the fortnight are estimated at 3,000 boxes, costing 22 to 28 taels, and Scented Capers 3,500 boxes 19 to 26 taels. Some 2,500 boxes Gunpowder have been taken, the bulk at 20 to 22½ taels, and 100 boxes at 27 taels; the only other settlement is 200 chests

Digitized by Google

Imperial for the Continent at 19 to 22 taels. In Canton packed Congou there is nothing doing. Sales, &c., are reported as follows:—Country Congous, none; Scented Orange Pekoe, 3,000 boxes, at 22 to 28 taels; Scented Caper, 3,500 boxes, at 19 to 26 taels; Gunpowder, 2,500 boxes, at 20 to 27 taels; Imperial, 200 chests, at 19 to 22 taels; Country Greens, none.

AMOY.—Congou: This season's, crop is now exhausted. The few chops which remained in the hands of the teamen having been nearly all settled at prices slightly in favour of buyers.

FOOCHOW.—Oolong: About 23,000 half-chests have been taken for the New York market at taels 16 to 21 for inferior to fair cargo, and taels 22 to 26 for good cargo to superior grades. The settlements reported are 27,293 chests, 20,008 half-chests and 2,929 boxes at from taels 6.5 to 22.5; say 1,764 chests and 2,179 half-chests at taels 6.5 to 12, for Dust and Broken Leaf, 3,478 chests and 4,283 half-chests at tls. 12 to 15 for Common to Good Common, and 22,051 chests 13,546 half-chests and 2,929 boxes at tls. 16 to 22.5 for Flavoury to Good Flavoury. Souchong: Common to fair, 890 chests at tls. 17 to 22; Good to 2nd class (1st crop), 2,053 chests at tls. 26.5 to 30. Oolong:—Inferior to fair cargo, 21,000 half-chests at tls. 16 to 21; Good cargo to superior, 2,928 half-chests at tls. 22 to 28.

SHANGHAI.—Black Teas: The continued disastrous advices received from home, and the large stock at present on offer here, have caused an entire cessation of business in Congous. Only two chops have been settled since last mail, and they at rather lower prices. The stock is chiefly composed of common Oonams and Ningchow, for which 17 to 21 tls. (Lomion value) has been bid; holders, however, refuse to part with them except at 2 or 3 tls. above these rates. Settlements for the fortnight have been as follows:—663 chests fair Hohow, at 17 tls. per picul; 150 chests fair Oopack, at 23 tls. per picul; total, 813 chests. Green Teas: There is again a fair business in Fychows and Moyunes to report, solely for the American market. Prices have been very irregular, in some instances even above last quotations, but at the close of business fair to medium grades may be quoted one tael lower, whilst all good to finest chops are held for previous rates. These latter will no doubt be scarce throughout the season, for it is a noticeable fact that the favourite chops yet received are much smaller than in ordinary years. One chop of Pingsuey is the only settlement for the London market. Settlements have been as follows:—15,100 half chests common Fychow to finest Teenkai and Moyune at taels 33½ to 45 proportion; 1,200 half-chests fair Pingsuey, at taels 34 proportion; 1,100 half-chests local packed Fychow, at taels 28½ to 33 proportion; total, 17,400 half-chests.

HANKOW.—The market had continued very dull, settlements only amounting to 5,800 chests, 4,200 chests of which were taken for Russia, at 14 to 14.6.0 tls. per picul. Holders were storing their teas in foreign godowns, and seemed unwilling to accept any material reduction in prices.

KIUKING.—Black Teas: The only settlement is a small lot of 300 chests Hohow, at tls 20, the other arrivals going forward to Shanghai on native account. Quotations can only by nominal. Green Teas: 33,000 pkgs. had arrived, but holders of fine teas remaining firm the settlements, comprising nearly 11,000 half-chests, showed no general decline; 4,500 half-chests had been shipped to Shanghai on owner's account. Quotations were:—Moyunes, fine to finest, 35 to 39 tls.; common to medium, 30 to 35 tls.

YOKOHAMA.—There has been a very large business done in the Tea market, and prices have risen considerably, showing in several instances an advance of fully $2 to $3 per picul on the quotations given in the last report. The purchases have all been made for America, and consist principally of good medium to fine grades. Settlements are estimated at about 4,400 piculs. The quotations and stocks are as follows;—Good Common, $18 to 26, 800 piculs; Medium, $28 to 32, 4,000 piculs; Good Medium, $32 to 36, 1,000 piculs; Fine, $37 to 46, 1,000 piculs.

RAW SILK.—SHANGHAI.—A fair business has been done in China Silk, holders of anything but the very best chop Tsatlees being anxious sellers at a slight reduction in price. Arrivals from the country have been on a large scale, but were mostly composed of very inferior silk. The quotations are as follows:—Tsatlees, Chops No. 1, tls. 635 to 645 per picul; 2, tls. 615 to 625; 3, tls. 595 to 605; Market 3, 560 to 575; 4, 530 to 550; 5 and com., 475 to 520. Taysaams, Chops No. 1, 545 to 550; 2, 520 to 530; 3, 490 to 500; 4, 5, and com., 430 to 470. Yuenfas, No. 1, 570 to 580; 2, 540 to 550; 3, 510; 4 and com., 470 to 490. Hainins, 470 to 570; Hangchow Tsatlee, 500 to 510; Sewhings, 400 to 450; Laeyongs, 415 to 420.

YOKOHAMA.—There is no improvement in the quality of the supplies to report, and prices close at from $10 to 40 lower than last quotations. The really superior hank silks are not to be found at all, and the very few parcels that comparatively come under the head of best are held at extreme prices; in fact, the standard of quality is lower then it used to be. The settlements of the fortnight amount to about 700 piculs, and consist chiefly of the medium and inferior grades in hank silk, Oshio, Koshio, and Sodai. The arrivals have been about equal to the settlements, and the unsold stock consists of 450 or 500 piculs. It includes some Ida, Echezan, and Mashta, which have just arrived, and will be quoted in the next report. Arrivals of silkworms' eggs have been gradually decreasing during the fortnight, and holders have been eager to get rid at prices ranging from ½ boo upwards, of the inferior goods they had in hand. The season may be considered as virtually closed, and total settlements now fully amount to 800,000 cards. The quotations are:—Mybash and Sinchu, best, 900 to $950 per picul; do., medium, 820 to $880 per picul; do., inferior, 750 to $810 per picul.

DRUGS, &c.—Cassia Lignea is again rather dearer holders being firm at $19.25, and stocks are now reduced to 2,000 piculs. Settlements comprise 1,500 piculs for shipments to Germany with a smaller portion to New York. Cassia Buds firm at $41 to 42 but no business done; stock 30 piculs. China galls $13.50 to 13.75 with 100 piculs on offer, Vermilion $39 to 40 per box of 50 catties for prime quality. Gamgal $1.80, stock 300 piculs, but no demand whatever. Rhubarb is offering only in very inferior qualities, and is kept at prices far above the average of those ruling in London. Essential oils and Star Anniseed: None in the market.

CAMPHOR.—HONG KONG.—No sales reported and no supplies arrived. Nominal quotation $26 per picul.

CHINA GRASS.—SHANGHAI.—Some little demand for shipment to Ningpo has caused holders to continue extremely firm. Best Long White is extremely scarce, and is worth fully tls. 14.0.0 per picul; No. 2, tls. 11.5.0 to 12.0.0; Green, tls. 9.0.0 to 10.0.0. At Hankow the market was bare of best quality, and tls. 12.0.0 per picul demanded for second and third crop.

CHINA AND JAPAN IMPORTS.

SHANGHAI.

The more favourable advices received by telegram of the position of the Cotton Market in England caused more firmness on the part of importers, and for 8¼ lbs. Grey Shirtings an advance of 5 candareens has been established upon last quotations; 7 lbs. are as last quoted. For White Shirtings and T-Cloths the market is very dull, and prices drooping.

WOOLLENS.—Long Ells have further given way in value. Camlets and Spanish Stripes are also lower. Lastings are as last quoted, but sales are most difficult to effect.

At Hankow the demand for imports has continued to improve, but prices for plain cottons show no quotable change. Dyed fancy goods are wanted, but for woollens and worsteds the demand is still small. At Yokohama Grey Shirtings have been in active demand, at slightly higher rates, and deliveries have been unusually large; in other descriptions of manufactured goods there is no change for the better to record.

METALS.—Lead has continued in small request for shipment to Japan, but quotations exhibit no change. For iron the inquiry has been small excepting nail rod, which has met with fair attention at quotations. Quicksilver maintains its value

COALS.—The market has been quiet during the past fortnight. Arrivals have been small: 950 tons Cardiff and 1,090 tons Australians, and owners of cargoes to arrive show no inclination to accept present rates. Sales of Cardiffs have been effected at tls. 10.7.5, of Australian at tls. 8.7.5, of Japan at tls. 6.2.5, and of Formosa at tls. 6.0.0 per ton from godown.

HONG KONG.

An irregular market, showing a demand at some of the ports for imports neglected elsewhere, and a capricious inquiry has been shown by the transactions of the fortnight, but business all round has remained in an unsatisfactory state.

There is very little change in the character of the market to notice, and the only marked improvement which has been shown by the transactions of the fortnight has been an increased inquiry for Cotton Yarn, Nos. 16-24 have been in demand, and been placed to the extent of over 700 bales at prices ranging from $160 to 190 per bale. A small parcel of 38-42 has brought $255 per bale, and 60 bales of 28-32 have been placed at $200 per bale. Grey and White Shirtings have been almost entirely neglected. A large parcel of damaged T-Cloths have been sold by auction, but there is no general inquiry for that description of goods. Long Ells have been placed to a moderate extent at reduced rates, and in Metals a small business has been done at about previous rates.

YOKOHAMA.

We have to report an improved demand for imports. In Grey Shirtings a good business has been done at improved rates. Cotton Yarn is not in quite such active demand. Taffachelass has been rather more inquired for. Black Velvets, Turkey Reds, Dyed Spots, and Brocades are saleable at quotations. Camlets keep depressed, and in the face of large stocks we can hardly anticipate much improvement; we hear of some few transactions in Iron, but Lead is scarcely in such good demand.

Should the war with Choshiu terminate speedily we should hope ere long to see a better demand for most staples, especially as cotton is now so dear in the country. The only arrival from London is the Mere, with a general cargo.

EXCHANGES ON LONDON.

[For dates, see first page.]

		Bank.	Private.
At Yokohama	6 months' sight.	4s. 6¼d.	4s. 7½d. to 4s. 7¾d.
At Shanghai	6 ditto	6s. 2¼d.	6s. 3d. to 6s. 3¼d.
(per Tael.)			
At Canton, At Hong Kong, At Macao	6 ditto	4s. 6¼d.	4s. 6½d. to 4s. 7d.
At Singapore	ditto	4s. 6½d. to 4s. 6¾d.	4s. 6½d. to 4s. 7¼d.
At Manila	ditto	4s. 1d.	4s. 2d.

At Shanghai, bills on India, Rs. 301 per 100 taels. At Hong Kong, Rs. 219½ per $100. Bar Silver at Shanghai, tls. 111·2; at Hong Kong, 11¼ per cent. prem. Mexican dollars at Shanghai, tls. 73 80 per 100; and exchange on Hong Kong, 26 discount. Hong Kong and Shanghai Bank shares, old, 3 per cent. dis., new, 1½ per cent. dis.; Gas Company, 10 per cent. prem.; Hong Kong and Whampoa Dock, 15 to 20 per cent. prem.; Steam Shares, 8 per cent. dis.; Union Dock Company, 17 per cent. dis.; China Traders Insurance, 4 per cent. prem.

The latest telegram, dated Hong Kong Dec. 1, gives exchange at 4s. 6½d. and at Shanghai, 6s. 4d.

The following is from Sharp and Co.'s circular:—

GOLD.—The imports of this bullion to $540,000 and the outward shipments to $490,000, including those per Salsette on the 1st inst., and excluding those to leave to-morrow, which will be about three to four lakhs.

SILVER.—The market has been freely supplied with Bar and Sycee which has notwithstanding been eagerly purchased at advanced rates, the arrivals amount to $1,030,000 worth and the exports to $810,000 excluding the present mail for which many purchases have been made.

DOLLAR CURRENCY.—The imports of Mexicans are $300,000 and the exports $320,000. There will also be considerable shipments to India, the orders thence still prevailing to send nothing but bullion. So long as this demand can be supplied from the North with a profit to Hong Kong as at present, no inconvenience will be felt.

EXCHANGE.—There has been a slight decline from last rates, the amount of business being less than usual especially in rupees.

DISCOUNT AND MORTGAGES.—Money is still wanted at very remunerative rates for lenders, short discount commanding 10, and mortgages 12 per cent.

Digitized by Google

SHIPPING INTELLIGENCE.

ARRIVALS.

At YOKOHAMA.—From London, Oct. 26, Merse.

At SHANGHAI.—From London, Nov. 6, Albuera; from Liverpool, 5, Kate Carnie; from Cardiff, Oct. 29, Queen of the Ocean; from Sunderland, Nov. 7, Zodiac; from Newcastle, 7, Asphodel; from Hamburg, 5, Japan; (reported by telegram) from London, Peter Denny; from Sydney, Beemah.

At HONG KONG and CANTON.—From London, Nov. 7, Lobelia, Red Riding Hood.

At MANILA.—From Liverpool, Oct. 22, San Fernando.

At SINGAPORE.—From Newcastle, Nov. 10, St. Louis; from Cardiff, 11, Miaca (st.) 14, Samhiri.

At PENANG.—From London, Nov. 15, Algernon; from Liverpool, 22, Achilles (st.).

VESSELS EXPECTED.

From YOKOHAMA.—Thomas Dryden, Conference.

From NAGASAKI.—George, Margaret Campbell.

From HANKOW.—Mary Nicholson.

From SHANGHAI.—Nelly, Illimani, Lansdowne, William Melhuish, Charlgrove, John Paul, Knight of Snowdon, Marquis of Argyle, Trebolgan, Queen of the East, Antipodes, Helen Nicholson, Ann Adamson, Dartmouth, Polmaise, John Bull, Agamemnon, General Caulfield, Sir W. F. Williams, Juanpore, Red Deer, Onsuri, Janet Mitchell.

From FOOCHOW.—Monarchy, Naomi, Veronica, Louisa, Northfleet, Beautiful Star and Scawfell.

From CANTON.—Island Queen, Victoria, The Cedars, Kelso and Solent.

DEPARTURES.

From YOKOHAMA.—None.

From SHANGHAI.—For London, Oct. 30, Scindia.

From FOOCHOW.—For London, Oct. 24, Dunmail; 30, Ellenborough; 31, Fontenaye.

From AMOY.—For New York, Nov. 3, Gresham.

From HONG KONG and CANTON.—For London, Nov. 1, Samuel; for New York, Acapulco.

From MANILA.—For London, Nov. 7, Gilminar; for Cork, Oct. 31, Charlotte; for New York, 23, Arracan.

From SINGAPORE.—For London, (via Penang and Mauritius) 11, Ajax, (st.); 21, for Liverpool, Isabella.

From PENANG.—For London, Nov. 1, Rockliff; 14, Ajax, (st.); York for New York, Nov. 1, Teesdale.

VESSELS LOADING.

At YOKOHAMA.—For London, Corea; for New York, Lorton, Chaa Sze, Banda.

At SHANGHAI.—For London, Elizabeth Nicholson, Southern Cross, Camilla, Cissy, City of Quebec, Charlotte; for New York, Andreas, Antelope, Assyrian, Lady Louisa, Sea Witch, Edith Banfield.

At FOOCHOW.—For London, John Temperley, Banian, Gauntlet, John C. Munro.

At AMOY.—For New York, Florence Nightingale.

At HONG KONG and CANTON.—For London, Cheetah (full), Bankside, Cora Linn; for New York, Albert Victor, Charger, Powhattan.

At MANILA.—For London, Congress; for Cork, Vicksburg; for Cadiz, A Lloret; for New York, Asa Eldrige, Belvedere, Panther.

At SINGAPORE.—For London, John Rennie, Sree Singapura, Edmund Graham; for Liverpool, Bothwell Castle, Chili.

At PENANG.—For London, Amersham; for New York, Elizabeth.

FREIGHTS AND CHARTERS.

At YOKOHAMA.—To London, Cotton and Tea, £2 10s. to £3; Silk, £4 to £4 10s.

At SHANGHAI.—A limited business has been done. An attempt has been made to raise the rate for London to £2, but unsuccessfully; it remains £1 10s. per 50 cubic feet. For New York, £2 per 40 cubic feet. A telegram from Shanghai, however, dated Nov. 24, quotes rates advanced to £2.

At FOOCHOW.—To London, £2 to £2 10s.

At HONG KONG and CANTON.—Very little demand exists for tonnage, especially for coasting purposes. The following settlements, &c., are from the circular of George Holmes:—Victoria (Ham.), 352 tons, Rice Ports to United Kingdom or Continent, at £3 per ton; Caroline (Prussian), 266 tons, Hong Kong to Hamburg, £2. 10s.; to Bangkok and back, 32½c. to 37½c. per picul; Saigon to Hong Kong, 30c.; G. C. Lorenz Meyer (Ham.), 275 tons, Hong Kong to Saigon and back, $620 in full; unemployed vessels in Hong Kong, 55, representing 31,018 tons.

At MANILA.—The only transaction to note, is the engagement by the American ship America, for New York, of 400 tons sugar at $3 per 20 cwt., and hemp at $4 per 4 bales.

For a port in the United Kingdom, £2 for sugar and £2 10s. per 20 cwt., for hemp, could be obtained.

At SINGAPORE.—Freights continue exceedingly dull, tonnage in the harbour much larger then required, vessels on the berth for London and Liverpool, £1 15s. to £2 dead weight, £2 5s. light cargo.

At PENANG.—For London, £2 10s., light freight, £1; for New York' £2 10s. dead weight, £2 17s. 6d. light freight.

CASUALTIES.

FOOCHOW.

A naval Court was held on the 19th October, at Foochow, to inquire into the recent loss of the British barque Fanny, off Haitan Straits. The Court found that the ship drifted on to unsafe ground from the parting of her cables, and from thence on to the rocks, and that no blame is to be attached to the master, John Waters, or to the crew, but that on the contrary every exertion was made to save the ship, they remaining by her until their lives were in danger.

HONG KONG.

Captain Innes, of the steamer Teenchang, arrived at Hong Kong on Nov. 4, having lost his vessel on a passage to Amoy near Kiatsz, at which place he found a junk for Hong Kong, in which he and all his crew arrived safely.

SAIGON.

The Austrian brig Timavo reports having spoken the French ship Eugene and Adele, off Cape St. James, Oct. 14th, which reported having left Macao, Oct. 10th, bound to Havana with coolies, and that on the 11th the coolies revolted, killing the captain and severely wounding the mate and six men—five of the Chinese were killed, and several others jumped overboard. The French Government boats took her in charge, and sent her into Saigon until an inquiry can take place. The Timavo reports having had fine weather all the passage except a typhoon on the 23rd, in which she lost several spars, sails, &c.

VESSELS PASSED STRAITS OF SUNDA.

Date.		Ship.	From	For
Oct.	23	Indian Empire	Singapore	Mauritius
—	24	Unrivalled	Do.	Liverpool
—	26	Forerunner	Swansea	Hong Kong
—	—	Insulinde	Batavia	Amsterdam
—	—	Zeebloem	Do.	Do.
—	—	Addison	Sourabaya	Do.
—	—	White Squall	Singapare	Boston
—	27	Schroef Stom. Miaca	Hong Kong	London
—	—	Helen Nicolson	Shanghai	Do.
—	28	Polmaise	Do.	Do.
—	—	Margaret Campbell	Nagasaki	Do.
—	29	Benefactor	Yokohama	New York
—	30	Medoc	Macao	Havana
—	—	Solent	Hong Kong	London
—	—	Antipodes	Shanghai	Do.
—	31	Northfleet	Foochow	Do.
—	—	Marquis of Argyle	Shanghai	Do.
—	—	Beautiful Star	Foochow	Do.
Nov.	1	Johanna	Hong Kong	Buenos Ayres
—	—	Lota	Shanghai	New York
—	2	Tycoon	Do.	Do.
—	—	Spray of the Ocean	Hong Kong	Melbourne
—	3	Pegasus	Shanghai	New York
—	4	Maria Adolfina	Batavia	Amsterdam
—	5	Bengal	Manila	Sydney
—	6	Ousuri	Shanghai	London
—	—	Nederland	Passaroeang	Amsterdam
—	—	Light of the Age	Hong Kong	Callao
—	7	Hamilla Mitchell	Cardiff	Shanghai
—	—	Ferdinand Louis	Passaroeang	Amsterdam
—	—	Herald	Whampoa	London
—	—	Punjaub	Manila	Do.
—	—	John Richardson	Hong Kong	Algoa Bay
—	8	Dryden	Amoy	New York
—	—	Mindor	Boston	Batavia
—	9	Graafstroom	Batavia	Rotterdam
—	10	James Mitchell	Shanghai	London
—	—	A. Adamson	Do.	Do.
—	12	Gabrielle Alice	Singapore	Bordeaux
—	13	Felicia	Samarang	Amsterdam

COMMERCIAL POSTSCRIPT.

ARRIVALS NOT INCLUDED IN THE TABLES.—Dec. 20, off the Lizard, from Rangoon, Sleipner; 21, at Liverpool, from Manila, Benjamin Bangs; from Singapore, River Eden; at Queenstown, from Maulmain, Africa; 20, at Brouwershaven, from Batavia, Æolus; from Maulmain, Amity; at Zierikzee, from Batavia, Stad Delft; 25, at Deal, from China, Blencathra; 24, at London, from Zebu, Ravensbourne; 25, at Liverpool, from Akyab, Edward Oliver; 26, at Deal, from China, Wild Deer, Marion; at Falmouth, from Bassein, Cheribon; 27, at Liverpool, from Manila, Dezwaan.

DEPARTURES.—Dec. 24, from London, for Colombo, Spirit of the North; 21, from Cardiff, for Singapore, Freeland.

SPOKEN.—Joseph Willem, Batavia to Amsterdam, Nov. 8; Susanne, Bordeaux to Batavia, Nov. 18, 11 N., 27 W.; Anna, Newcastle to Batavia, Nov. 3, 9 S., 36 W.; Maria Eliza, Cardiff to Singapore, Oct. 14, 36 S., 16 W.; Sunbeam, London to Shanghai, Oct. 14, 36 S., 16 W.; Oberon, Cronstadt to the Amoor River, 52 N., 3 E.; Nagasaki (Dutch brig), Batavia to Amsterdam, Nov. 26, 28 N., 32 W.; Medea (Dutch ship), Rotterdam to Batavia, Nov. 17, 10 N., 23 W.; Holland (Dutch barque), Batavia to Rotterdam, Nov. 2, off Cape Agulhao; Alcyone (Dutch barque), Batavia to Amsterdam, Nov. 30, 18 N., 31 W.

CASUALTIES.—The Sir Lancelot, Robinson, from London to Shanghai, which put in at Falmouth on the 16th December, dismantled, after collision, has been surveyed, and commenced landing her cargo. The Pauline Constance Eleonor, v. Ingen, which arrived at St. Helena Nov. 22, from Batavia, had made much water during the voyage, but in port was comparatively tight; the master considered the leak to be in the topsides, and it was said that he had had them caulked. The Christina Maria, of Amsterdam, de Veer, from Batavia to Amsterdam, with coffee, sugar, indigo, &c., put into Port Elizabeth, Nov. 4, in a disabled state. On the 24th Oct. she encountered a heavy gale in lat. 32 S., lon. 31 E., which carried away her mainmast, foreyard, and chain plates, and sprung her foremast. Her cargo was being discharged; a small portion of it had been damaged by sea water.

At ST. HELENA.—Nov. 15, Elizabeth, Owen, from Penang, and sailed for London; 16, Marion, Laughton, from Foo-chow-Foo and sailed for London; 17, Holland, Gronbeck, from Batavia, and Aquarius, Altman, from Batavia, and both sailed for Amsterdam; Catherina, Wilhelmina, de Boer, from Batavia, and sailed for Schiedam; 18. Zaanstroom, Driest, from Batavia, and sailed 19 for Amsterdam; Conception, Tuton from Manila, and sailed 20 for Alicante; 22, Pauline Constance Eleonor, v. Ingen, from Batavia, and sailed 24 for Amsterdam; Hendrika, v. d. Valk, from Batavia, and sailed for Rotterdam; 23, Island Queen, Dickson, from Hong Kong, and sailed for London; 25, Scheveningen, Annokke. from Batavia, and sailed 27 for Rotterdam.

The Admiralty have invited tenders for the conveyance of 15 tons hospital bedding from the River Thames to Hong Kong.

Digitized by Google

BANKS AND COMPANIES CONNECTED WITH THE FAR EAST.

Peninsular and Oriental Steam Navigation Company, 122, Leadenhall-street.

Messageries Imperiales, Head office in Paris, R. W. and H. Horne, agents, 4, Moorgate-street.

China Steamship and Labuan Coal Company, Ethelburga House, 70, Bishopsgate street.

Netherlands India Steam Navigation Company, Gresham House.

Hong Kong and China Gas Company, 11, Old Jewry Chambers, J. H. Walduck, secretary.

Singapore Coir Company (Limited), J. M. Little, Esq., Agent, 92 Cannon-street.

Singapore Gas Company, 25, Poultry, Robert King, secretary.

Pacific Saw Mills, Hakodadi, Armitstead and Co., agents, 21, Old Broad-street.

Amoy Dock Company, Zulueta and Co., agents, 22, Moorgate-street.

Shanghai Wharf Company, D. and G. Latimer and Co., agents, St. Swithin's-lane.

Hong Kong and Whampoa Dock, Morrison and Co., agents, Crown court, Philpot-lane.

North China Insurance Company, Ashton and Co., agents, Hatton-court, Threadneedle-street.

Canton Insurance Company, Matheson and Co., agents, 3, Lombard st.

Union Insurance Company of Canton, Dent, Palmer and Co agents, King's Arms Yard, Moorgate-street.

Hong Kong Insurance Company, Gledstanes and Co., agents, 26, Austin Friars.

China Traders' Insurance Company, Hong Kong, Fearon and Co., agents, 36, Great St. Helens.

Hong Kong Marine Insurance Company, Farbridge, Holliday and Co., agents, Manchester.

Ceylon Company, 7, East India Avenue, J. Anderson, secretary.

Borneo Company, 7, Mincing-lane, R. Harvey, manager.

Tanjong Pagar Dock Company (Limited) of Singapore, Mactaggart Tidman, and Co., agents, 5, Lime-staeet.

BANKS.

Chartered Bank of India, Australia, and China, 21, Threadneedle-street, G. N. Adam, manager.

Chartered Mercantile Bank of India, London, and China, 52, Threadneedle-street, D. T. Robertson, general manager.

Comptoir d'Escompte de Paris, Union Bank of London, agents.

Hindustan, China, and Japan, 1, Bank-buildings, Lothbury, J. Ouseley, general manager.

Hong Kong and Shanghai Banking Company, W. H. Vacher, agent, Gresham House, Old Broad-street.

Oriental Bank Corporation, Threadneedle-street, C. J. F. Stuart, chief manager.

*** *Companies omitted in the above list will be included if the particulars are forwarded.*

THE ANGLICAN BISHOPRIC IN CHINA.—We are credibly informed that an unexpected delay has been interposed by our Foreign-office authorities to the creation of a second Anglican bishopric for the North of China, in connection with the proposed subdivision of the diocese of Victoria. Lord Stanley, in reply to the formal application of the Archbishop of Canterbury for the Royal license, has conveyed the intimation that in the view of Her Majesty's Government it is expedient to refer the matter for the opinion of the British Minister at Peking before any final decision be adopted in favour of the proposed scheme.

A PRESENT FROM SIR JOHN BOWRING TO THE QUEEN.—Her Majesty having expressed her gratification at receiving a copy of the German renderings of the poems of Petofi, the popular poet of the Hungarians, which had been sent to her from the Continent, Sir John Bowring has asked for leave to offer to Her Majesty his English version, which has just appeared. To this request he has received the following gracious reply:—"Osborne, Dec. 18, 1865. My dear Sir John,—I have not failed to present your pretty little volume to the Queen, who commands me to return you her best thanks for your kind attention in sending it to her. As time allows, Her Majesty will be much interested in looking over its contents.—Believe me, yours very truly, C. GREY."

EAST INDIA RAILWAYS.—The report of the East Indian Railway Company, to be presented on the 31st inst., is the most important document of the kind yet issued with regard to Indian lines, since it announces for the first time the payment of a dividend in excess of the 5 per cent. interest guaranteed by the Government. The surplus is £108,073, half of which belongs to the India Government, and the remaining half will enable the dividend to be increased from the rate of 5 per cent. per annum to 5¼ per cent., leaving £1,000 to be carried forward, after appropriating £9,166 to a reserve fund to meet a probable loss from the failure of a concern called the Commercial Transport Association at Calcutta. The working expenses for the half-year to the 30th of June last were 41·34 per cent., against 42·30 per cent. in the corresponding half of the previous year; the number of passengers was 2,099,737, against 2,183,319, and the tonnage of goods was 401,305 tons, against 391,951 tons, and the net earnings were £626,218, against £474,083. The vacancy in the board caused by the death of the late Captain Nairne is to be filled up by the nomination of Mr. D. I. Noad, the secretary, to be managing director. The interest paid by Government on the East Indian line from its commencement has amounted to over £4,000,000. When this shall have been paid off by the division of all earnings above 5 per cent., the whole of the net revenue will go to the shareholders.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, DEC. 13

Amidst the political struggles at home the Cabinet is brought into a very critical position by the steps of the Belgian Government with regard to the Scheldt question. These are described by the *Independance* in the following terms: "When in the middle of last August there was a question of naming a committee of Dutch-Belgian engineers to examine the affairs of the weirs in the Scheldt, Belgium proposed to add to that body a French, an English, and a Prussian engineer, in order to arrive at an arbitration. The Cabinet of the Hague, finding itself already exposed to the reproaches of the Chamber for having consented to the nomination of Belgian engineers, refused the admission of any foreigners. The Belgian Cabinet, on its side, finding itself on the eve of interpellations on the subject in the Chamber of Representatives, addressed itself directly to England, France, and Prussia, begging them to appoint engineers to examine how far the judgment given by the Dutch-Belgian Committee in their report of September 15 was well or ill founded. It is known that, according to the conclusions of the Belgian engineers, the weirs would be prejudicial to the navigation of the Scheldt, not up the river, but below. The Dutch Government has just been officially informed of this step taken by the Belgian, and has sent instructions in consequence to its diplomatic agents at Paris, Berlin, and London. It is obvious that if the international committee is constituted after the pleasure of the Belgian Government, it will have no power to proceed to the examination of the question on the Dutch territory, without having obtained the preliminary authorisation of the Cabinet at the Hague."

I can officially add to these comments of the Belgian paper, that our Government has most positively refused to give the said authorisation, and that it has declined in any way to meddle in the question.

The Government will not take any notice of the foreign engineers should they be sent to make a local inspection.

Again we have to regret the loss on our coasts of an East Indiaman, the *Gebroeders*, Captain L. van Duin, which with a full and valuable cargo on account of the Dutch Trading Company, had arrived in the Bight of Katwyk, where the ship stranded. The crew and cargo were totally lost. Amongst the bodies washed ashore were those of the East India official, Mr. W. H. Willemse, his wife and four children, who were on their return home, and took passage on board of this ship. His valuable papers were washed on shore. H.M.'s steamer *Heldin* arrived at Texel on the 7th, from the East Indies.

The capital wanted for constituting the Scheveningen Harbour Company is all subscribed. Within a short time the shortest possible communication between England, Holland and Germany, will be established.

Again I have to convey bad news with regard to the spreading of the rinderpest. According to the last official returns not less than 7,162 head of cattle were attacked in the week ending the 1st of December, against 3,257 and 1,595 in both the previous weeks.

The King has bestowed on Mr. J. W. Blanken, ex-Minister of War, a pension of 4,000f. per annum.

I beg to correct some printers' errors that appeared in my letter. The deficit of Mr. Heshuizen was mentioned as being 9,000,000f. and by the other account 2,000,000f. In both these sums there is one 0 too much, likewise in the amount for which the *Elizabeth* was insured. This was only one-half million of guilders instead of 5,000,000f.

In the Hague, a new independent daily paper will be published as soon as the capital of 500,000f. is subscribed. A great many *hommes de lettres* have already enrolled themselves as collaborateurs of the future "*Dagblad van Nederland.*" I do not think however that it is very probable, that the capital will be found; it is but too well known that a daily paper, of large size, incurs in this country heavy pecuniary losses.

De Tyd has collected in behalf of the Pope, 16,200f. The contributions are very small; a sign which is not without significance.

COMMERCIAL.

COFFEE.—The market is firm, but without transactions. Good ordinary Greenish Java is paid with 41½ to 42c.; White, 44 to 46c. The quotations however are literalty nominal.

SUGAR (RAW).—Holders decline to sell floating cargoes or their stock at the actual prices, whilst the refiners do not make haste to buy because it is very difficult to sell the refined sugars.

TEA.—A very inactive market in waiting for the cargo ex Monarchy, from Foo-chow-Foo.

RICE.—1,000 b. Java ex Robert Dixon were sold at 10½f. The quotation now is 1a Java Table 16 to 18f.; 2a 13 to 14f.; White, 11 to 12f. Cargo, 7 to 8f. There is want of stock in the first hand.

TOBACCO (JAVA LEAVES).—The market is very active in consequence of the result of the last auctions, on which the whole quantity (17,616 b.) was sold. Very remarkable was the price paid for the 189 P.v.d. A, from Sumatra, being in average 148c. The auction of the 9,000 b. on the 20th is delayed.

SAPANWOOD.—A few little parcels of Bimas were sold from 7⅛ to 7¼f.

BANCA TIN.—1,000 slabs only were sold at the improved price of 47¼f.

ARRACK.—The 35 casks Alcohol ex St. Jan from Pekalongan were sold at prices that did not transpire; likewise 25 casks Batavia ex Tweelingen; but the 36 casks Batavia ex Advance offered by inscription were also sold at secret prices.

CAMPHOR.—Japan, 78, China, 75 cents. The market is duller.

JAPAN WAX.—Without transactions by want of stock.

RATTANS.—50 piculs ex Margaretha Simonetta, and 75 piculs ex County of Renfrew, were sold.

SPICES.—The market is very firm notwithstanding the transactions are of little importance in consequence of the season. Mace with more demand, and 98 cents were willingly paid for D, 94 to 95 for E, so that now nothing can be bought under 99 to 100 cents. Nutmegs without any speculative demand; the quotations however are maintained. Cloves: No. 2 firm at 30 cents. Cinnamon: Java, firm, but the market was inactive; China, 70 cents, without stock.

MONEY.—The Dutch funds have shown somewhat greater firmness, but there is for the moment nothing either politically or financially to cause alteration; nor, to every appearance, can any important change, worthy of notice, be looked for until after the close of the year. The foreign market continues quiet and inactive by want of any speculative demand. Dutch Two-and-a-Half per Cents., 53½; Three per Cents., 63¾; Four per Cents., 86⅝. Trading Co., 135½d. Spanish Two-and-a-Half per Cents., 31¼. Portuguese Three per Cents., 41. Russian Five per Cents., 91½. Austrian Five per Cents., 43¼.

Digitized by Google

'CHANGE.—London: 3 months, f.11.66½; 2 months, f.11.70½; short, f.11.78½. Paris: 3 months, f.46.37½; 2 months, f.46.50; short, f.46.80. Hambro': 3months, f.34.75; 2 months, f.34.87½; short, f.35.10.

SHIPPING.—ARRIVALS.—Dec 6, at Brouwershaven, from Sourabaya, van Artevelde; at Texel, from Batavia, Henrietta Geertrude; Dec. 7, at Hellevoet, from Batavia, Vyf Vrienden; at Texel, from Batavia, H.M.'s war-steamer de Heldin; Dec. 9, at Brouwershaven, from Batavia, Noach.

PASSENGERS INWARD.—From Java, per Noach, Messrs. de Lange, Herkewrath; Schieke and family, Nederburgh; Arnold and family.

ROTTERDAM, DEC. 22.

The section report upon the first chapter of the Budget, in which is communicated the political considerations, was published yesterday. The expectation that it would contain a formal declaration of war against the Cabinet is not fulfilled. The majority thought it neither necessary nor advisable to discuss again what was done by the former dissolved Chamber and a good many of the members protested against the endeavour of the Cabinet to limit the Ministerial responsibility, and deprecated the Roya proclamation being sent to the electors, by which the liberty of the electors was attacked. The Ministerial speech by which this sitting was opened has been severely criticised. Perhaps a treaty of peace will be now signed by the parties and maintained until a favourable opportunity presents itself to overturn the Cabinet. Of course the Ministerial papers have reasons to applaud this report, which is only somewhat embittered by the opposition shown to the Minister of Finance, whose system of management was condemned by the majority, because of increased expenditure as regards the departments of War and Marine, notwithstanding the Minister himself had always talked about the very deplorable condition of our Treasury. The majority, however, was convinced that there should be still a considerable surplus from the public service of 1866, and therefore condemned the measure of this Minister because he did not spend the amount of 6 500,000f. for the redemption fund, which amount was voted for this purpose. The members, however, thought it prudent that this amount should remain in reserve for possible deficiencies in following years, when the favourable balance of our colonies may be enormously decreased, as the construction of railways will take a large sum of money, and very important expenses will be required for the system of defence and the marine. These members were of opinion that we should then be obliged to contract loans, instead of being able to keep the balance in our expenses and receipts. It was also highly condemned in this Minister that he used all possible means to raise the sum which our Treasury receives from the Far East (the Tory system); whilst the Liberals did all they could to spend as much as possible of that favourable balance for the welfare of our colonies. The Ministerial answer to this report of course cannot be of much importance, and till the 9th of February, when the Second Chamber, which has taken its Christmas leave, will meet again, our political situation will remain very calm. It may, however, be that in the meanwhile our political relations with foreign countries will produce some difficulties; the important diplomatic question with Prussia is still unsettled, whilst Belgium does its utmost to give an international character to the Scheldt question, which by that treatment may create a great deal of trouble. The attitude of the Minister for Foreign Affairs in both these diplomatic subjects was severely condemned in the sections, and the wish was expressed that negotiations might be opened with the English Government about an extradition treaty. Some members expressed their fears that our commercial relations with Japan were much prejudiced by the inland war there, and they were of opinion that the Dutchmen residing in Japan were not so much protected by our Government as they ought to be; likewise they said they held a firm conviction that the indemnification paid by the Japanese Government to the allied European Powers, in consequence of the expenses of the war against the Prince of Nagato, was not divided amongst those Powers in an equitable way. The indemnification received by the Dutch Government was said to be much too small.

Before the Second Chamber separated the credit laws were approved of, while a discussion took place about a very deplorable fact. Some days ago scandalous disturbances took place at the Military Academy at Breda. One of the cadets was so ill treated that being unable to defend himself any longer against these attacks, he committed suicide by taking poison. The Minister said that the reports published by the papers about this affair were correct, and promised that not only the ringleaders should be punished severely according to the military laws, but that the academy should be reorganised within the shortest time, in order to guard against such occurrences again. This event has caused a good deal of sensation in our country. It is rumoured that the Minister for the Home Department will suspend those professors who signed the declaration that the Cabinet acted contrary to the fundamental law when it dissolved the Second Chamber, in consequence of the last constitutional question.

Professor Simon Thomas, from Leiden, has been named honourable member of the Obstetrical Society of London. Since this society was founded only eleven foreigners have been honoured with this title.

The Belgian Court of Commerce at Brussels has given a verdict in favour of the *Societe de Commerce et d'Industrie*, from Amsterdam, against the well-known banker Mr. Langrand Dumonceau. This gentleman is condemned to pay to the company a sum of one million of francs.

His Majesty the King has returned from his seat "Het Loo" to the Hague.

A great part of our country is inundated by the heavy rains that have fallen during the last week, by which much damage has been done to the fields.

COMMERCIAL.

COFFEE.—The market is inactive; but there is a good demand for ord. qualities from the last auctions, so that for some parcels an advance is paid. The nominal quotation for good ord. Java is 41 to 41½ cents.

SUGAR.—In consequence of the important contracts for deliveries of refined, there was more demand for raw sugar. 1,543 mats Java, No. 14¾, were sold floating at 34¾f.; 405 mats, Passaroean, No. 14¾, good to fine, at 35f.; and 2,000 mats Java, No. 12, at 13 to 13½f. above November value, which price is now the nominal quotation.

RICE.—Java without stock.

SPICES.—Prices unaltered, but very firm.

TOBACCO (JAVA LEAVES).—A good business was done in those parcels sold in the last auction, and for fine quality there is still a good demand. On the 23rd of January about 10,000 bales will be sold in auction.

CAMPHOR.—The market was extraordinarily active, and about 2,600 Colli Japan and China were sold, amongst which 771 tubs Japan of the Trading Company. The prices varied for Japan from 78 to 84 cents, and for China from 74 to 80 cents. The latter quality cannot now be bought under 82 cents, and the Japan sorts not under 85 cents.

HIDES to-day were sold by inscription, 1,650 p. Java Rinder.

JAVA INDIGO.—With some transactions; since our former report 75 chests were sold.

BANCA TIN.—The market closes very firm, and an advance is still paid on the last quotation. The transactions included 200 slabs at 47¾f., 600 slabs at 48f., 700 do. at 48¼f., 1,000 do. at 48½f. and 300 do. at 48¾f.

ARRACK.—25 casks Sourabaya ex Tweelingen were sold at secret prices.

RATTANS.—11,703 bundles and 400 piculs ex Englishman, were sold.

SAPANWOOD.—200 piculs Bhimas were sold by inscription by the Trading Co.

In general, the trade is very unfavourably influenced by the advanced season.

MONEY.—In my last report I had to chronicle the fact of continued depression in the stock-market; now and again occasional gleams of a return of confidence appeared, but they having been invariably followed by setting in of deeper distrust, the market closes again very heavily, as well in Dutch as foreign stocks. Perhaps after New Year's-day the business will revive. Notwithstanding the favourable Bank returns, it is not likely that any alteration of the rate of discount will take place, because the very important financial and commercial engagements of this year are not yet liquidated. The charge is still 5 to 5½ per cent. Dutch Two and a-Half per Cents., 54⅛; Three per Cents., 64⅜; Four per Cents., 86¾. Rotterdam Bank, 94; Central Railway Company, 49; Two and a-Half per Cents., Spain, 31½; Three per Cents., Portugal, 41½; Russian Five per Cents., 91⅛; Five per Cents., Austria, 43¼.

'CHANGE,—London: 3 mo., f.11.67½, 2 mo., f.11.70½; short, f.11.78. Paris: 3 mo., f.46.37½; 2 mo., f.46.50, short, f.46.80. Antwerp: 3 mo., f.46.30; short, f.46.65; Hambro': 3mo., f.34.75; 2 mo., f.34.87½; short, f.35.20.

SHIPPING.—ARRIVALS.—Dec. 24, at Brouwershaven, from Passaroean, Willem Kroonprins der Nederlanden; Dec. 18, at Texel, from Batavia, Jacoba and Christina; from Passaroean, Kykduin

PASSENGERS INWARD.—From Java, per Willem, Kroonprins der Nederlanden, Mr. Uhlman.

The following troopships are ready to sail:—St. Jan, with 125 soldiers, Ægidia and Pauline, with 125; Willemina and Clara, with 124; and the Argo, with 125 soldiers, for Java.

RUSSIA, GERMANY, &c.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, DEC. 14.

Several more voluntary contributions are announced in the local papers here as having been received for the alleviation of the sick and wounded soldiers of the late war. Among others are the following:—£145, producing 1,933 marks banco, from about thirty Germans at Manila, remitted by Mr. S. Baer, of that place; $133, producing 392 marks 12 sch. banco, from Germans resident at Foochow, and German captains of vessels in the harbour, remitted by Mr. Kruger, the Hamburg Consul at that port; from the Germans at Shanghai, 80 marks banco "for the widows and orphans of German soldiers who fell during the war," remitted by Mr. W. Hulse, of that port; and 100 marks banco from Messrs. Pickenpack, Thies, and Co., of Bangkok, Siam. The total of the contributions hitherto received by the Hamburg Committee in money and clothing, wine, fruit, cigars, and other gifts *in natura*, are announced as amounting to 112,644 marks 4 sch. banco.

At the last sitting of the Chamber of Commerce at Vienna a despatch was read from Herr Heinsen, the Austrian Consul at Shanghai, to the Minister for Commerce, giving a very full account of the manufactured articles most saleable in that market for consumption in China. He states that there is one item of Austrian industry that stands already so high in the estimation of the public there as to be generally preferred to similar articles made in other countries. He refers to the lucifer saloon matches manufactured by A. M. Pollak, at Vienna, and packed in circular card boxes of 150 each. They are not only in great favour, but fetch the highest prices.

What importance the Swiss attach to the commercial relations with the Far East may be gathered from the frequent reports of their Consuls, which are regularly published by the Federal Diet of the Republic. Among those that have created the greatest interest are the annual reports of the Swiss Consul-General at Batavia, and of the Consul at Manila for the year 1865, published at full length in No. 45 of the official organ of the Federal Diet, from which it appears that a considerable number of Swiss citizens have settled in both these Consular districts. The Dutch military service induced the greater part of them to go out to the Indian Archipelago, and after the expiration of their engagement they settle as civilians in different branches of trade and industry.

The correspondent of the *Cronstadt Messenger*, writing from Blagowessensk on the Amoor, announces the departure of the steamer *Admiral Korsakow* towing two vessels with 150 emigrant families (mostly lately arrived from the shores of the Wolga) from Charabowka, for the Ussuri district. The banks of the Ussuri, he adds, are extremely picturesque and diversified, the mountains densely covered with forests of cedars, whilst the soil of the valleys is fertile and rich, capable of producing in abundance everything grown in the temperate zone; but there are unfortunately too few inhabitants, and their means are too limited to benefit much by these natural advantages. The mountains and forests abound with furred animals, and their skins are so cheap that the best sables sell for four roubles each. The majority of the settlers are Russians, and they make but a scanty living by the chase and a little agriculture.

Digitized by Google

COMMERCIAL.

COFFEE.—The market is calm, and there is no alteration in quotations. Sales of the week, 10,000 bags.

SUGAR.—In the raw article there is more animation than has been observable for a long time, and prices are much firmer. Among the transactions of the week 23,950 bags Unclayed Manila and 300 kranjangs of Brown Java were bought by refiners. Refined is also firmer, but the sales were on a very limited scale, as there is but little in the market.

RICE.—There is a continued good demand for cleaned grain, and the prices are higher and firmer.

SPICES.—Cassia Lignea commands an easy sale, being still in demand for the interior of Germany at former rates. Ginger is more inquired for, and Pepper is rather cheaper.

SPELTER.—At the beginning of the week 2,000 centners were sold for January delivery at 14.2½ and 2,600 centners loco at 14.3, since which there were no transactions. The market, however, is in a firm condition,

DISCOUNT.—Money continues plentiful, and discount is lower; good bills can be done at 3½ per cent.

HAMBURG, DEC. 23.

The following tables are extracted from the official returns of the commerce of Hamburg in 1865, published by the Board of Trade in this city, casually mentioned in one of my last letters:—

1.—*Direct Imports from China.*

	Value in Marks Banco.
Tea, 15,766 chests 461 packages	740,970
Raw sugar, 9,660 bags	78,500
Cigars, 74,000	7,840
Cassia lignea, 25,734 chests 106 packages	893,650
Cassia flores, 211 chests	20,600
Candied ginger, 2,715 chests 5 casks	44,920
Soy, 80 tubs 1 chest	2,210
Galls, 332 chests	18,600
Vermillion, 50 chests	4,950
Galangal root, 425 chests	5,540
Star annis, 764 chests	77,240
Raw camphor, 400 chests	28,120
Oil of Cassia, 133 chests	42,250
Oil of star annis, 245 chests	73,610
Graphit, 25 chests	4,980
Walking-sticks, 270,668 No.	15,320
Mats, 1,025 packages	22,210
Porcelain, 136 chests	7,890
Fireworks, 674 chests 1,159 packages	46,100
Other enumerated articles	48,040
Total marks banco	2,183,640

2.—*Direct Imports from the Philippine Islands.*

Coffee, 158 bags	8,440
Raw sugar, 42,144 mats	361,390
Cigars, 82,000	1,840
Sapanwood, 802 centners	6,560
Hemp, 1,100 bales	50,180
Other goods	5,440
Total marks banco	433,850

3.—*Direct Imports from Singapore.*

Coffee, 939 bags	55,570
Tea, 135 chests	1,680
Sago, 9,182 chests	151,760
Pepper, 17,492 bags	845,780
Cassia lignea, 500 chests	16,260
Terra Japonica, 7,188 bales	277,630
Cubebs, 165 bags	6,250
Raw camphor, 111 chests	6,490
Buffalo horns, 14,068	10,770
Rattans, 31,462 bundles	24,480
Canes, 75,713	9,240
Other articles	7,830
Total marks banco	913,740

4. *Direct Imports from Netherlands India.*

Rice, 7,299 bags	118,900
Sapanwood, 224 centners	2,240
Gum Damar, 600 chests	22,940
Indiarubber, 158 bags	16,150
Buffalo hides, 170	1,000
Rattans, 26,950 bundles	23,550
Canes, 60,000	10,800
Other articles	840
Total marks banco	196,420

5.—*Total Imports of the following Articles.*

	Quantity in Centners.	Value in Marks Banco.
Coffee*	983,059	42,100,220
Tea*	25,233	2,429,670
Raw sugar*	447,265	6,759,990
Refined sugar	70,071	1,442,690
Candy	1,104	26,920
Rice	264,032	2,180,170
Sago*	17,467	240,470
Pepper*	28,147	611,940
Cassia lignea*	21,802	1,246,700
Cassia flores*	331	52,320
Cinnamon	848	98,560
Cardamoms	430	175,490
Cloves	4,081	94,180
Mace*	731	63,970
Nutmegs*	799	60,190
Ginger*	7,145	156,200
Soy*	57	2,700
Terra Catechu	5,607	96,390
Terra japonica*	20,931	314,240
Vermilion*	1,862	35,670
Galangal root*	879	10,970
Gentian*	739	11,850
Cassia vera	274	9,730
Star annis*	1,063	96,530
Cubebs*	231	13,680
Camphor, raw	1,802	117,700
Do. refined	27	2,820
Gutta percha	286	32,080
Shellac*	6,407	449,160
Gum damar*	1,702	52,140
India rubber*	7,272	664,570
Oil of annis	8	6,580
Oil of cassia	137	77,510
Oil of cloves	89	11,820
Oil of star annis	248	131,990
Rattans*	37,762	673,960

Those articles marked* were larger in quantity and value than in 1864.

6. *Shipping Arrived in* 1865.

From	Ships.	Tonnage.
Canton	2	251 Lasts of 3 Tons.
Canton and Macao	3	408 ,,
Foo-Chow	2	293 ,,
Hong Kong	2	279 ,,
Hong Kong and Manila	2	236 ,,
Macao	3	434 ,,
Navigator's Islands	2	283 ,,
Manila	2	455 ,,
Zebu	1	112 ,,
Batavia	3	406 ,,
Akyab	4	780 ,,
Bassein	3	661 ,,
Calcutta	2	620 ,,
Cochin	1	265 ,,
Rangoon	2	567 ,,
Singapore	8	1,572 ,,

7. *Shipping Sailed in* 1865.

To		
De Castries Bay	1	175 ,,
Nicolayefsk	1	142 ,,
Sitka	2	356 ,,
Navigator's Islands	2	198 ,,
Hong Kong	10	1,595 ,,
Hong Kong and Tientsin	2	190 ,,
Shanghai	4	633 ,,
Shanghai, via Singapore	6	956 ,,
Batavia	2	892 ,,
Macassar	2	214 ,,
Calcutta	1	304 ,,
Singapore	7	1,021 ,,

At the last sitting of the Association for Natural History in this city, your notice, in a late impression of the LONDON AND CHINA EXPRESS, on the alleged invention of M. Trocol for extracting silk from mulberry leaves was read amidst a roar of laughter from the assembled members, who are otherwise grave and steady-going scientific men. The general impression was either that it was a simple hoax or that the alleged inventor of the process was *non compos mentis*. One gentleman remarked that the learned Theban appeared never to have heard of the law of nature called the transmutation of matter in the stomachs of all animals; another supposed he would next attempt to extract honey direct from flowers without the assistance of bees; a third said the discovery was fully equal in importance to that of the celebrated Yankee who had invented a machine for making deal boards out of sawdust; and a fourth was heard to grumble something about "Baron Munchausen."

COMMERCIAL.

Coffee.—The market continues remarkably firm, with a fair amount of business doing. Sales of the week 16,000 bags.

Sugar.—Raw is calm, but a better feeling prevails. Among the transactions was a sale of 7,600 bags of unclayed Manila. Refiners are rather more willing to sell for short delivery.

Rice.—In this market there is no alteration in values. Clean grain moves off quietly. The only sale of rough was 6,000 bags of Bassein per *Fuchs* for a local steam mill.

Spices.—There has been a very lively demand for cassia lignea from various quarters, so that prices are well supported. Ginger commands more attention. Pepper dull of sale.

Spelter.—A good deal of business has been done at rising prices. Among the sales were—

5,000	centners	Loco	at 14 mks. 3 sh. Bco.	
2,000	,,	W.H.	14 ,, 8	,,
6,000	,,	Spring delivery	14 ,, 5½	,,
5,000	,,	,,	14 ,, 7	,,
3,000	,,	,,	14 ,, 8	,,
2,000	,,	,,	14 ,, 9	,,
2,000	,,	January	14 ,, 5½	,
1,000	,,	Loco	14 ,, 5	,,
1,000	,,	,,	14 ,, 6	,,
500	,,	,, W.H.	14 ,, 12	,,
7,500	,,	Spring delivery	14 ,, 8	,,

Since which no transactions, as holders have raised their demands.

Discount.—Money market easy; discount 2½ to 3 per cent.

(No Shipping to report.)

Digitized by Google

'CHANGE.—London: 3 months, f.11.66½; 2 months, f.11.70½; short, f.11.78½. Paris: 3 months, f.46.37½; 2 months, f.46.50; short, f.46.80. Hambro': 3months, f.34.75; 2 months, f.34.87½; short, f.35.10.

SHIPPING.—ARRIVALS.—Dec 6, at Brouwershaven, from Sourabaya, van Artevelde; at Texel, from Batavia, Henrietta Geertrude; Dec. 7, at Hellevoet, from Batavia, Vyf Vrienden; at Texel, from Batavia, H.M.'s war-steamer de Heldin; Dec. 9, at Brouwershaven, from Batavia, Noach.

PASSENGERS INWARD.—From Java, per Noach, Messrs. de Lange, Herkewrath; Schieke and family, Nederburgh; Arnold and family.

ROTTERDAM, DEC. 22.

The section report upon the first chapter of the Budget, in which is communicated the political considerations, was published yesterday. The expectation that it would contain a formal declaration of war against the Cabinet is not fulfilled. The majority thought it neither necessary nor advisable to discuss again what was done by the former dissolved Chamber and a good many of the members protested against the endeavour of the Cabinet to limit the Ministerial responsibility, and deprecated the Roya proclamation being sent to the electors, by which the liberty of the electors was attacked. The Ministerial speech by which this sitting was opened has been severely criticised. Perhaps a treaty of peace will be now signed by the parties and maintained until a favourable opportunity presents itself to overturn the Cabinet. Of course the Ministerial papers have reasons to applaud this report, which is only somewhat embittered by the opposition shown to the Minister of Finance, whose system of management was condemned by the majority, because of increased expenditure as regards the departments of War and Marine, notwithstanding the Minister himself had always talked about the very deplorable condition of our Treasury. The majority, however, was convinced that there should be still a considerable surplus from the public service of 1866, and therefore condemned the measure of this Minister because he did not spend the amount of 6 500,000f for the redemption fund, which amount was voted for this purpose. The members, however, thought it prudent that this amount should remain in reserve for possible deficiencies in following years, when the favourable balance of our colonies may be enormously decreased, as the construction of railways will take a large sum of money, and very important expenses will be required for the system of defence and the marine. These members were of opinion that we should then be obliged to contract loans, instead of being able to keep the balance in our expenses and receipts. It was also highly condemned in this Minister that he used all possible means to raise the sum which our Treasury receives from the Far East (the Tory system); whilst the Liberals did all they could to spend as much as possible of that favourable balance for the welfare of our colonies. The Ministerial answer to this report of course cannot be of much importance, and till the 9th of February, when the Second Chamber, which has taken its Christmas leave, will meet again, our political situation will remain very calm. It may, however, be that in the meanwhile our political relations with foreign countries will produce some difficulties; the important diplomatic question with Prussia is still unsettled, whilst Belgium does its utmost to give an international character to the Scheldt question, which by that treatment may create a great deal of trouble. The attitude of the Minister for Foreign Affairs in both these diplomatic subjects was severely condemned in the sections, and the wish was expressed that negotiations might be opened with the English Government about an extradition treaty. Some members expressed their fears that our commercial relations with Japan were much prejudiced by the inland war there, and they were of opinion that the Dutchmen residing in Japan were not so much protected by our Government as they ought to be; likewise they said they held a firm conviction that the indemnification paid by the Japanese Government to the allied European Powers, in consequence of the expenses of the war against the Prince of Nagato, was not divided amongst those Powers in an equitable way. The indemnification received by the Dutch Government was said to be much too small.

Before the Second Chamber separated the credit laws were approved of, while a discussion took place about a very deplorable fact. Some days ago scandalous disturbances took place at the Military Academy at Breda. One of the cadets was so ill treated that being unable to defend himself any longer against these attacks, he committed suicide by taking poison. The Minister said that the reports published by the papers about this affair were correct, and promised that not only the ringleaders should be punished severely according to the military laws, but that the academy should be reorganised within the shortest time, in order to guard against such occurrences again. This event has caused a good deal of sensation in our country. It is rumoured that the Minister for the Home Department will suspend those professors who signed the declaration that the Cabinet acted contrary to the fundamental law when it dissolved the Second Chamber, in consequence of the last constitutional question.

Professor Simon Thomas, from Leiden, has been named honourable member of the Obstetrical Society of London. Since this society was founded only eleven foreigners have been honoured with this title.

The Belgian Court of Commerce at Brussels has given a verdict in favour of the *Societe de Commerce et d'Industrie*, from Amsterdam, against the well-known banker Mr. Langrand Dumonceau. This gentleman is condemned to pay to the company a sum of one million of francs.

His Majesty the King has returned from his seat "Het Loo" to the Hague.

A great part of our country is inundated by the heavy rains that have fallen during the last week, by which much damage has been done to the fields.

COMMERCIAL.

COFFEE.—The market is inactive; but there is a good demand for ord. quantities from the last auctions, so that for some parcels an advance is paid. The nominal quotation for good ord. Java is 41 to 41½ cents.

SUGAR.—In consequence of the important contracts for deliveries of refined, there was more demand for raw sugar. 1,543 mats Java, No. 14¾, were sold floating at 34¾f.; 405 mats, Passaroean, No. 14½, good to fine, at 35f.; and 2,000 mats Java, No. 12, at 13 to 13¼f. above November value, which price is now the nominal quotation.

RICE.—Java without stock.

SPICES.—Prices unaltered, but very firm.

TOBACCO (JAVA LEAVES).—A good business was done in those parcels sold in the last auction, and for fine quality there is still a good demand. On the 23rd of January about 10,000 bales will be sold in auction.

CAMPHOR.—The market was extraordinarily active, and about 2,600 Colli Japan and China were sold, amongst which 771 tubs Japan of the Trading Company. The prices varied for Japan from 78 to 84 cents, and for China from 74 to 80 cents. The latter quality cannot now be bought under 82 cents, and the Japan sorts not under 85 cents.

HIDES to-day were sold by inscription, 1,650 p. Java Rinder.

JAVA INDIGO.—With some transactions; since our former report 75 chests were sold.

BANCA TIN.—The market closes very firm, and an advance is still paid on the last quotation. The transactions included 200 slabs at 47¾f., 600 slabs at 48f., 700 do. at 48¼f., 1,600 do. at 48½f. and 300 do. at 48¾f.

ARRACK.—25 casks Sourabaya ex Tweelingen were sold at secret prices.

RATTANS.—11,703 bundles and 400 piculs ex Englishman, were sold.

SAPANWOOD.—200 piculs Bhimas were sold by inscription by the Trading Co.

In general, the trade is very unfavourably influenced by the advanced season.

MONEY.—In my last report I had to chronicle the fact of continued depression in the stock-market; now and again occasional gleams of a return of confidence appeared, but they having been invariably followed by setting in of deeper distrust, the market closes again very heavily, as well in Dutch as foreign stocks. Perhaps after New Year's-day the business will revive. Notwithstanding the favourable Bank returns, it is not likely that any alteration of the rate of discount will take place, because the very important financial and commercial engagements of this year are not yet liquidated. The charge is still 5 to 5½ per cent. Dutch Two and a-Half per Cents., 54⅛; Three per Cents., 64⅜; Four per Cents., 86¾. Rotterdam Bank, 94; Central Railway Company, 49; Two and a-Half per Cents., Spain, 31½; Three per Cents., Portugal, 41⅜; Russian Five per Cents., 91⅛; Five per Cents., Austria, 43½.

'CHANGE.—London: 3 mo., f.11.67½, 2 mo., f.11.70½; short, f.11.78. Paris: 3 mo., f.46.37½; 2 mo., f.46.50, short, f.46.80. Antwerp: 3 mo., f.46.30; short, f.46.65; Hambro': 3mo., f.34.75; 2 mo., f.34.87½; short, f.35.20.

SHIPPING.—ARRIVALS.—Dec. 24, at Brouwershaven, from Passaroean, Willem Kroonprins der Nederlanden; Dec. 18, at Texel, from Batavia, Jacoba and Christina; from Passaroean, Kykduin

PASSENGERS INWARD.—From Java, per Willem, Kroonprins der Nederlanden, Mr. Uhlman.

The following troopships are ready to sail:—St. Jan, with 125 soldiers, Ægidia and Pauline, with 125; Willemina and Clara, with 124; and the Argo, with 125 soldiers, for Java.

RUSSIA, GERMANY, &c.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, DEC. 14.

Several more voluntary contributions are announced in the local papers here as having been received for the alleviation of the sick and wounded soldiers of the late war. Among others are the following:—£145, producing 1,933 marks banco, from about thirty Germans at Manila, remitted by Mr. S. Baer, of that place; $133, producing 392 marks 12 sch. banco, from Germans resident at Foochow, and German captains of vessels in the harbour, remitted by Mr. Kruger, the Hamburg Consul at that port; from the Germans at Shanghai, 80 marks banco "for the widows and orphans of German soldiers who fell during the war," remitted by Mr. W. Hulse, of that port; and 100 marks banco from Messrs. Pickenpack, Thies, and Co., of Bangkok, Siam. The total of the contributions hitherto received by the Hamburg Committee in money and clothing, wine, fruit, cigars, and other gifts *in natura*, are announced as amounting to 112,644 marks 4 sch. banco.

At the last sitting of the Chamber of Commerce at Vienna a despatch was read from Herr Heinsen, the Austrian Consul at Shanghai, to the Minister for Commerce, giving a very full account of the manufactured articles most saleable in that market for consumption in China. He states that there is one item of Austrian industry that stands already so high in the estimation of the public there as to be generally preferred to similar articles made in other countries. He refers to the lucifer saloon matches manufactured by A. M. Pollak, at Vienna, and packed in circular card boxes of 150 each. They are not only in great favour, but fetch the highest prices.

What importance the Swiss attach to the commercial relations with the Far East may be gathered from the frequent reports of their Consuls, which are regularly published by the Federal Diet of the Republic. Among those that have created the greatest interest are the annual reports of the Swiss Consul-General at Batavia, and of the Consul at Manila for the year 1865, published at full length in No. 45 of the official organ of the Federal Diet, from which it appears that a considerable number of Swiss citizens have settled in both these Consular districts. The Dutch military service induced the greater part of them to go out to the Indian Archipelago, and after the expiration of their engagement they settle as civilians in different branches of trade and industry.

The correspondent of the *Cronstadt Messenger*, writing from Blagowessensk on the Amoor, announces the departure of the steamer *Admiral Korsakow* towing two vessels with 150 emigrant families (mostly lately arrived from the shores of the Wolga) from Charabowka, for the Ussuri district. The banks of the Ussuri, he adds, are extremely picturesque and diversified, the mountains densely covered with forests of cedars, whilst the soil of the valleys is fertile and rich, capable of producing in abundance everything grown in the temperate zone; but there are unfortunately too few inhabitants, and their means are too limited to benefit much by these natural advantages. The mountains and forests abound with furred animals, and their skins are so cheap that the best sables sell for four roubles each. The majority of the settlers are Russians, and they make but a scanty living by the chase and a little agriculture.

Digitized by Google

COMMERCIAL.

COFFEE.—The market is calm, and there is no alteration in quotations. Sales of the week, 10,000 bags.

SUGAR.—In the raw article there is more animation than has been observable for a long time, and prices are much firmer. Among the transactions of the week 23 950 bags Unclayed Manila and 300 kranjangs of Brown Java were bought by refiners. Refined is also firmer, but the sales were on a very limited scale, as there is but little in the market.

RICE.—There is a continued good demand for cleaned grain, and the prices are higher and firmer.

SPICES.—Cassia Lignea commands an easy sale, being still in demand for the interior of Germany at former rates. Ginger is more inquired for, and Pepper is rather cheaper.

SPELTER.—At the beginning of the week 2,000 centners were sold for January delivery at 14.2½ and 2,000 centners loco at 14.3, since which there were no transactions. The market, however, is in a firm condition,

DISCOUNT.—Money continues plentiful, and discount is lower; good bills can be done at 3½ per cent.

HAMBURG, DEC. 23.

The following tables are extracted from the official returns of the commerce of Hamburg in 1865, published by the Board of Trade in this city, casually mentioned in one of my last letters:—

1.—*Direct Imports from China.*

	Value in Marks Banco.
Tea, 15,766 chests 461 packages	740,970
Raw sugar, 9,660 bags	78,500
Cigars, 74,000	7,840
Cassia lignea, 25,734 chests 106 packages	893,650
Cassia flores, 211 chests	20,600
Candied ginger, 2,715 chests 5 casks	44,920
Soy, 80 tubs 1 chest	2,210
Galls, 332 chests	18,600
Vermilion, 50 chests	4,950
Galangal root, 425 chests	5,540
Star annis, 764 chests	77,240
Raw camphor, 400 chests	28,120
Oil of Cassia, 133 chests	42,250
Oil of star annis, 245 chests	73,610
Graphit, 25 chests	4,980
Walking-sticks, 270,668 No.	15,320
Mats, 1,025 packages	22,210
Porcelain, 136 chests	7,890
Fireworks, 674 chests 1,159 packages	46,100
Other enumerated articles	48,040
Total marks banco	2,183,640

2.—*Direct Imports from the Philippine Islands.*

Coffee, 158 bags	8,440
Raw sugar, 42,144 mats	361,390
Cigars, 32,000	1,340
Sapanwood, 802 centners	6,560
Hemp, 1,100 bales	50,180
Other goods	5,440
Total marks banco	433,350

3.—*Direct Imports from Singapore.*

Coffee, 939 bags	55,570
Tea, 135 chests	1,680
Sago, 9,182 chests	151,760
Pepper, 17,492 bags	345,780
Cassia lignea, 500 chests	16,260
Terra Japonica, 7,188 bales	277,630
Cubebs, 165 bags	6,250
Raw camphor, 111 chests	6,490
Buffalo horns, 14,068	10,770
Rattans, 31,462 bundles	24,480
Canes, 75.713	9,240
Other articles	7,830
Total marks banco	913,740

4. *Direct Imports from Netherlands India.*

Rice, 7,299 bags	118,900
Sapanwood, 224 centners	2,240
Gum Damar, 600 chests	22,940
Indiarubber, 158 bags	16,150
Buffalo hides, 170	1,000
Rattans, 26,950 bundles	23,550
Canes, 60,000	10,800
Other articles	840
Total marks banco	196,420

5.—*Total Imports of the following Articles.*

	Quantity in Centners.	Value in Marks Banco.
Coffee*	983,059	42,100,220
Tea*	25,233	2,429,670
Raw sugar*	447,265	6,759,990
Refined sugar	70,071	1,442,690
Candy	1,104	26,920
Rice	264.032	2,180,170
Sago*	17,467	240,470
Pepper*	28,147	611,940
Cassia lignea*	21,802	1,246,700
Cassia flores*	331	52,320
Cinnamon	843	98,560
Cardamoms	430	175,490
Cloves	4,081	94,180
Mace*	731	63,970
Nutmegs*	799	60,190
Ginger*	7,145	156,200
Soy*	57	2,700
Terra Catechu	5,607	96,390
Terra japonica*	20,931	314,240
Vermilion*	1,862	35,670
Galangal root*	879	10,970
Gentian*	739	11,850
Cassia vera	274	9,730
Star annis*	1,063	96,530
Cubebs*	231	13,680
Camphor, raw	1,802	117,700
Do. refined	27	2,820
Gutta percha	286	32,080
Shellac*	6,407	449,160
Gum damar*	1,702	52,140
India rubber*	7,272	664,570
Oil of annis	8	6,580
Oil of cassia	137	77,510
Oil of cloves	89	11,820
Oil of star annis	248	131,990
Rattans*	87,762	673,960

Those articles marked* were larger in quantity and value than in 1864.

6. *Shipping Arrived in* 1865.

From	Ships.	Tonnage.
Canton	2	251 Lasts of 3 Tons.
Canton and Macao	3	408 ,,
Foo-Chow	2	293 ,,
Hong Kong	2	279 ,,
Hong Kong and Manila	2	236 ,,
Macao	3	434 ,,
Navigator's Islands	2	233 ,,
Manila	2	455 ,,
Zebu	1	112 ,,
Batavia	3	406 ,,
Akyab	4	780 ,,
Bassein	3	661 ,,
Calcutta	2	620 ,,
Cochin	1	265 ,,
Rangoon	2	567 ,,
Singapore	8	1,572 ,,

7. *Shipping Sailed in* 1865.

To		
De Castries Bay	1	175 ,,
Nicolayefsk	1	142 ,,
Sitka	2	356 ,,
Navigator's Islands	2	198 ,,
Hong Kong	10	1,595 ,,
Hong Kong and Tientsin	2	190 ,,
Shanghai	4	633 ,,
Shanghai, via Singapore	6	956 ,,
Batavia	2	392 ,,
Macassar	2	214 ,,
Calcutta	1	304 ,,
Singapore	7	1,021 ,,

At the last sitting of the Association for Natural History in this city, your notice, in a late impression of the LONDON AND CHINA EXPRESS, on the alleged invention of M. Trocol for extracting silk from mulberry leaves was read amidst a roar of laughter from the assembled members, who are otherwise grave and steady-going scientific men. The general impression was either that it was a simple hoax or that the alleged inventor of the process was *non compos mentis*. One gentleman remarked that the learned Theban appeared never to have heard of the law of nature called the transmutation of matter in the stomachs of all animals; another supposed he would next attempt to extract honey direct from flowers without the assistance of bees; a third said the discovery was fully equal in importance to that of the celebrated Yankee who had invented a machine for making deal boards out of sawdust; and a fourth was heard to grumble something about "Baron Munchausen."

COMMERCIAL.

Coffee.—The market continues remarkably firm, with a fair amount of business doing. Sales of the week 16,000 bags.

Sugar.—Raw is calm, but a better feeling prevails. Among the transactions was a sale of 7,600 bags of unclayed Manila. Refiners are rather more willing to sell for short delivery.

Rice.—In this market there is no alteration in values. Clean grain moves off quietly. The only sale of rough was 6,000 bags of Bassein per *Fuchs* for a local steam mill.

Spices.—There has been a very lively demand for cassia lignea from various quarters, so that prices are well supported. Ginger commands more attention. Pepper dull of sale.

Spelter.—A good deal of business has been done at rising prices. Among the sales were—

5,000 centners	Loco	at	14 mks.	3 sh. Bco.
2,000 ,,	W.H.	at	14 ,,	8 ,,
6,000 ,,	Spring delivery	at	14 ,,	5½ ,,
5,000 ,,	,,	at	14 ,,	7 ,,
3,000 ,,	,,	at	14 ,,	8 ,,
2,000 ,,	,,	at	14 ,,	9 ,,
2,000 ,,	January	at	14 ,,	5½ ,,
1,000 ,,	Loco	at	14 ,,	5 ,,
1,000 ,,	,,	at	14 ,,	6 ,,
500 ,,	,, W.H.	at	14 ,,	12 ,,
7,500 ,,	Spring delivery	at	14 ,,	8 ,,

Since which no transactions, as holders have raised their demands.

Discount.—Money market easy; discount 2½ to 3 per cent.

(No Shipping to report.)

Digitized by Google

REMOVAL OF OFFICE.

NOTICE.--On the 1st of January next the Office of the LONDON AND CHINA EXPRESS and LONDON AND CHINA TELEGRAPH will be removed to No. 2, Cowper's Court, Cornhill (over the JERUSALEM).

NOTICES TO CORRESPONDENTS

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be authenticated by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

A REGISTER is kept of the addresses of all persons connected with the FAR EAST, and reference can be made to the same by personal application at the office or by letter.

Any information required by Subscribers, in reference to Commercial or General matters in CHINA, JAPAN, SINGAPORE, *and other parts of the* FAR EAST, *will be supplied on application at the Office, where files may be seen of the Journals published in those countries.*

THE LONDON AND CHINA EXPRESS.

PUBLISHED on the departure of the Mails *via* Marseilles on the 10th, 17th, and 26th, contains a Summary of European, American, and General News; Commercial and Shipping Reports, and Special notices of Trade with the FAR EAST.

Subscription 54s. per annum, including Postage. Export Supplement 12s. extra.

The London & China Telegraph.

LONDON, THURSDAY, DEC. 27, 1866.

FRANCE AND KOREA.

THE first telegram published in our columns, announcing the commencement by the French Admiral of hostilities against Korea, was met by an almost official denial in the *Moniteur*, and even in this country was received with some degree of suspicion. It has, however, turned out to be substantially correct, for notwithstanding the statements in the French organs to the effect that no active operations would be undertaken at present, we now hear that a second collision has already taken place, and this time with disastrous consequences to the invaders. The first intimation of this was conveyed in a telegram, via Galle, dated Hong Kong, 1st December, which says:—"It is currently reported that the French expedition to Korea has been beaten off at Kang-hoa, with the loss of 45 men. The fleet has returned to Shanghai." And this is corroborated by a telegram via Kiachta, received yesterday, worded thus:—"French evacuated Korea; expedition a total failure. Natives elated. European prestige much injured." How far the French Admiral was acting on his own responsibility in continuing offensive operations does not yet appear, but we doubt whether his acts will be viewed with very great disfavour by the Imperial Government. So far the events that have transpired in Korea present an exact repetition of the Annam affair. The prompt resentment of an outrage on French subjects; the immediate adoption of reprisals by the Admiral, without waiting orders from home; and the despatch of pacific instructions, so timed as to arrive just too late to prevent a hasty attack almost certain to lead to a reverse, thereby pledging the French to a war that will necessarily be one of conquest—all form a natural sequence of events which bear a striking resemblance to those immediately preceding the "colonisation" of Saigon.

THE P. AND O. COMPANY'S SERVICE.

IN another column we give some extracts from the report of the P. and O. Company in reference to the speed of their vessels, in which it must be allowed they have vindicated themselves from the major portion of the attacks made on them from time to time. In addition to this, they have really conferred a benefit on the public generally, and themselves in particular, for it must be extremely irritating and a great waste of time to be constantly answering these allegations, which we editors are almost compelled to insert, or we come under the suspicion of being P. and O. organs. The Committee of Investigation on Postal Services, in this year arrived at the conclusion that the company performed its contracts with very creditable accuracy. This was no doubt meant to convey that "on the whole" their service was well executed. We must confess that we have often been struck with the unfairness of selecting any one particular voyage; the service must be considered in its length and breadth, especially with the example we have before us of the failure of so many steam companies which have attempted ocean navigation under mail contracts. The truth is the P. and O. Company are the very first people with whom the young cadet or mercantile clerk comes in contact in going to India and China, and from that moment and during the whole time of his connection with the East, his comforts are very much dependent on their service, and it is no wonder that it forms a fruitful source for an Englishman's known propensity, "growling."

THE SAN FRANCISCO AND CHINA LINE.

THE wooden steamship *Celestial Empire*, a consort to the *Great Republic*, of the new line between San Francisco and China was launched at New York on the 8th. She is 4,000 tons burden, 376ft. long and 50ft. breadth of beam, and is divided into four water-tight compartments. Two other vessels for this line, the *Niphon* and the *America*, making four in all, are now building. We learn that the steamer *Hermann* will be despatched from San Francisco to Yokohama to serve as a reserve vessel for stores, &c. The San Francisco Chamber of Commerce has memorialised Congress for a modification of the present contract for this line. By the original agreement the steamers were required to touch at Honolulu, but in June last the company was released from this obligation by the United States Government, on condition of performing thirteen trips to China and back each year, instead of twelve. The memorialists now represent that this arrangement will not only entail on the company an unnecessary additional outlay of some $130,000 per annum, but will inflict great inconvenience on the public, as it will change the day of departure from the 1st of each month to irregular dates, thus preventing uniformity and precision. It is therefore urged that the obnoxious condition be forthwith rescinded, and the company be allowed to run the mails regularly once a month without touching at Honolulu, for which port a separate service is recommended, with a subsidy of $100,000 per annum. It is to be hoped Congress will acquiesce in this very reasonable demand.

THE CEYLON COMPANY.

THE half-yearly meeting of the Ceylon Company was held on the 18th, and the report, given in our last issue, recommending a dividend of 10 per cent. per annum, was duly passed. The Chairman in moving the adoption of the report, observed that the £437,000 raised by debentures was £38,000 less than they were authorised to raise. It was not intended to increase that amount until a call had been made on the A shares, which had been delayed by the state of the money market, anything now received on debenture account would go to pay off some of those already issued. At the last meeting a resolution, proposed by Mr. Baker, was passed, asking for a more detailed profit and loss account of the company; but as that resolution was carried by only twenty-one shareholders, and the board felt that it was undesirable that all the affairs of the company should be exposed, the resolution had not been acted upon. In the report presented to the next annual meeting as much information would be given as the board considered expedient having regard to the interests of the company. In reply to a shareholder, the Chairman said no advances were ever made on estates in the Mauritius without proper documents and securities; that a call not exceeding £3 would be made on the A shares within three months. The last report shows the manner in which the property of the company is invested, and it is invested in very much the same manner now. It shows that the investments in Ceylon and the Mauritius were £259,295; in mortgages, £319,000; and advances against produce, £339,944. With respect to the sales of the coffee crop, we may say that it has been nearly all sold, and has realised very fair prices; the sugar crop is being sold, and the prices in the Mauritius this year have been high. The crop is about the same as last year, but the prices have been much better.

It will be seen in our legal intelligence that the Court of Chancery has confirmed the resolution of the shareholders in the Bank of Hindustan, passed at the meeting held on the 10th inst. It was the impression that the National Bank, the chief creditors, wished for an official liquidation, but it appears that their objection to the voluntary liquidation was confined to Mr. Kintrea, one of the shareholders. In order to remove this obstacle Mr. Kintrea resigned, and the liquidation will now proceed under the charge of Mr. Chadwick, an official accountant, Alderman Allen, one of the directors, Mr. MacNair, and Captain Engledue, shareholders. We understand that the attempt to resuscitate this bank will be persevered in.

Digitized by Google

The hearing of the case of the Agra and Masterman's Bank was concluded on the 18th, and ended by the Judge confirming the resuscitation agreed on by the shareholders. The opposing creditors were complimented by the Judge for pointing out what appeared to them to be an injustice, but the approving body being so largely in excess of the malcontents, he thought that was sufficient warranty for his decision in their favour. The new institution is therefore free to make its arrangements for business, which will be commenced in London forthwith, and Mr. Balfour proceeds by the next Bombay mail to establish the branches in India and China. The successful completion of the measures elaborated by Messrs. Chadwick and Co., accountants, Messrs. Ashurst, Morris, and Co., solicitors, and Mr. Thomson, one of the directors, reflects great credit on these gentlemen, and the shareholders have now a fair opportunity of recovering their capital, which would in all probability have been swallowed up had the bank been allowed to die.

The delay in the receipt of telegraphic messages to and from India and Galle continues to be the subject of serious complaint. The messages latterly have occupied ten and twelve days from Galle. Mr. Reuter writes to *The Times* on the 24th, stating that the line will never be worked properly until we obtain the privilege from the Turkish Government of wires devoted solely to the Anglo-Indian messages. Mr. Reuter has been refused this concession, and asks the British Government to negotiate for it. The service via Kiachta continues to work well, telegrams dated Shanghai, November 26, having been received on the 17th inst. Before next winter arrangements will no doubt be completed for working during that period.

Two Italian ships of war are now fitting out for the Far East. One of them will carry out the ambassador appointed by the King of Italy to reside at Yedo, in accordance with the stipulations of the treaty lately concluded with Japan.

Legal.

THE AGRA AND MASTERMAN'S BANK.—This was an application, before Vice-Chancellor Sir W. P. Wood, for the sanction of the Court to a proposed arrangement for the resuscitation of the bank. Sir Roundell Palmer stated the case on behalf of the applicants, General Sir George Pollock and others, who had been appointed at a general meeting of shareholders to submit the proposal for the above purpose to the consideration of the Court. Sir R. Palmer said that the importance of the matter he had to submit to the Court could hardly be exaggerated. The temporary failure of the Agra and Masterman's Bank had been brought about by the irresistible influences of a money panic, and the machinations of unprincipled persons, and the suspension had in truth taken place when the bank was in a state of perfect solvency. The shareholders subsequently arranged to have a voluntary winding-up of the concern, but they did so with the view of bringing about a revival of the business, in which so large a portion of the Indian and English communities were deeply concerned. An investigation into the affairs of the bank showed that its assets exceeded its liabilities by the sum of £1,150,000. In order to accomplish the resuscitation, it was now proposed that new capital to the amount of one million should be subscribed, and that the new company should guarantee the discharge of the liabilities of the old company. Nearly all the 5,799 creditors of the bank in the United Kingdom, with the exception of fifteen, assented, and so far as information could be obtained of the opinions of the Indian creditors, it appeared that their assent was given to the proposal. Whilst the debts of the assenting creditors in the United Kingdom amounted to the sum of £2,208 993, the debts of the fifteen non-assenting creditors did not exceed £80,000. No shareholder had expressed his dissent. But he could not state what opinion was entertained by the official liquidator with reference to the scheme.—Mr. Roxburgh, who appeared for the official liquidator, here stated that he did not oppose but only desired that his honour should become acquainted with all the facts.—Sir R. Palmer observed that this statement relieved him of much anxiety, and proceeded to read a quantity of evidence, which had been adduced to show the desirableness of the project, and the support that had been given to it in the United Kingdom and India. The official liquidator, Mr. Cannan, stated in an affidavit that the assets of the bank sufficed for the payment in 1867, or early in 1868, of all the liabilities without any call being made. It was, therefore, clearly to be inferred that there was no risk in the revival of the bank.—Mr. Druce, Q.C., and Mr. A. G. Marten, for Mr. Shipman, the creditors' representative, stated his desire to facilitate the arrangement, subject to the following observations and suggestions: (a) The order confirming the agreement should provide that the arrangement shall not prejudice or affect the rights of the creditors, as against any sureties or person not bound by the order; (b) the order also should provide that as between the purchasers and the creditors the purchasers should be principal debtors in respect of the instalments, and accordingly, shall not be discharged by their being given to the vendors, or by any other act which if the purchasers were sureties only would discharge them; (c) the cash and notes for the instalments ought to be handed over to the liquidator or creditors' representative before possession was given of any of the vendors' property, with provision by covenant, before completion of the sale, in cases of disputed claims, or claims not capable of being expressed as an immediate debt; (d) the purchasing company should enter into a covenant with the liquidator or creditors' representative, and with all the creditors (as in the case of a common deed for securing payment of a composition under the Bankruptcy Act 1861), for the due performance of the terms of the agreement. Subject to the insertion of these provisions for the protection of the general body of creditors, they did not oppose the arrangement.—Mr. Giffard, Q.C., and Mr. Bedwell, for the Chartered Bank of India, Australia, and China, creditors for £111,000, opposed the application, and vindicated their right to do so without having the odium cast upon them of selfishly opposing that which had been assented to by the large majority of creditors. They did not seek to enforce any extreme rights, or to claim their pound of flesh; but what they wished, and what appeared to be wholly wanting, was some proposal that at present would inspire confidence, and satisfy the managers of the Chartered Bank, as reasonable men of business, that the proposal was to the advantage of their shareholders, whose interests they were bound to protect. In the first place, the dividends were not to be paid in such a beneficial manner as was intended by the official liquidator. The capital proposed was insufficient, and if, as was admitted, the official liquidator would have difficulty in realising the assets, how were the promissory notes of the new company to be paid? Then, again, the position of the parties would render it necessary for the new bank to deal more tenderly with debtors, so as not to lose their custom, than the interests of the creditors required. Upon the whole, the plan was premature, had not been sufficiently investigated, and was not such as to inspire confidence or claim adoption by the Court, especially as it was open to grave objections under the Companies Act, 1862.—His Honour, after an elaborate consideration of the position of the company, both with regard to the interest of the creditors and shareholders, said that his judgment must necessarily be greatly influenced by the entire absence of hostility on the part of the shareholders of the company to the scheme and the consent of all but fifteen of the creditors. No reflection could be made on the character and honesty of those who had conducted the affairs of the bank which had so unfortunately failed, nor could the motives of those who opposed the scheme be impeached, because it was important that all the facts of the case should be inquired into. The comparatively narrow doctrines of the Court with regard to the conduct of trustees ought not to be applied to a case of this kind. The shareholders were better judges of their own interests than he could be, and as they had without dissension concurred, he thought that he should be favouring the interests of all parties by approving of the scheme. The Attorney-General, Sir R. Palmer, Mr. Cole, Mr. W. M. James, Mr. G. W. Giffard, Mr. Roxburgh, Mr. Druce, Mr. Ferrers, and Mr. A. G. Martin appeared.

THE AGRA AND MASTERMAN'S BANK.—EXPARTE WARING AND ANOTHER.—The point involved in this summons from chambers was one of very serious interest to a great number of customers of the branches of the Agra Bank abroad. The bank, it will be remembered, stopped payment on the 7th of June 1866, but their branch at Calcutta did not stop till the 13th of June. At some time, but at what hour did not appear, on the 13th, a telegraphic message arrived at Calcutta announcing the stoppage in England, and in the course of the day the Calcutta branch stopped. Messrs. Waring and Hunt, on the 13th, and, as they contended, after the branch had received the telegraphic message, paid £25,000 in rupees into the Calcutta branch by way of a cheque, and they now claimed to have this sum paid out to them in full and in preference to other creditors. Mr. G. M. Giffard and Mr. Langworthy supported the claim. The principle for which they contended was that the property in the cheque never left them. It was paid in for a purpose that failed. When it was paid the branch could not be said to have received it as bankers; and if they could not honestly receive it, they could not honestly use it in payment of their debts.—Mr. Dickinson and Mr. Roxburgh for the liquidators of the bank: Our contention upon the evidence is that the cheque was paid in and carried to Waring and Hunt's account before the news arrived, and of course before the stoppage took place. But in any event the only relation between these gentlemen and the bank was that of debtor and creditor. There was no specific appropriation of the money.—Mr. Giffard in reply.—The Vice-Chancellor said that when people pay cash into a bank the money becomes the property of the banker, and he gives an acknowledgment that he will repay them when and how they please. He is simply a debtor, and his customers are creditors; he is not a trustee. If a man pays £10,000 into a bank, and he knows that next day the banker is about to invest the £10,000 in some hazardous speculation, he nevertheless cannot obtain an injunction to restrain his doing so. Cases may arise in which a bill will lie against a banker in respect of moneys paid in for a specified purpose. But a direction that money shall be carried to a man's private account is not a specific purpose. His Honour said he must take it on the evidence that this cheque was paid in some hours before the message was received. When the message came the bank stopped, and these gentlemen were in the unfortunate position of any other debtor to the concern. His Honour thought he ought not to direct an inquiry as to whether or not the cheque was cashed before the message came, because he was not satisfied that it would make any difference in the result; but the claim would be refused without prejudice to any application that the customers might make if they found that the cheque was not cashed till after the message was received, and also without costs. The official liquidator would have his costs.

THE ASIATIC BANK.—Vice-Chancellor Wood had before him on the 11th December the case of the Agra and Masterman's Bank. In the winding-up of the affairs of this bank the Asiatic Banking Corporation claimed to be creditors in respect of some bills of exchange, which they had bought from Messrs. Dickson, Latham and Co., of Ceylon, on the faith of an open letter of credit given by the Agra and Masterman's Bank to that firm. It was contended on the part of the Agra and Masterman's Bank that they were not liable in respect of the bills, because they were not drawn till after the writing of the letter of credit, and at law a promise to accept a non-existing bill of exchange was not binding, and also because the letter of credit did not constitute a contract between the Agra and Masterman's Bank and the Asiatic Banking Corporation. The Vice-Chancellor, after stating the points, observed that it had never been the subject of actual decision; although it was clearly laid down as law since Lord Mansfield's time that a promise to accept an undrawn bill of exchange is no acceptance. It was, therefore, quite clear that the contract in this case did not amount to an acceptance, so that the holder could recover in that respect; but the claim had been put in argument as if founded on a

Digitized by Google

contract between the negotiator of the bills and the person giving the undertaking, through the medium of the person holding this open letter of credit. Now there was no evidence of such a transaction as this being supported by the custom of merchants, and the absence of decision on the point was a reason for believing it to form no part of the lex mercatoria. If the claim had any validity, it could only rest on that question of agency which had required some consideration. His Honour referred to the case of "The Bank of Ireland v. Archer," reported in the 11th vol. of Meeson and Welsby, and said that in the absence of any authority exactly in point, he thought he should be introducing a great novelty into the lex mercatoria if he were to admit the claim. It would be in fact giving the effect of an acceptance to these undrawn bills, which was the very doctrine that was exploded in the case referred to. If the case had been that of an agency, by which the person holding the instrument was empowered to authorise the dedication of a sum of money on the part of the giver of the instrument to the person advancing money the case would have been different; as it was the negotiator of the bills took them, subject to all inquiries between the holder and the giver of the instrument. His Honour must refuse the summons, but if the applicants liked he would give them leave to bring an action.

THE BANK OF HINDUSTAN, CHINA, AND JAPAN.—Vice-Chancellor Stuart made an order on three petitions to continue the voluntary winding-up of this company under the supervision of the Court. The winding-up is to be conducted by four out of the five present liquidators, (who were named in our last) Mr. Kintrea retiring.

WHISTLER v. STEAINES.—This action was brought (before Mr. Justice Blackburn) in respect of the non-delivery by the defendant of 25 chests of tea. In December, 1863, the plaintiff purchased 61 chests of tea from the defendant, and an invoice was sent in, describing the chests as "ex *Vanguard*," and as marked "J. R. W. J." The invoice also gave the numbers of the chests. In July, 1864, an order was sent to the defendant, directing him to forward the warrants for delivery of the tea to Messrs. Littledale and Co. Warrants were accordingly sent—one for 13 chests, with the proper mark, and others for 48 chests, 23 of them with the proper mark, and the remaining 25 with the mark "S. W. J." The warrants relating to these latter chests contained, however, the number of the chests corresponding with those in the invoice; and it appeared that the difference in the mark arose from the fact that when the invoice was drawn out, the mark "S. W. J.," which was upon 25 of the chests, was by mistake omitted. Messrs. Littledale, on receiving the warrants, put them away without noticing that the marks relating to 25 chests did not correspond with the contract. The chests in question were warehoused at Beale's wharf in London, and were destroyed by a fire which broke out there in October, 1865. In March, 1866, the plaintiff resold the tea, and then, for the first time, discovered that the warrants did not correspond with the invoice, and that the tea for which he held the warrants had been burnt. He therefore sought to recover from the defendant for the non-delivery of the chests thus destroyed. Under these circumstances, the learned Judge ruled that the plaintiff was entitled to recover, and a verdict was entered accordingly.

SCHROFF v. PALLONJER.—This was an action in the Court of Exchequer by a Parsee merchant, carrying on business at Bombay, to recover £14,105 10s. 3d. on a consignment of cotton from that place to England. Mr. Hannen and Mr. Cohen for plaintiff; the Solicitor-General and Mr. Philbrick for the defendant. The defendant, a native of India, had been a member of the firm of Dadabai, Naooroji, and Co., in the City of London, who in a balance of accounts in January last, owed the plaintiff the sum now claimed. Two other members of that firm became insolvent, and compounded with their creditors under a deed of inspectorship. The question now raised, in a very complicated state of facts, was whether the plaintiff had agreed simply to discontinue the action he had brought against the firm for his debt, reserving his right to recover the money from any one of its members, or whether he had consented to discontinue it in the sense that the debt was to be entirely extinguished as regarded all the parties liable. It appeared that the plaintiff had received in the shape of dividends a sum of £2,197, and the balance was in reality the sum sought to be recovered in this action. The jury, after having been locked up a considerable time, returned a verdict for the plaintiff—Damages, £11,807 12s. 2d., with leave to move the Court above on a point of law.

JONES v. JUST.—The plaintiff in this case is a ropemaker at Liverpool and the defendant a merchant carrying on business in London. In October, 1865, the plaintiff purchased 1,000 bales of Manilla hemp, equal to 126 tons, to arrive from Singapore, at £38 10s. per ton. The hemp arrived in four ships during the month of November, and when surveyed was pronounced unmerchantable. The evidence showed that it must have been wrecked before it got to Singapore, and dried and repacked there. It appeared that hemp had risen in price after the contract was made, and that at the time the hemp arrived it would, if in good merchantable condition, have been worth £6 per ton beyond the contract price. The hemp was resold by the plaintiff after its arrival and realised somewhat less than the contract price. The learned judge left it to the jury to say whether it was reasonably merchantable Manilla hemp, and, if not, what loss the plaintiff had sustained by the defendant's non-performance of his contract. The jury returned a verdict for the plaintiff for £756.

BANKRUPTCY CASE.—IN RE RUDOLPH JUNG.—Mr. Reed appeared for the assignees, and Mr. Laurance for the bankrupt. At this sitting for discharge the bankrupt was opposed on the ground that he had contracted debts at a period when he could have had no reasonable expectation of payment The bankrupt upon examination said: I have been in business for a period of 25 years. In 1858, when I had an establishment in Paris, I became a bankrupt. I then owed £300,000 to creditors, and my estate paid a dividend of 7s. in the pound. From 1861 to 1865 I carried on business in London as a silk merchant. At the time of my obtaining goods from Mr. Hemsley I had dishonoured bills given to Messrs. Peat and Co., but there was an agreement between us that the paper should be renewed. I have been very largely engaged in the silk trade, and I had a very extensive connection. My friends assisted me with capital to start with, and I thought I had a reasonable prospect of success. I left Paris without any imputation upon my character. During the panic of 1857 my partners and I lost between £400,000 and £500,000. His Honour, after a careful investigation of the facts, held that the bankrupt had not brought himself within the penal clauses of the statute, and granted an immediate order of discharge.

THE NICARAGUA RAILWAY.

A preliminary division of the engineering staff of the Nicaragua Railway was despatched by the West India mail steamer on the 17th, under the directions of Mr. Collinson, the engineer, for the purpose of commencing the works. Captain Bedford Pim, R.N., and Mr. Collinson went out *via* New York on the 22nd. Captain Pim in a letter says:—

"To-morrow I proceed to New York, where the absolute necessity of such a transit (the right of way over which, with many other privileges, I hold exclusively in my possession) has long been felt, and I am convinced the commercial importance of the project, together with the great value of my concession, will be there fully appreciated.

"As evidence of this fact, I may mention that I have received most tressing overtures from several gentlemen in New York, who are anxious po make my route the great highway between China, Japan, and the United States.

"The American line to China and the East, which commences running on New Year's-day next, consists of some of the largest steamers in the world; the Government of the United States pay a heavy subsidy, and there can be no doubt that by this means a very considerable portion of the trade of the East will be speedily diverted into the warehouses of New York.

"At no distant date also a line of steamships under the American flag will commence running from Panama to New Zealand and Australia, and, owing to the controlling influence which citizens of the United States possess over the only present transit, *via* the Isthmus, they may certainly look forward to carrying off the greater portion of our New Zealand and Australian trade, for it must be borne in mind that in respect to China, Japan, New Zealand, and Australia, New York is eight days ahead of Europe by the Panama route.

"In view of the speedy realisation of the success to which, it must be admitted, the Americans are fairly entitled from their foresight and boldness of enterprise in thus competing for the Eastern and Australian trade, the necessity is more than ever apparent for securing a good and practical route across the isthmus.

"I am most desirous of making the Nicaragua Railway Transit a great highway of nations, as free from political disadvantages as it is from those of a physical character.

"Commerce knows no nationality, but I have felt it a duty to address these few lines to you, for the purpose of placing before our merchants the consequences which must arise should all routes across the isthmus become exclusively American.

"Let Europe and America by every means cordially co-operate in establishing the Nicaragua Transit, so that all of us may have a fair field and no favour in this great commercial contest for the control of the Eastern and Australian trades."

Literature

The long list of new books noticed in our last issue has by no means exhausted the resources of our publishers, who have been far from idle during the last fortnight. Most of the works we now have to announce are, however, of less importance than those published during the early part of the month.

Earl Russell publishes a third volume of his *Life of Charles James Fox*, embracing the stormy period of our rupture with the French Republic and the later years of Pitt's life; Mr. Edward Dicey publishes, under the title of *The Battlefields of* 1866, his letters on the recent war in Germany, written as special correspondent of a London newspaper; Heros Von Borcke (whom our American critics persist in regarding as a fabulous personage) republishes from "Blackwood's Magazine," in 2 vols., his *Memoirs of the Confederate War for Independence*; and we have from Mr. W. Leeke a *History of the 52nd Regiment at the Battle of Waterloo*, in 2 vols.; and from Mr. Wornum, in 1 vol., a life, or as he modestly calls it *Some Account of the Life of Holbein*, with handsome portraits and other illustrations.

In Fiction we have a new story by Miss Annie Thomas, in 3 vols., with the title of *Played Out:* 3 vols. of stories by Mr. Mark Lemon, with the title of *Leyton Hall and other Tales;* and *The Draytons and the Davenants*, a story of the Civil Wars, in 1 vol., by the author of "The Schonberg-Cotta Family."

Some New Editions also require notice, among which are Mr. Arnold's *Manual of English Literature, Historical and Critical, with Appendix on English Metres*, revised and enlarged; a new edition of Fletcher and Kidder's *Brazil and the Brazilians*, which has been rewritten after a recent visit, and forms an almost entirely new work, with numerous illustrations; we have also the first volume of a new edition, entirely revised, of Sir Charles Lyell's *Principles of Geology*, to be completed in 2 vols.; a new edition of Mr. Thackeray's *Paris Sketch-Book*, one of his earliest works, which has been long out of print and is little known; a cheaper one-volume edition of Victor Hugo's *Toilers of the Sea*, with two full-page illustrations by Gustave Doré done expressly for the English edition; and lastly a re-issue, in oblong quarto, of Seymour's *Humorous Sketches, with a Memoir*, and the original letterpress.

Among mercantile works of reference there is nothing more useful than the *Banking Almanack and Directory*, the new volume of which, for 1867, is just issued by Messrs. Groombridge and Sons. This work, edited by Mr. D. Morier Evans, contains a diary, calendar, official and banking directories of unexampled completeness, and a vast quantity of other matter, valuable to the merchant, but indispensable to the bankers, and is published at the low price of 7s. 6d.

The new volume of *Temple Bar* to commence with the new year will contain, among other things, a new serial story by the author of "Archie Lovell," and another from the pen of Mr. Le Fanu, the author of "Uncle Silas."

The original drawings of Gustave Doré, in illustration of Tennyson's *Elaine*, together with a set of proofs and photographs, are now on view at Messrs. Colnaghi's, Pall Mall East.

Digitized by Google

Works of special interest in the East are not numerous, though a few are advertised. Messrs. Nimmo (Edinburgh) publish *The Martyr Missionary; or, Five Years in China*; by the Rev. Charles P. Bush, A.M. The hero of this not ill-written biography is William Aitchison, an American missionary, who died in China, of dysentery, a few years since. Mr. Aitchison was an intimate friend of Mr. John S. Burdon, of the English Church Missionary Society, who, after losing two wives at the scene of his evangelical labours, recently came back to his native country to refit a constitution which arduous exertion in a trying climate had greatly injured and almost broken. Not only has Mr. Burdon returned to China, but he has found an English lady brave enough to accompany him as his third wife. Mr. Bush's memoir of Aitchison mentions Mr. Burdon in terms of appropriate respect.

Mr. Murray has published a two-and-sixpenny edition of the *Works of Lord Byron*, which is a marvel of good printing, elegance and cheapness, and, is entitled to the best praise. We have also received a handsome Christmas book, entitled *Off Land's End, Homeward Bound*, an illustrated collection of tales, published by Charles Griffin and Co.; *The Cloud and the Beam*, also a pretty Christmas tale, published by Lothian and Co., and *Warne's Christmas Annual*, consisting of miscellaneous stories by good authors, edited by Tom Hood. *Life Among the Zulus* and *A Visit to British Kaffraria* are the title of two works just issued by the Society for Promoting Christian Knowledge. These are descriptive of a visit to South Africa, neatly illustrated with wood-cuts and most interesting reading.

We have received the yearly volumes for 1866 of the *Band of Hope Review* and the *British Workman*, both published by Mr. S. W. Partridge, and both excellent works of their kind.

ROYAL ASIATIC SOCIETY.—On the 17th inst., at the ordinary meeting of the Royal Asiatic Society, Sir T. E. Colebrooke, Bart., M. P., occupied the chair. Among the members present were Major-General Sir Henry Rawlinson, K.C.B., the Right Hon. Viscount Strangford, Professor E. Goldstucker, General A. Cunningham, Sir F. Halliday, K.C.B., Sir C. Nicholson, Bart., Messrs. O. De B. Priaulx, N. B. E. Baillie, E. B. Cowell, J. Dickinson, E. C. Ravenshaw, E. Norris, and others. Sir Henry Rawlinson briefly noticed the recent death of Dr. E. Hincks, of Killyleigh, Down, Ireland, a member of the society, noted for his skill in deciphering hieroglyphical and cuneiform inscriptions, and who showed wonderful ability in unravelling the most difficult ciphers without any previous clue to their contents or plan of formation. Suggestions and arrangements were made that his unpublished writings should be collected and printed. Dr. S. Birch, of the British Museum, then read a translation of an inscription 700 years old, cut in Chinese and Sanscrit characters upon an ancient pillar in a Chinese temple, giving a history of the construction of the building. The meeting then closed.

THE RIOTS IN CEYLON.—Ceylon, usually so quiet (says the *Pall Mall Gazette*), has just been the scene of serious food riots. The Governor seems to think the fault is with the chetties (grain dealers), who, armed with cudgels and blunderbusses, formed an efficient special police to defend their property. But with rice at thrice its ordinary price, holding back grain must be pretty well at an end. No account has yet come in of the cause of the scarcity. Its occurrence confirms what we remarked some time ago, that the famine in Orissa is exceptionally severe solely because the Bengal authorities have been exceptionally negligent. Distress has undoubtedly been felt more or less over the whole continent south of the twenty-third parallel. Meanwhile the Hon. R. S. Ellis has been visiting the distressed parts of Madras, especially Salem and North Arcott, and reporting with a view to preventive measures on a large scale. "Irrigate, irrigate," is the burden of his message, as it is the cry of every one who looks beyond his own immediate surroundings. Why the work has not been done long ago it is only too easy to tell:—"There are (says Mr. Ellis) in the records of the Board of Revenue and Public Works Department plans of irrigation which, *if they had been executed*, would not only have been highly remunerative, but would have done much to save the crops during this year's drought. . . . There was scarcely a village through which I passed (adds Mr. Ellis) where there was not the same complaint of breached tanks and channels out of repair; while in many places great natural reservoirs were pointed out to me which only need a small outlay to bring large waste tracts into cultivation. Rivers, again, are allowed to flow into the sea, carrying away the drainage of thousands of square miles, which, if retained by a careful system of dams in the valleys, with connected channels, might store water sufficient to carry the crops through even so severe a season as this last."

THE "GOLDEN FLEECE" FOR HONG KONG.—A report has been circulated regarding the *Golden Fleece* transport, which has reached the Transport-office at Somerset-house, and which has also been circulated at Lloyd's. It appears that a piece of paper in a bottle was picked up by a Coastguardman at Rock-end, Isle of Wight, on the 10th of December, containing these words:—"Please send something, for the *Golden Fleece* has gone down with 100 soldiers and 52 men, at a little past Portreath" (this word not plainly written). This must be a wicked hoax. The bottle could only have been thrown overboard during the voyage made by the *Golden Fleece* from Portsmouth to Cork on the 17th of November. This voyage was accomplished in safety, and the men landed at Cork on the 21st of November. The *Golden Fleece* has since then embarked a regiment, with more than 700 men, women, and children, and sailed from Cork on the 24th of November direct to China. She could not have been near Portreath, which is on the north-west coast of Cornwall, on her voyage to China, except intentionally, and must in such case have been seen and spoken by many vessels.

THE MORTALITY AT HONG KONG.—A long letter appears in the *Standard* with the signature "Confucius" in defence of General Guy, After reviewing the evidence addressed before the committee of inquiry. the writer says:—"There can be no shadow of doubt that the only man to blame for the removal of the 99th to Kowloon was the then Governor of Hong Kong, who demanded its removal; a demand which the commandant had no power to refuse." "Confucius" disclaims any personal knowledge of General Guy, or any prejudice in his favour, and grounds his views on the statement of Dr. Rennie, as published in the *London and China Express*.

PIRACY IN CHINA.—The *Pall Mall Gazette* says, alluding to the *Lubra* case:—"Seafaring men in the China seas are naturally somewhat disturbed at the prospect before them of reprisals such as this, but Hong Kong has no reason to be surprised at the serpent it has nourished in its bosom, turning round and biting when an attempt was made to scotch it. Moreover, the attempts which have been made in that happy island to suppress piracy have been singularly well fitted to aggravate the evil. The records of the Supreme Court, the reports of special commissioners appointed by Her Majesty, the statements of missionaries, and the reclamations of the Chinese Government abundantly prove that our dealings with Chinese pirates has been of the most haphazard kind. The innocent have often been mistaken for the guilty, and there has been a tendency to drive honest traders to desperation rather than to bring pirates to book who are possessed of intelligence or capital. Vessels have been attacked, and not a few men have been hanged, on the information of Chinese who turned out to be pirates themselves; and on one occasion a zealous gunboat commander actually 'pitched into' some mandarin boats that were engaged in apprehending smugglers running cargoes of salt. If the Chinese authorities and people were left to settle the matter in their own way, as they do on other parts of the coast, where piracy hardly exists at all, the evil would at least be greatly mitigated, and so would it be also if British cruizers were at liberty to insist on a general disarmament of seagoing boats; but for a complete suppression of the piratical system which has existed for so long in the south of China, it is necessary that there should either be united action between the Chinese and the foreign authorities, or that the former should be induced to employ a small fleet of armed steam vessels for the police of their own coast."

THE CHINESE IN MELBOURNE.—Early in October Melbourne was visited by heavy rains and by floods, nearly as severe as those of the month of December, 1862. In Gipps Land some of the farmers and market gardeners have suffered severely. A short time back a lady and her servants, living near the township of Sale, were looking out from an elevated and secure position at a great sheet of water below them, beneath which lay much cultivated ground. All at once they observed swimming towards them an object which they were quite unable to make out to be either fish, flesh, or fowl. It swam, however, vigorously, and in a few minutes reached the shore. It was a Chinese market gardener, with a copy of *Confucius*, and a lot of wooden gods—his Penates—strapped to his back, all he could save of his little possessions. Addressing his observers, all he could say in broken English was, "No more cabbish, no more potata, no more callots, all gon—all gon along a flood," and away he went (with his *De consolatione philosophiæ* on his back) to more pleasant fields and pastures new. By the way a curious application was made to the Government the other day on behalf of the Chinese at Emerald-hill, one of the Melbourne suburbs. At this place the Celestials have lately erected a joss house, and as the new building is, or purports to be, a place of worship, they claim exemption from all municipal rates in common with other places of worship; and as our local law allows this exemption to all sects indifferently, the Attorney-General may find that "State aid to religion" will comprehend Paganism itself.

FOREIGN OFFICE, DEC. 21.—The Queen has been pleased to approve of M. Louis van der Spar as Consul at Point de Galle for his Majesty the King of Prussia.

EXTRACTS FROM THE P. AND O. CO.'S REPORT.

It appears to be the belief of newspaper writers in India and Australia that the average rate of speed attained by the Cunard steamers is 13 and 14 knots per hour, and the general rate of the P. and O. steamers has, with equal inaccuracy, been set down at 8 knots. The company are also constantly twitted with the alleged superiority of the West India and French steamers in point of speed. The performances of the steamers of the Cunard, West India, and Messagerie companies are so good in reality that the directors of those undertakings can scarcely feel complimented when detractors of the P. and O. Company endow their ships with fictitious qualities, and give them credit for a very high *average* rate of speed because that high rate has been once or twice attained under exceptional circumstances. In dealing with this as with the subject of passage rates, the directors are not unmindful of the saying that "comparisons are odious," but they are especially odious when made on false premises, and as this has been done to the prejudice of the P. and O. Company, they feel assured that the directors of the other services referred to will not misunderstand their object when they make the following use of the materials at their command for the purpose of arriving at more correct results:—

In the cases of the Royal Mail and French Companies the averages are reproduced from their own recent reports; in the case of the Cunard Company the average had been calculated upon a Parliamentary return extending from January, 1862, to April, 1866, or four years and a quarter, the distances from Liverpool to the American ports being those adopted by the Post-office, and the time of stay at the intermediate port (Queens, town) being deducted. The distances are taken from the same source and the stoppages are dealt with in a similar manner in commuting the averages of speed of the P. and O. Company's steamers given further on.

The following appears to be the average of the Cunard steamers:—

LIVERPOOL AND BOSTON LINE.

	Knots.	Fath.
109 voyages outwards, average speed	9	2
112 „ homewards „	10	2

LIVERPOOL AND NEW YORK LINE.

	Knots.	Fath.
109 voyages outwards, average speed	11	1
113 „ homewards „	11	7

It will be remarked that on the Boston line a difference of one knot, and on the New York line a difference of six-eighths of a knot, exists between the average of speed outwards and homewards, and this proves that even the magnificent and full-powered steamers employed in those services are affected by the circumstance that the prevailing winds of the Atlantic are from west to east.

The official returns also exhibit another result—a considerable difference exists between the highest and lowest rate of speed recorded for a voyage,

Digitized by Google

this difference being brought about by adverse weather as regards the slowest run, and by favouring winds as regards the quickest.

If a difference of two days exists between the duration of a fine and rough weather voyage in the run of 3,000 miles across the Atlantic, the same rate of difference applied to this company's complete voyages of 15,000 to 20,000 miles would account for any variation that can be discovered between the most and least successful of their performances, accidents, of course, being excepted in both cases.

The average speed of the Royal Mail Company's steamers was stated in their last report as follows:—

	Knots.	Fath.
Between Southampton and the West Indies ...	10	5
Between Southampton and the Brazils	9	5

The average speed of the steamers of the French Company, and finer vessels do not exist, is stated by their directors in the report dated 10th June, 1865, to have been, for the two previous years 9 4

"which," they add, "is, for a general average, rather high."

The average performances of the P. and O. Company's steamers, from the commencement of 1862 to the present time, are as follows:—

	Knots.	Fath.
On the Australian Line	9	7
On the Calcutta and Suez Line	9	7
On the Bombay and Suez Line	9	2
On the Southampton and Alexandria, and Marseilles and Alexandria Lines	10	0

It is constantly assumed that a postal contract is all profit, and that it confers the character and advantages of monopolists on those who hold it, whereas the execution of it frequently entails losses, risks, delays, and annoyances from which ordinary traders and trading companies are exempt.

That the execution of a postal service may be attended with loss is exemplified by the fact that the company have recently had to abandon the contract which they held for the line between Mauritius and Suez, notwithstanding the circumstances that it was paid for at the liberal rate of 8s. 2d. per mile, and that it was worked by two very inexpensive vessels. It was at no time a very profitable line, but after the Messageries Imperiales Company entered upon it it became a losing one; and although that company are now in sole possession of the traffic, and receive a subsidy of 22s. 6d. per mile, they state in their last report that if the improvement on their Indo-China lines is not so decided as in the general proceeds of the enterprise, "the fact must be more especially attributed to the opening of the Mauritius line;" which therefore appears to be a losing concern with them, as it was with the P. and O. Company.

A more exacting and uncompromising document than a transmarine Postal Service Contract does not exist. There is no rest for those who undertake it, and carry it out faithfully. The season for passengers may be slack; the transmission of specie may have ceased for a time; shipments of cargo may have fallen off in consequence of commercial difficulties, but the mail steamer must be ready to the day and hour, and the expenses attending her navigation are more likely to be augmented than decreased by the failure of the usual sources of revenue. The last two years have exemplified this; the company's general trade has been exceptionally dull, and the cost of coals, stores, labour, &c., has been exceptionally high. The directors of the Messageries Imperiales Company had occasion to refer to this part of the question in their last report to their shareholders. They had been denounced as monopolists (as the P. and O. and other English companies have been), because they held a postal contract with the Government, and received a "subvention" from the State; they put the case as follows:—

"The object of the subvention is not to guarantee the success of the commercial speculation, but the complete and permanent execution of the postal service. The subvention is merely a payment for service rendered to the State.

"The carrying of the mails requires speed and regularity. It can only be accomplished by the aid of able officers and the most perfect appliances. Now all this talent, speed, and regularity, cannot be secured at a low rate of payment. The expenses of a service having to satisfy all these requirements are far greater than those of ordinary navigation, even when under the most favourable circumstances. No instance has yet occurred of the regular trading profits being sufficient to cover the additional expenses inherent to the postal service.

"The absolute regularity is not only an obstacle to the realisation of profits; it may cause serious losses by compelling departures in all weathers, during political or commercial crises, or when an intense epidemic is raging. This year the cholera has cost us 1,500,000f."

Notwithstanding that the rate of this Government subsidy is four times as much per mile as that received by the P. and O. Company, the directors further declare, in the same report, that "When they take into consideration the numerous and onerous charges imposed by the requirements of the service of the State, on navigation in those distant waters, they are justified in asserting that the subvention you receive has been prudently and equitably calculated. It is far from being excessive. It is only sufficient so long as the commercial traffic produces the larger portion of your receipts.

The mail contract imposes a very heavy penalty for not having a steamer ready to start to her day from the terminal and principal ports. During the last twenty five years the company have never once incurred that penalty, although since the commencement of India and China contracts, they have had to start on those lines alone upwards of 4,000 steamers.

INCREASED BULK OF THE MAILS.

The enormous bulk of the mails has now become a matter for serious consideration. In the early, and even in some of the current contracts of the company, the mails were described as "Her Majesty's Mails" (in which "designation all despatches and bags of letters are agreed to be comprehended)." The directors understood the mails to mean letters, despatches and newspapers only, and tendered in conformity; but since that time the "book and pattern posts" have been established, and in more recent contracts the designation clause runs thus: — "All her Majesty's mails (in which term 'mails' all boxes, bags or packets of letters, newspapers, books or printed papers, and all other articles transmissible by the post, without regard either to the place to which they may be addressed, or to that in which they may have originated, and all empty bags, empty boxes, and other stores and articles used or to be used in carrying on the Post-office service, which shall be sent by or to or from the Post-office, are agreed to be comprehended) which shall be at any time and from time to time by the Postmaster-General or any of his officers or agents, be required to be conveyed." Notwithstanding this enlargement of the designation the directors have never refused to carry the articles comprised in it, although clearly not contemplated in those contracts which contain the more limited definitions of the term mails, and which are still current. Her Majesty's Postmaster-General has started as a carrier, both by land and sea, of articles of all kinds, and the arrangement has operated in a twofold manner to the prejudice of the company. The number and bulk of the mail boxes have been greatly increased, the mail-rooms have been found too small, and the company have lost the freight previously paid by the public for the conveyance of the very books, parcels and samples now shipped as mails by the Post-office.

From the year 1858 to the present time careful records have been kept of the number of boxes, with their weight and measurement, comprising each mail shipped by the company's steamers. A tabular statement extending over the years 1864-1865 excited much surprise when submitted in evidence by the company to the Parliamentary Committee of 1866. The table has since been made up for six years. It is too long for production here, but it will be sufficient to take the first month of each year to support the foregoing statements.

COMPARATIVE STATEMENT OF MAILS SHIPPED AT SOUTHAMPTON.

Date.	Ship.	Where f r.	Number of Packages.	Weight. Tns.	cwt.	qr.	lb.	Measurement. Tns	ft.	in.
1861.										
Jan. 4	Pera ...	Calcutta and China ...	182	7	12	2	24	16	36	0
„ 12	Ellora ...	Bombay	121	5	1	3	16	11	13	10
„ 20	Ceylon ...	Calcutta, China, Australia, and Mauritius	733	30	5	1	8	65	4	6
„ 27	Delta ...	Bombay	87	3	13	3	24	8	14	10
1862.										
Jan. 4	Pera ...	Calcutta and China ...	185	7	15	2	4	17	10	10
„ 12	Ellora ...	Bombay	120	5	1	1	20	11	14	8
„ 20	Ceylon...	Calcutta, China, Australia, and Mauritius	920	37	18	2	8	81	14	8
„ 27	Mooltan ...	Bombay	89	3	15	2	12	8	21	10
1863.										
Jan. 4	Pera ...	Calcutta and China ...	143	5	19	3	24	13	10	10
„ 12	Massilia ...	Bombay	122	5	8	0	8	11	21	8
„ 20	Ripon ...	Calcutta, China, Australia, and Mauritius	912	37	12	0	20	80	28	10
„ 27	Delta ...	Bombay	93	3	18	2	24	8	33	8
1864.										
Jan. 4	Pera ...	Calcutta and China ...	176	7	7	0	18	16	8	6
„ 12	Syria ...	Bombay	134	5	13	1	4	12	28	0
„ 20	Ripon ...	Calcutta, China, Australia, and Mauritius	1,090	44	18	2	8	96	14	0
„ 27	Poonah ...	Bombay	106	4	9	2	8	10	1	4
1865.										
Jan. 4	Delhi ...	Calcutta and China ...	189	8	2	0	24	18	26	0
„ 12	Syria ...	Bombay	93	4	13	0	0	13	7	0
„ 20	Poonah ...	Calcutta, China, Australia, and Mauritius	1,098	45	11	2	8	99	0	0
„ 27	Ripon ...	Bombay	73	3	13	0	0	10	13	8
1866.										
Jan. 4	Massilia ...	Calcutta and China ...	212	8	17	0	20	19	18	10
„ 12	Poonah ...	Bombay	141	4	6	3	14	10	36	0
„ 20	Ripon ...	Calcutta, China, Australia, and Mauritius	1,271	52	7	3	24	112	16	2
„ 27	Tanjore ...	Bombay	133	5	13	1	4	12	22	4

The number of packages of mails shipped at Marseilles by the steamers corresponding with those leaving Southampton on the 20th of each month, for the six years included in the above return, has been on the average 477.

It will be seen that the number of packages shipped by the steamer which left Southampton on the 20th January, 1861, was	733	
The number shipped by the corresponding steamer from Marseilles was	443	1,176
The number by the steamer which left Southampton on the 20th January, 1866, was	1,271	
The number shipped by the corresponding steamer from Marseilles was	585	1,856
Increase in number of packages ... ... or 58 per cent. in six years.		680

The combined Marseilles and Southampton mails shipped at, or brought to, Suez, would thus form a cargo for a small ship.

The mode in which what is called the cost of the Mail Service is paid for, gives rise to much misconception. The House of Commons, in committee of supply, is asked every year to vote so much for the "Post-office Packet Service." Last Session the vote was for £821,164.

The consequence is, a large majority of the public believe that they are taxed to that extent for the maintenance of the service, and representatives of the agricultural interest within the walls of Parliament have been heard to complain that their constituents are compelled to contribute to the support of enterprises useful only to the commercial part of the community, while it rarely happens that the representative of the Government on the Treasury Bench reminds those who oppose the vote that the greater part of the money comes back in the shape of postage.

The whole sum is charged by the Postmaster-General against the revenue of the department in his yearly account, and notwithstanding this, the Post-office showed a profit for the year 1865 of £1,482,522.

The real state of the case as between the mail companies and the public would be more fairly represented if the House of Commons were asked to vote the difference only between the sum paid to the contractors and the postage received; and there does not, in fact, appear to be any reason why Parliament should be applied to for a separate vote for the money required to meet this particular item of the Post-office expenditure (after the contracts are once agreed to by it and the Government), seeing that it is not asked to vote separately the cost of conveyance of mails by railway (£763,462), the salaries of officials and letter-carriers, or any other sums which make up the expenditure of the department, which are all included in one vote, amounting last session to £2,436,016.

Digitized by Google

The Post office has of late years exhibited a strong desire to take rank among the revenue producing departments of the Government, and it struggles hard to show a good balance of profit at the end of the year. That balance for the year 1865 amounted, as stated above, to £1,482,522. The late Postmaster-General, Lord Stanley of Alderley, defends this policy in his annual report (for 1866) in the following words:—

"So long as the net revenue of the Post-office continued to be either a little less or a little more than half-a-million, the statement, so frequently made, that the Post-office *ought not* to be a source of revenue, did not demand immediate or careful examination, but under the strong probability that this net revenue may, at no very distant date, attain the proportions which I have anticipated for it, it is well to point out that it would be difficult, if not impossible, to devise any mode of raising a public income less burdensome or more equitable in its operation than that which exacts no payment without giving a service in return, and which is not open to the appellation of a tax."

This is no place to discuss the question whether the Post-office ought or ought not to endeavour, as a department of the Government to emulate the "Excise," and the "Stamps," or the "Income-tax;" but it should be borne in mind that the mail companies, like the Post-office, "exact no payment, without giving a service in return," and it has frequently been made apparent that the mode in which the vote is taken keeps the public very much in the dark upon the important fact that the ocean Postal Service is nearly paid for in postage stamps, and would perhaps be so paid entirely on many lines—those worked by the P. and O. Company particularly—if the postage were given to the contractors as payment for their services.

As stated at page 17, the Commission of 1853 established the fact, that while the company received £199,600 per annum under the India, China and Australian Contract, the annual gross postage reached £188.466; from this sum £35,902 was deducted as "repayable to foreign countries," and "for British and Foreign Inland rate," leaving "the difference between the subsidy and estimated earnings of the packets" £47,036 only.

The returns put before the Committee of 1866 exhibited an increase of this "difference" or "loss," it being therein computed at £82,000 per annum, but it was elicited that during the examination of Mr. F. Hill, that in the interval the postage of the half-ounce letter *via* Southampton had been reduced from 1s. 3d. to 6d., and that *via* Marseilles from 2s. 11d. to 10d. (*see replies to questions* 96 *and* 97), thus affording the strongest ground for the assumption that, if the public had not received the boon of a very large reduction of postage, the service would long ago have been self-supporting.

One important item (and it is precisely that which concerns the P. and O. Company) appears to have been overlooked in making this statement, inasmuch as the tables show a large decrease in expenditure under the head of "Conveyance of mails by packets under contract with the Admiralty and Post-office," for

In 1864 this item stands at	£900,610	0	0
In 1865 „ „	796,399	0	0
Decrease	£104,211	0	0

After stating that the net revenue of the department was rather less than £600,000 in 1856, and that it bordered closely upon £1,500,000 in 1865, the Postmaster-General "declares, both for his predecessors and himself, that this satisfactory result has not been brought about by any special effort to produce a revenue from the Post-office." The experience of the directors as contractors for the conveyance of the mails by sea does not enable them to endorse this declaration, and they have shown above that the Postmaster-General has entered into direct competition with them as carriers of parcels for the public, and has so diverted much freight from the holds to the mail rooms of the steamers. In the returns placed before the Committee of 1866, by Mr. F. Hill, the proceeds of the "book post" alone on the company's lines (without including Australia) are set down at £8,702 for the ending 31st March last.

When before the Committee of 1866 the able Assistant Secretary of the Post-office, Mr. F. Hill, always referred to this difference between the cost of a particular line and its yield in postage as so much "loss." No exception can of course be taken to this mode of dealing with the subject in a purely departmental point of view; but the Government and the community at large would probably attach some value to a service such as that now existing with the East, apart from the consideration that the company undertake the functions of letter carriers as part of their general business.

The opinions of the Committee of 1866 in this matter are expressed in the following paragraph:—

"Your Committee cannot assent to the doctrine that interests so important from every point of view, whether political, social, or commercial, as those which connect the United Kingdom with the largest and most valuable possessions of the Crown, should be prejudiced by an insufficient Postal Service, because the establishment of an efficient service might leave an apparent loss of no great magnitude to be borne by the two countries. They submit that a question of profit or loss, within reasonable bounds, is a consideration entitled to little weight in the case of so important a Postal Service as that between England and India. They concur in the views expressed on this subject, in a letter addressed by the India-office to the Assistant Secretary to the Post-office, on the 5th October, 1865, in which it was said 'Sir Charles Wood cannot, however, regard the question as one merely affecting the charge on the Imperial revenues. It has been the perception of the bearing of increased postal communication on the wealth and progress of a country that has induced statesmen of late years to consent to fiscal sacrifices for the purpose of obtaining it. There can be no doubt that increased postal communication with India implies increased relations with that country, increased commerce, increased investment of English capital, increased settlement of energetic middle-class Englishmen; and from all these sources the wealth and prosperity of England are more greatly increased than that of India.'"

Reverting to the Postmaster-General's report for 1866, he states:—"The foregoing tables show that, with a view to meet the just requirements of the public for increased accommodation, all parts of Post expenditure have been augmented."

Monetary and Commercial.

At the meeting of the General Credit and Finance Company of London (Limited), held at the London Tavern, the resolution for the reconstruction of the company and reduction of the liability, which was passed on 27th November, was confirmed with only six dissentients. The business of the company will, therefore, henceforth be carried on under the name of the General Credit and Discount Company (Limited).

The dividend of 4s. on the estate of Overend, Gurney and Co. will be made before the 31st inst.

At the meeting of creditors of Messrs. James Barber and Co., East India merchants, whose suspension was announced in our last, a statement was presented showing assets estimated at £72,000, against debts for £60,000, even after treating the claim of the firm upon Gordon, Stuart, and Co., of Calcutta, for £36,000, as a total loss. Under these circumstances it was resolved unanimously:—

"That Messrs. James Barber and Co. be authorised to continue their business as heretofore, and to realise their estate and pay dividends from time to time, as they may find to be practicable and convenient.

"That this meeting desire to express their deep sympathy with, and confidence in, the members of the firm, and trust that they will be enabled to preserve their long-established business."

Messrs. Abraham Troost and Son, of Manchester, have convened a meeting of their creditors, and the balance-sheet submitted showed a dividend of 18s. 9d. in the pound, contingent upon the debts of the New York house being realised in full It is arranged that the firm shall continue their business.

In reference to the failure of Messrs. Mitchell and Aspinall, tea brokers, it is stated that a new firm will be founded styled Aspinall, Cumming and Perceval. A composition will be paid. on the old firm's debts.

The biddings for £350,000 in bills on India took place on the 18th at the Bank of England. The proportions allotted were—to Calcutta, £71,500; to Madras, *nil;* and to Bombay, £58,500. The *minimum* price was fixed, as before, at 1s. 11d. per rupee on all the Presidencies, and tenders at the *minimum* will receive in full. These results show a further diminution in the demand for means of remittance to the East.

The applications to the Crown Agents for the Colonies for bills on Ceylon for Rs. £250,000 were considerably in excess of the amount required, but the tenders accepted—at and about the minimum, which was fixed at 1s. 10⅝d.—only reached 186,000 rupees. The balance was withdrawn.

A meeting of the subscribers to the Shareholders' Defence Association of the Blakely Ordnance Company was held on the 19th, when resolutions were passed instructing the solicitors, Messrs. George Lawrence and Co., to adopt the proceedings already advised by counsel to obtain the decision of the Court of Chancery as to the shareholders' right to have their mes removed from the register.

The claim of the Asiatic Bank to rank on the Agra for bills drawn by Dickson, Tatham, and Co., Colombo, for £6,000 under a credit granted by them was decided against them. This decision is to be regretted, although it may be logical for Vice-Chancellor Wood to hold that the open credit of £15,000 contained no special assignment or dedication for the exact amount of the bills drawn, and that the bank was not liable by this instrument on a contract between third parties. The undertaking to accept a future draft was not an actual acceptance, and to decide that it was such would introduce an entirely new principle in English law. This is quite opposed to the spirit of equity. The failure of the Agra should not remove the liability of their acts while solvent.

We regret to announce the suspension of James Barber and Co., London, and of Grant, Murdoch and Co., Liverpool, well known in the India and China trade. The failure of James Schofield and Sons, Manchester, is also announced. There have been some difficulties with other firms, but no actual suspensions, and it is believed that they will be arranged.

The following circular has been sent to the creditors:—

Sir,—It is with feelings of the deepest regret that we have to announce our suspension. The stoppage of our Singapore friends, Messrs. Middleton, Harrison, and Co., in which firm our Mr. Murdoch was a partner, and the breaking off of arrangements that we had contemplated would have relieved us from our engagements on behalf of said Singapore house, have compelled us reluctantly to adopt this course for the interests of all concerned. We shall have a statement of our affairs drawn up with all despatch, when we trust that we shall be able to make such proposals as will insure their acceptance. Meanwhile, soliciting your forbearance,—We are &c., GRANT, MURDOCH, and Co.

Digitized by Google

The amount of bullion by the P. and O. Company's steamer *Nyanza*, from Southampton on the 20th inst., was—in silver, to Yokohama, £2,450.

MANCHESTER MARKETS.

ENORMOUS EXPORTS.

The export of Shirtings to Shanghai for the month ending 16th Nov. reached the enormous total of over 19 million yards, and the export for the month ending the 16th December reaches 11,430,999, according to the circular of Sam Mendel; the total for the twelve months being 122,354,646 against 82,566,906 in 1865, and 34,518,925 in 1864. The prices at these periods we find to be, December, 1864, 7lb. Grey Shirtings, 16s. 6d. to 17s.; December, 1865, 14s. 9d. to 15s. 3d.; and December, 1866, 10s. 6d. to 11s. The decrease in price of course accounts partly for the increase of exports, but it is to be feared that the quantity will be found far in excess of the demand, and a heavy fall in prices in China must ensue, leaving a loss, which might have been with a lighter export, a profitable venture. It is believed that a large portion of the present shipments have been made on account of the manufacturers and Manchester houses, and the merchants in the China trade are not the means of destroying the markets, so that it is scarcely fair that they should have to contend against such an unexpected flood of shipments brought in contact with their own purchases.

The export to Hong Kong and Whampoa for the month is 4,648,593 yards, and for the twelve months 40,708,077, against 35,161,504 in 1865; and 21,105,189 in 1864.

To Japan the export during the month has been 1,066,425, and for the twelve months 23,460,228, against 16,224,904 during 1865, and 2,679,997 in 1864.

The export to Singapore during the month has been 5 211,552, and for the year 48,053,318, against 32,161,925 in 1865, and 21,074,316 in 1864.

To Batavia, Samarang and Sourabaya the month's export was 1,472,209, and the twelve months 35,010,863, against 14,464,910 in 1865 and 7 996,535 in 18 4.

The export to Manila for the month was 1,794,427, and for the twelve months 12 078,512, against 13 222,995 in 1865, and 8,245,292in 1864.

To Ceylon the total export for the month is 2,184,202, and for the yeav 19,559 438, against 12 516 223 in 1865, and 9,100 926, in 1864.

In COTTON YARN the export for the twelve months to Hong Kong and Whampoa is 4,6' 9,638 lbs., against 1,184 030 in 1865, and 1,505,410 in 1864. To Shanghai for the twelve months 70,800 lbs., against 99,000 in 1865, and 135 249 in 1864. To Singapore 1,817,777 lbs. against 1,144,785 in 1865, and 1,211,392, in 1864. To Japan 1,480,260 lbs., against 499,700 in 1865 and 50,650 in 1864. To Batavia, Samarang and Sourabaya 744 416 lbs. were exported, against 496,310 in 1865, and 258,355 in 1864. To Manila 89,318 lbs., against 104 502 in 1865, and 117,580 in 1854. To Ceylon 812,922 lbs., against 311,090 in 1865, and 261,472 in 1864.

ARTICLES OF IMPORT.

TEA.—Business has been again on a limited scale, but with rather more steadiness, importers generally showing more disposition to support prices, whilst the public sales have been very small. Prices on the whole show but little alteration, and business may now be considered almost closed for the year. Congous.—Siftings show no material alteration. Broken-leaf kinds maintained former value, as also common Teas free from dust. Fair to good common quoted 11d. to 11½d. per lb. Fair flavory kinds, of old import, remain as before. Fair to good Kaisows show but little change, the demand being moderate. Fine to finest are firmly held. Pak Lings are in fair request at previous prices. Common to fair black-leaf kinds remain quoted at from 10½d. to 1s. 1d. per lb. Fair to good qualities have sold to a fair extent at about former prices. Fine to finest are firmly supported, with a moderate business doing. Monings have sold at 1s. 9d. to 1s. 10d., some of which cost 2s. 8d. laid down from Hankow. New-made Canton kinds are dull of sale. In Oolongs there is nothing new; a few good to fine have been sold at former prices. Souchongs meet with a fair sale at about previous prices. Flowery Pekoes continue difficult to move. Scented Capers have been saleable to a fair extent, but prices have given way about ½d to 1d. per lb., the quantity on offer being large. Foo Chow kinds of Orange Pekoe have been saleable at the decline last quoted. Canton-make, except the finest kinds, are heavy of sale, even at the low rates current. In uncoloured Japans there has been nothing doing; nominally quoted 1s. 2d. to 1s. 5d. Green Teas: There has not been so much doing in these as for some time past. Prices for the finer kinds of Moyune and Ping Suey are steady, but the coarse Fychow kinds remain difficult of sale at lower prices; some parcels of Hyson have been taken for export at full prices. Some sales of Canton Gunpowder from recent arrivals have been made at extreme prices. The public sales comprised only 5050 packages, of which 4857 packages were sold, the whole being without reserve. The arrivals are the Valdivia, Challenger, Napoleon III., and Philomela.

SILK.—Soon after the departure of last mail an active demand for silk sprang up, which completely changed the tone of the market. In China silk the transactions during the fortnight have been large, and resulted in an improvement of 6d. per lb. on good silk, and 1s. to 1s. 6d. per lb. on ordinary and inferior descriptions. The deliveries show a considerable improvement on those we have recently been accustomed to. Japans have not sold so readily as Chinas, there being but little demand from the Continent at the moment for this class of silk. Deliveries from 1st to 22nd inclusive:—China, 2,426 bales; Japan, 346 bales. Total, 2,772 bales.

CHINA.	Usual Imports.				
	s.	d.		s.	d.
CHINA:—Tsatlee, No. & 2	32	6	to	34	0
" No. & 4	31	6	to	32	0
" Hangchow	28	6	to	29	0
Yuenfa and Hamin, No. 1 & 2...	29	6	to	31	0
" " No. 3 & 4...	25	0	to	29	0
Taysaam, No. 1 & 2	28	0	to	29	6
" No. 3 & 4	18	0	to	27	0
Long Reel	21	0	to	24	6
Skeins	22	6	to	23	0
Canton	18	0	to	24	0
JAPAN:—Mibush & Sinchew, No. 1 & 2	34	6	to	36	0
No. 3 & 4	33	0	to	34	0
Ids, Bricks, No. 1 & 2	29	0	to	33	0
No. 3 & 4	26	0	to	28	0
Sodai, No. 1 & 2	29	0	to	32	0
No. 3 & Inf.	27	0	to	28	6

COTTON.—The improvement in this market reported in our last issue, has continued. Prices for all descriptions have advanced ¼d. to ⅜d., and in some instances 1d. per lb. Parcels sold for arrival have also advanced ¼d. per lb. The total sales in London during the week ended 22nd inst. has been 13,610 bales on the spot, and 3,220 bales to arrive. Of the quantity sold on the spot, 560 bales China realised as follows:—for middling fair, 9¼d.; fair to good fair, 10¼d. to 10½d.; good and fine, 11d. Of Rangoon the sales reached 520 bales, and of Dhollerah 150 bales, for which the following prices were paid:—Rangoon, middling fair, 8¼d.; fair to good fair, 9d. to 9¼d.: good to fine, 9¾d. to 10d. per lb. Dhollerah, middling fair, 11¼d.; fair to good fair, 12d. to 12¼d.; good to fine, 12¾d. to 12¾d. At Liverpool the sales to the trade have amounted to 62,390 bales, and to speculators and exporters 48,860 bales; fair Dhollerah is quoted 12d., and mid. Orleans 14¼d per lb. Telegraphic advices from New York to the 22nd Dec. place middling Uplands at 34 cents.

COFFEE.—The only sales of importance were effected late in the week, when the heaviness experienced at the previous sales disappeared, and for the comparatively small quantity placed on offer the demand was brisk. Some competition was displayed, especially for the coloury sorts of Plantation Ceylon, which resulted in an advance of 1s. to 1s. 6d. per cwt. for that quality and 6d. to 1s. for the commoner qualities being established. The sales of Plantation amounted to 932 casks 45 barrels and 670 bags, which realised as follows:—Triage, 30s. to 52s.; gray, ordinary to good ordinary, 63s. 6d. to 68s. 6d.; fine fine ordinary to middling, 70s. to 77s.; pea-berry, 75s. to 80s.; coloury, small, 74s. 6d.; low middling to middling, 78s. 6d. to 82s.; good middling, 85s.; pea-berry, 86s. to 87s. 6d. Prices for Native Ceylon have also advanced 6d. to 1s., the quotations being:—Very common, 59s. 6d.; good ordinary, 63s. to 64s.; fine ordinary, 67s.; bold, 70s. to 71s. per cwt. The sales at these prices have been 51 casks, 5 barrels, and 1,103 bags. The only other offer at the auctions was of 617 bags fine ordinary pale Manila, which realised 68s. to 68s. 6d. per cwt.

DRUGS.—Camphor: The market is extremely quiet, and no business has been done worth reporting. Dragon's Blood: One case in reeds was bought in at £12, and 2 cases lump were withdrawn.

GALLS.—A more ready sale has been effected at higher rates than were previously obtainable. At auction 50 boxes China sold at 59s 6d., and 42 boxes Japan were disposed of at 56s. to 57s. per cwt. An offer was also made of 51 bags Japan, which were sold at 55s. per cwt.

HIDES AND SKINS.—At the fortnightly sales ending 20th, the offers of East India Hides amounted to 109,797, of which quantity 91,184 sold. Messrs. Dyster, Nalder, and Co.'s report on these sales is as follows:—"There was a good demand for East India Hides, and the greater part of the moderate quantity offered found buyers at an advance generally of ¼d. to ½d. per lb. on the best qualities, and at fully last sale prices for lower descriptions. Of Manila Buffalo, 200 Hides sold, 1st Heavy at 4¾d. per lb. Of Singapore and Penang Buffalo, 657 Hides sold, Best, 5¼d. to 6d.; Seconds, 5⅜d.; Light, 5⅜d. per lb.

JAPAN WAX.—Firm rates have been realised, and 1221 boxes of recent import chiefly sold—good saucer slightly mixed, 87s. to 89s.; ordinary mixed, 59s. 6d.; very ordinary mixed, 54s. to 56s. 6d.; very low and stained, 45s.; good block, 90s. to 91s.; middling, partly mixed, 82s. to 85s.; rather more mixed, 77s. to 80s. per cwt. The remainder offered, which consisted of very ordinary mixed, was bought in at 72s. 6d. per cwt.

MANILA HEMP.—Small business only has been done at the cheaper rates given in our last report. Of 854 bales offered about half sold. Sorsagon at £48 to £48. 5s., and good roping at £47 per ton.

PEPPER.—Black: This market remains very quiet, and only small quantities have been taken at the public sales on previous terms. Privately 2,200 bags have sold. Penang at 3d. to 3 1-16th, and Singapore at 3¼d. to 3⅜d. per lb. White: A less demand has been experienced, and 310 bags Penang at auction was all bought in, good at 6d., rather dark at 5¾d. Of the latter quality, 130 bags afterwards sold at 5⅝d. per lb. No private business has been done in white.

RATTANS.—During the week 7,219 bundles Rangoon have been sold at 2s. 6d. to 2s. 11d. and 5,468 bundles sea damaged Singapore; middling at 3s. 9d. to 4s., common at 1s. 7d. to 2s. 7d. per hundred.

SUGAR.—Since our last report the demand has considerably lessened, and the business done has been of extremely small extent. The market is, however, firm, and former prices have been fully maintained. Of Penang 3,197 bags were offered at auction, which sold as follows: low to middling yellow, 31s. 6d. to 33s.; good bright yellow, 31s. 6d. to 33s. 9d.; low middling to fine brown, 28s. 6d. to 31s. 6d. per cwt. Privately 500 bags sold at 31s. 6d. No sales either by auction or privately have taken place in Manila descriptions.

SPICES.—Cloves: No East India offering. Mace: Of Penang 3 cases were bought in at 2s. Nutmegs: At auction out of 106 cases Penang offered 60 cases, averaging 111 nuts to the lb., sold at 1s. 2d. to 1s. 3d. per lb. The remainder was bought in at the following prices:—80 to the lb., 2s.; 90 and 91 to the lb., 1s. 8d. to 1s. 9d.; 116 and 113 to the lb., at 1s. 3d. per lb.

SAGO.—At auction the offers were 798 boxes fine small medium Borneo, which realised 18s. to 18s. 6d., and 60 boxes ordinary dark Singapore which was withdrawn.

RICE.—buyers still refuse to operate on former terms, and holders decline a reduction. The business done has consequently been of small importance, the only offer at auction being 12,000 bags soft grain, chiefly Rangoon, which realised 12s. 3d. to 12s. 6d., a portion sea damaged 11s. 6d. to 12s. 3d. per cwt.

TERRA JAPONICA.—In consequence of a reduced stock, especially of the better qualities, prices are ruling a trifle higher. No business worth reporting has been done in Cutch. The common descriptions of Gambier continue steady at 20s. 6d., and 356 bales at auction were nearly all sold at that price per cwt. In addition, 538 baskets good pale cubes were offered and bought in at 29s. 6d. to 30s. per cwt.

Digitized by Google

TIN.—Good business is still doing in foreign descriptions at a general further advance of 10s. per ton. About 120 tons fine Straits have been sold during the week on the spot at £83 10s. to £84, with short prompt, and 60 tons for arrival on the same terms. Banca is firmly held at £85 per ton.

MISCELLANEOUS.—Aloe Fibre: Of Manila, 79 bales for the most part sold. A quality, £36. 15s.; B quality, £31. 15s. The remainder of C quality was bought in at £32 per ton.

BLACKLEAD.—Small sales of Ceylon have taken place, consisting of 293 barrels ordinary mixed lump and dust at 13s. 6d. to 15s., and 230 barrels dust at 9s. 6d. per cwt.

SAPANWOOD.—All the Ceylon offered (3 tons) was bought in at £9. 10s. per ton. No offers of Manila.

ARTICLES OF EXPORT.

IRON.—The quotations in London are for Welsh bars 6s. to £6 10s.; nail rod, £8 5s to £8 15s.; hoops, 9 10s. to £10; sheets, single, £10 10s. to £10 15s.; Staffordshire bars, £8 7s. 6d. to £8 15s.; rails, £6 to £6 10s.

STEEL.—Swedish keg, £15 15s. to £16.

COPPER.—Sheet and Sheathing, £86 per ton; yellow metal, 7d. to 7¼d. per lb.

TIN.—£85 for block; £86 for common bars. Tin plates, best charcoal I.C., 32s. 6d. to 34s.

LEAD, &c.—English pig, W.B., £22 10s. to £22 15s.; shot, patent £23 10 to £24; sheet, £21 5s.; spelter, £22 2s. 6d.; zinc, Englh, sheet, £28; quicksilver, £6 17s. 6d. to £7.

The following is from the circular of Messrs. French and Smith:—We have had a better demand the past fortnight for both copper and tin, with rather improved prices. For copper the smelters have had more inquiry; Burra and Wallaroo is 83. Tin: English is firmer; Banca, 84; Straits, 83. In Holland the price is quoted 48½ guilders. Tin Plates continue in demand. Lead: Firm, but not much doing. Spelter: Without change.

EXPORT OF BULLION TO CHINA, &c.

The following return shows the shipments of bullion from Southampton from the 1st January by the P. and O. Company's mail steamers.

	Gold.	Silver.
Shanghai	—	£106,367
Foo-chow-Foo	—	4,449
Amoy	—	—
Hong Kong	—	192,136
Singapore	£5,650	52,853
Penang	—	—
Yokohama	—	3,350

FROM MARSEILLES.

(BY THE P. AND O. COMPANY'S STEAMERS.)

	Gold.	Silver.
Singapore	£394	£2,575
Penang	—	—
Hong Kong	—	1,570
Foo-chow-Foo	—	—
Shanghai	800	59,676
Yokohama	—	6,464

PER FRENCH MAIL STEAMERS.

	Gold.	Silver.
To Singapore	£516	£93,822
To Saigon	—	159,822
To Batavia	13,149	13,729
To Hong Kong	90	277,835
To Shanghai	—	87,648
To Yokohama	—	13,890

GOLD AND SILVER.

Bar Gold (per ounce)	£3 17 9
Spanish Doubloon	3 16 0
United States Gold Coin	3 16 4
Silver in Bars	0 5 0¼
Mexican Dollars	0 4 11½

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Dec. 10	Valdivia	Clements	Canton & Macao	London
— 9	Huntley Castle	Barrett	Singapore	Liverpool.
— 6	Henrietta Gertruida	De Boer	Batavia	Texel.
— 6	Van Artevelde	Hegewisch	Do.	Brouwershaven.
— 7	Vyf Vlieden	Johan	Do.	Helvoet.
— 7	Helden	Lambert	Do.	Texel.
— 9	Noach	Lupcke	Do.	Brouwershaven.
— 13	Challenger	Browne	Shanghai	London.
— 14	St. Andrew's Castle	Maclean	Singapore	Do.
— 14	Napoleon III.	Mouat	Hankow, &c.	Do.
— 15	Guiranoque	Ritchie	Singapore	Do.
— 15	Activ	Brown	Do.	Liverpool.
— 14	Pendhoe	Reid	Manila	Plymouth.
— 15	Daybreak	Rose	Ylollo	Cowes.
— 15	George	Mehrens	Akyab	Plymouth.
— 14	Willem Kroonprins der Nederlandens	Zetteler	Passaroeang	Brouwershaven.
— 2	Rattler	Marsh	Manila	New York.
— 1	Rangoon	Thomas	Do.	Do.
—	Barnes		Akyab, &c.	Queenstown.
— 17	Garibaldi	Hoyt	Maulmain	Brouwershaven.
— 19	Formosa	Kohler	Rangoon, &c.	London.
— 19	Equinox	Hogg	Manila	Do.
— 16	Kykduin	Dekker	Batavia	Off Dungeness.
— 4	Frances Milly	Newton	Colombo	New York.
— 18	Course d'Anvers	Lewee	Bassein	Falmouth.
— 20	Philomela	Archer	Foo-chow-Foo	London.
— 18	Amity	Stinson	Rangoon	Off the Wight.
— 20	Maria Wilhelmina	Niemann	Singapore	Falmouth.
—	Zovaan		Manila	Queenstown.
— 17	Jacoba and Christina	Gaaff	Batavia	Texel.
— 20	Argiers	Miller	Maulmain	Sunderland.
— 24	Africa		Do.	Queenstown.
— 24	Ben Bangs	Norcross	Manila	Liverpool.
— 24	River Eden	Volder	Singapore	Do.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Dec. 8	Medina	Le Feuvre	Yokohama	London.
— 7	Deertoot	—	Hong Kong	Shields.
— 6	Sea Wave	Neil	Sourabaya, &c.	Glasgow.
— 12	City of Aberdeen	Gerrie	Shanghai	London.
— 10	Palestine	—	Galle	Shields.
— 8	Koophandel	Muller	Singapore	Do.
—	Caller Ou	—	Shanghai	Tyne.
— 13	Caroline	Lund	Batavia & Sourabaya	Liverpool.
— 14	Boyne	Jones	Colombo	London.
—	Arracan	—	Singapore	Hamburg.
Dec. 15	Dora	Brown	H. Kg. and Canton.	London.
— 15	John Milton	Le Boutillier	Do.	Do.
— 15	Argonaut	Nicholson	H. Kg., Amoy, and Foo-chow-Foo	Do.
— 15	Southern Belle	Chester	Cardiff and H. Kg.	Do.
— 16	Thusn Lie	Heteschen	Singapore	Sunderland.
—	Etha Rickuers	Davidson	Amoor River	Cronstadt.
Nov. 30	Melrose	Nicholls	Hong Kong	New York.
Dec. 18	Rifle	Talbot	Nagasaki, Yokohama	London.
— 18	John R. Worcester	Wawn	Newcastle & China	Do.
— 21	Twilight	McAlly	Singapore	Liverpool.
— 21	Aberdeen	Grant	Colombo	London.
— 19	Como	Driver	Shanghai	Cardiff.
— 20	Raeligh	Dobson	Galle	Sunderland.

(See Commercial Postscript.)

LOADING.

At LONDON.—For Yokohama: **Cymbeline, Anazi.** For Nagasaki: Chanticleer. For Shanghai: Laurel, Gossamer, Vigil, Coulnakyle, Lauderdale, Challenger, Star of China. For Hong Kong: Burdwan. For Hong Kong and Canton: Falcon, Pak Wan. For Singapore and Penang: Zingra. For Penang: Ceylon. For Batavia, Samarang, and Sourabaya: Pieter Adolf. For Manila: Ogono. For Colombo: Cape City, Spirit of the North.

At LIVERPOOL.—For Yokohama: **Barracouta.** For Rio de Janiero and Shanghai: Lady Clarendon. For Hong Kong: Everest. For Saigon and Cochin China: Nelly. For Singapore: George and Henry, Lanercost. For Manila: Trinidad. For Batavia and Sourabaya: Java, Navigator. For Batavia and Singapore: Archos. For Singapore and Penang: Condor. For Galle: Hurry Puddemsey.

At GLASGOW.—For Penang: **Zambeze.** For Batavia and Sourabaya; Priam. For Batavia and Singapore: Filipino. For Singapore: Taymouth Castle.

At GREENOCK.—For Shanghai: **Titania.**

SPOKEN.

AGINCOURT (barq.). Shields to Cimbo., 63 days out, Sept. 12, 27 S., 27 W.
TROTMAN (ship), London to Japan, 11 S., 106 E.
MERCURIO (Amst. barq), Zebu to New York, Nov. 3, 8 S., 14 W.
CHRISTINA MARIA, Batavia to Amsterdam, Oct. 14, 28 S, 45 W.
BELLA (barq.), Canton to St. Iago de Cuba, Oct. 19, lat. 23 S., lon. 60.
EGERIA, Singapore to Boston, Oct. 14, 35 S.
DELFT (Dut. barq.), Newcastle to Batavia, Sept. 2, 15 S., 29 W.
BRITISH CONSUL, Sunderland to Galle, Nov. 13, 10 N., 27 W.
FRANKLIN, Manila to Boston, Sept. 26, 18 S., 43 E.
H. UPMAN, Cardiff to Galle, Nov. 11, 8 N., 24 W.
MINISTER FRANSEN VAN DE PUTTE, Rot. to Bat., Nov. 3, 1 N., 27 W.
CONSTITUTION, Shields to Galle, Nov. 4, 4 N., 28 W.
FEARLESS, Manila to Boston, Nov. 12, 22 S., 58 E.
WILLEM JOSEPH (Dutch ship), Batavia to Amsterdam, Nov. 8.
FOAM, Clyde to Singapore, with loss of rail, Nov. 30, 36 N., 26 W.
ALIDA, Amsterdam to Sourabaya, Nov. 3, 3 S., 26 W.
VAFRANDA (? Vyf Vrienden, arr.), (Dut. barque), Bat. to Rot. Sept. 30.
ROBERTUS HENDRIKUS, Amsterdam to Batavia, Nov. 3, 3 S., 26 W.
TAITSING, London to Shanghai.
EGERIA, Singapore to Boston, Nov. 25, 16 N., 49 W.
LOUIS MEYER (Dut. barq.), Shields to Singapore, Aug. 23, 4 N., 20 W.
NYNNHUND (?), (Dt. bq.), N. Y. (? Npt.) to H. K., Sept. 2, 12 S., 34 W.
MARTHA (Brem. barq.), Hamburg to Hong Kong, Oct. 7, 26 N., 22 W.
ZIBIO (American ship), New York to China, Oct. 4, 31 N. 44 W.
AEOLUS, Batavian to Rotterdam, Dec. 5, 34 N., 36 W.
SEA KING, Cardiff to Japan, Sept. 20, 2 N., 18 W.
SNARESBROOK, Shields to Colombo, Sep. 21, 2 N., 19 W.
LICHSTRAAL (Dutch ship), Rotterdam to Batavia, Sept. 30, 22 S., 32 W.

FREIGHTS AND CHARTERS.

Outward berth freights continue steady, and may be expected to become firmer, on account of the moderate supply of tonnage. In homeward charters we have no transactions to report.

Current Rates of Freight for Vessels on the Berth:—To Yokohama: 40s. weight, 50s. meast. To Nagasaki: 50s. weight or meast. To Shanghai: 45s. weight, 45s. to 47s. 6d. meast. To Amoy: 45s. weight or meast. To Foo-chow Foo: 45s. weight or meast. To Hong Kong: 35s. weight or meast. To Singapore: 30s. weight or measurement. To Penang: 40s. weight or measurement. To Manila: 40s. weight, 85s. meast. To Ceylon: 25s. to 30s. weight, 35s. meas.

The current quotations for coal, &c., are as follow:—From Wear or Tyne per keel. For Hong Kong: £43. For Singapore: £34. For Shanghai: £53. For Saigon: £50. For Yokohama: £50. For Batavia, £30. From Newport, Cardiff or Swansea, per ton. For Hong Kong: £2. 2s. 6d. For Singapore, £1 12s. For Shanghai: £2 12s. 6d. For Saigon: £2 8s. For Yokohama: £2 8s. Batavia: £1 15s. Coke.

CASUALTIES.

The Helena and Anna, van Aalborg, from Rotterdam to Batavia, which put in at Falmouth Dec. 4, with damage, having been in collision, has been surveyed and will have to discharge.

Advices from Pernambuco dated Nov. 28, state that the Raphael, Winslade, (from Marseilles to Yokohama), which put in there Nov. 9, for repairs, was nearly ready for sea.

At MAURITIUS.—Oct. 30, Eliza Corry, March, from Singapore; Nov. 2, St. Marc, Cangardel, from Samarang; 4, Hortense Dusautoy, Prevel, from Singapore.

Digitized by Google

CHARTERED MERCANTILE BANK of INDIA, LONDON, and CHINA.

A DIVIDEND of Five per Cent. (free of income-tax) for the half-year ending 31st current will be PAID to the Proprietors on the London Register on and after 1st January next. The Transfer Books of the Bank will be closed from the 19th to the 31st current, inclusive.

By order of the Court of Directors,
WILLIAM BEATTIE, Assistant Chief Manager.
65, Old Broad-street, E.C., Dec. 12, 1866.

CHARTERED MERCANTILE BANK of INDIA, LONDON, and CHINA.

Incorporated by Royal Charter.

Paid-up capital, £750,000. Reserve Fund, £250,000

BRANCHES AND AGENCIES.

Bombay.	Colombo.	Penang.	Shanghai.
Calcutta.	Kandy.	Singapore.	Hankow.
Madras.	Galle.	Hong Kong.	Yokohama.

The Bank negotiates and collects bills and grants drafts payable at the places above mentioned. issues letters of credit and circular notes for the use of travellers by the Overland Route, terms for which can be ascertained at the Head Office in London.

The Bank will effect the purchase or sale of Indian securities, undertakes the safe custody of same, and the receipt of interest, dividends, pay, pensions, and other moneys for remittance through the Bank or otherwise.

The Bank receives money on deposit, on which interest will be allowed according to the length of time deposited. Particulars as to rates can be ascertained at the Head Office, 65, Old Broad-street, London, E.C.

Office hours from 10 a.m. to 3 p.m.; Saturdays, from 10 a.m. to 2 p.m.

No. 65, Old Broad-street, London, E.C.

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, 30th August, 1851.

PAID-UP CAPITAL, £1,500,000.

RESERVE FUND, £444,000.

COURT OF DIRECTORS.

CHAIRMAN—HARRY GEORGE GORDON, Esq.

DEPUTY-CHAIRMAN—WILLIAM SCOTT BINNY, Esq.

James Blyth, Esq. | Lestock Robert Reid, Esq.
Duncan James Kay, Esq. | Patrick F. Robertson, Esq.
Alexander Mackenzie, Esq. | M.P.
James Walker, Esq.

CHIEF MANAGER—Charles J. F. Stuart, Esq.

BANKERS.

The Bank of England.

The Union Bank of London.

The Corporation grant Drafts and negotiate or collect Bills payable at Bombay, Calcutta, Madras, Pondicherry, Ceylon, Hong Kong, Shanghai, Yokohama, Singapore, Mauritius Melbourne and Sydney, on terms which may be ascertained at their office. They also issue Circular Notes for the use of travellers by the Overland Route.

They undertake the agency of parties connected with India, the purchase and sale of Indian Securities, the safe custody of Indian Government Paper, the Receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named dependencies.

They also receive deposits of £100 and upwards, repayable at 10 days' notice and also for longer periods, the terms for which may be ascertained on application at their office. Office hours, Ten to Three; Saturdays Ten to Two.

Threadneedle-street, London, 1866.

TO IMPORTERS.

The undersigned beg to remind Importers of Wearing Apparel, and Boots and Shoes, of the many advantages which their long experience as Manufacturers and Shippers, their vast resources, and their intimate knowledge of the requirements of Foreign and Colonial Markets enable them to offer.

ASSORTED SAMPLE CASES FORWARDED ON RECEIPT OF REMITTANCE OR ORDER ON LONDON AGENT.

E. MOSES AND SON,
CORNER OF MINORIES AND ALDGATE LONDON

ENGLISH GARDENS IN THE EAST.

THE Fourth Season has now confirmed the complete success of MR. CHRISTY'S Cases for conveying Fruit Trees, Vines, Plants, Flowering Shrubs, and Seeds to the East, when shipped in the holds of Steamers like ordinary Case Goods. Mr. John Waterer, junr., the American Nursery, Bagshot, Surrey, or Mr. Christy, 28, Pall Mall, London, are prepared to execute orders for gentlemen in the East, and beg to call attention to the list of prices and conditions. FRUIT TREES, including PEARS, APPLES, PLUMS, CURRANTS, GOOSEBERRIES, PEACHES, NECTARINES, APRICOTS, CHERRIES, and QUINCES, per case, 10 Guineas.

	Guineas.
20 FRUIT TREES, with Ten vines, per case	14
ROSES of the best kinds	15
RHODODENDRONS and AZALIAS, &c.	15
GARDEN SEED (various)	5 upwds

The number depends on the size of the roots; the cases average 30 plants each.

All the above prices include freight, insurance, and all charges to any port where the P. and O. steamers call. The season for shipment commences about September and ends in January. All orders must be accompanied by a remittance or orders for payment. The name of the agent at the port of arrival must be furnished, to prevent delay in forwarding.

PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's Establishments at the above Port afford every facility for REPAIRING and SPARRING VESSELS, and for CLEANING and PAINTING Iron and Steam Ships.

Their large Granite Dock, 286 feet long on the blocks, is in complete working order, and at average spring tides can take vessels drawing 16 to 17 feet water. The Dock is fitted with a Caisson Gate and with a Centrifugal Steam Pump of great power, ensuring despatch in all states of the tide. An ample stock is kept on hand of Timber, Oregon Spars, Sheathing Copper and Yellow Metal, and of every description of material for Dockyard use.

The premises comprise an Engineer's Workshop, Brass Foundry, a large Smithy and Carpenter's Workshops, and the works are superintended by Resident Europeans, viz., a Shipwright, an Engineer and a Blacksmith. Dry Godowns for the reception of vessels, stores, &c., when requiring to discharge them.

Amoy, March, 1865.

COWASJEE DINSHAW.

Close to the Landing Place Depot of

EUROPEAN, CHINA, AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality. Bombay-made Soda Water and Lemonade. Perfumery, Confectionery, Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.

STEAMER POINT, ADEN.

Drawing and Reading-room free to Passengers.

THE "LONDON AND CHINA EXPRESS" ON SALE

PIGNATEL & CO.,

STOREKEEPERS,

GENERAL MERCHANTS

AND

COMMISSION AGENTS

NAGASAKI

JAPAN.

PRIZE MEDAL

SODA-WATER MACHINERY.

THE Book for 1865, containing twenty-eight leaves of Illustrations descriptive of all the Machines now in use, with advice before purchasing, to be obtained of any of the Agents of this Paper, price 6d., and through whom Orders can be sent.

For Larger Advertisement see th LONDON AND CHINA EXPRESS, 26th of each month.

BASS AND ALLSOPP'S INDIA PALE ALES.

GEORGE JONES, No. 8, Billiter-street

Present prices, 7s. 3d. 3d. per dozen quarts, and 4s. 9d. dozen pints. Free on board, protected by his own and the Brewer's Labels and Patent Capsule.

THE LONDON AND CHINA TELEGRAPH.

THE EIGHTH Volume of this JOURNAL commenced on the 4th of January, 1866. The Subscription for the three numbers per month is 30s. per annum, including Postage, and to the Export Supplement 12s. Terms for advertising, 2s. 6d. per five lines; and 6d. for each additional line.

Subscriptions and Advertisements received abroad by the following Agents:—

Paris	G. W. YAPP, 4, Place Pentagonale Boulevard Pereire.
Hamburg	Mr. ONCKEN.
Amsterdam	LOMAN AND VERSTER.
Rotterdam.....	HOOG & KRUYT.
New York	WILMER AND ROGERS.
Gibraltar.....	W. SPEED.
Malta	J. CRITIEN.
Alexandria...	P CUMBO, St. Catherine's-square.
Aden	COWASJEE DINSHAW.
Suez.....	
Bombay	CHESSON AND WOODHALL
Calcutta.....	SANDERS, CONES, AND CO.
Point de Galle	G. D. ANTHANISZ.
Colombo.....	J. W. VANDORT.
Kandy.....	W. A. ARCHBALD.
Labuan, Sarawak, and Singapore ...	JOHN LITTLE & Co., Singapor
Penang	SANDILANDS, BUTTERY AND CO.
Bangkok.....	
Batavia	HUNTER, HOUGHTON, AND CO.
Anjer—Straits of Sunda	G. SCHUIT, Anjer Hotel.
Manila	PHILLIPS, MOORE, AND CO.
Hong Kong, Canton, Macao, & Swatow,	J. B. MORRIS, Hong Kong.
Amoy	BELLAMY AND CO.
Foo-Chow-Foo	HEDGE AND CO.
Shanghai.....	H. FOGG AND CO.
Tien-Tsin	JAMES HENDERSON.
Nagasaki—Japan ...	PIGNATEL AND CO.
Yokohoma	HANSARD AND BLACK.

OFFICE, 12, GEORGE-YARD, LOMBARD-STREET, LONDON, E.C.

THE MONEY MARKET REVIEW.

A WEEKLY JOURNAL OF THE HIGHEST CLASS,

EXCLUSIVELY DEVOTED TO THE DISCUSSION OF COMMERCIAL AND FINANCIAL TOPICS.

PUBLISHED EVERY SATURDAY

TERMS OF SUBSCRIPTION.

PAYABLE IN ADVANCE.

Single Paper ... ... 6d. Yearly ... ... £1 6s.

BY POST.

Single Paper ... ... 7d. Yearly ... ... £1 10s.

*** Post-office orders to be made payable to FRANCIS FISHER, 23, Birchin-lane, Cornhill, London, E.C.

THE CHINESE COMMERCIAL GUIDE.

CONTAINING Treaties, Tariffs Regulations, Tables, &c., useful in the trade of China and Eastern Asia, with an Appendix of Sailing Directions for those Seas and Coasts, by S. WELLS WILLIAMS, LL.D. Fifth Edition.

Hong Kong, SHORTREDE and Co.; London Agent, F. ALGAR, 11, Clement's-lane, E.C. Price Two Guineas.

"CHINA MAIL" OFFICE.

No. 2 WYNDHAM-STREET (back of the Club) :—

1.—THE EVENING MAIL,

A DAILY PAPER.

PRICE.—2 dols. per month.

TERMS OF ADVERTISING.—First insertion, Ten lines and under, 1 dol.; each additional line, 10 cents. Subsequent insertions, per week, 50 cents and 5 cents—"Auction" Notices are excepted, for which only One Charge per week is made).

2.—THE CHINA MAIL,

AN ORIGINAL WEEKLY PAPER.

(Every Thursday Night.)

PRICE.—15 dols. per annum; Single Copies, 44 cents.

ADVERTISING.—First insertion, Five lines, 1 dol.; each additional line, 20 cents. Subsequent insertions, 50 cents. and 10 cents.

The "China Mail" has been permanently enlarged in size, namely, from 4 to 6 full pages. It is the only weekly paper published in China which contains a complete summary of Hong Kong news as well as that from the treaty ports of China and Japan, and from Manila, Australia, India, and the Straits. Its circulation, which has of late considerably increased, extends throughout the coasts of those countries as well as to various parts of Europe. Great facilities are thus afforded to advertisers in this newspaper.

3.—OVERLAND CHINA MAIL.

Containing 8 FULL PAGES, and consisting of a reprint of the articles in the EVENING and CHINA MAILS, with Summary of News and Commercial Summary.

ONCE A FORTNIGHT.

(The Morning of the Mail's despatch.)

PRICE.—To Subscribers to the Weekly issue, 8 dols to Non-subscribers, 12 dols. Single copies, 50 cents.

ADVERTISING.—The same as in the Weekly. All "Notices of Firms" appearing in the Weekly will be inserted in the *Overland*, and charged for, unless otherwise ordered.

A. SHORTREDE & CO.

Hong Kong, May 17, 1866.

REVUE ORIENTALE,

Conducted by M. LEON DE ROSNY,

Professor of Japanese in the Imperial School of Living Oriental Languages of Paris.

DEVOTED specially to Ethnography, History, Literature, and Commerce of Asia, Africa, and Oceana.

The last issue (No. 57) contains, amongst other matters,—

THE INEXORABLE COURTESAN, a Hindoo Story translated by M. Garcin de Tussy, Member of the Institute of France.

COMMERCIAL RELATIONS of the EAST and WEST in Ancient Times, by M. A. Castaing.

OCEANIC STUCIES, by G. Delonore.

VOYAGE in the HOLY LAND, by M. F. de Saulcy, of the Institute.

ORIGINAL CORRESPONDENCE.

MISCELLANEOUS NEWS relating to the East.

Agents in London: TRUBNER AND CO.

DINNEFORD'S FLUID MAGNESIA

THE Medical Profession for Thirty Years have approved of this pure solution of Magnesia as the best remedy for Acidity of the Stomach, Headache, Heartburn, Gout and Indigestion, and as a mild aperient it is especially adapted for ladies and children. Prepared by

DINNEFORD & CO.,
CHEMISTS, &c.,
172, NEW BOND-STREET, LONDON

And sold throughout the world by all respectable Chemist

CAUTION.—See that "Dinneford & Co." is on each bottle and red label over the cork.

HOLLOWAY'S OINTMENT.—Youth's Friend.—This excellent Ointment is so innocent in its nature, so cooling in its properties, and so healing in its action, that it is invaluable in skin diseases, scald head, tetter, tooth rash, chafings, and the many varieties of rashes and eruptions well-known and deeply dreaded in the nursery. Trivial maladies may, by it, be met and conquered at their outset, and all future mischief overcome before it has gained hold upon the constitution, and endangered future health. Full directions are wrapped round each pot of Ointment. Holloway's unguent may be applied with the best results in many diseases to which the sufferer silently submits, because the task of investigating them would be both difficult and delicate.

Digitized by Google

Prize Medal 1862.

HARMONIUMS.

W. E. EVANS,

THE ORIGINAL INVENTOR AND MANUFACTURER OF HARMONIUMS IN ENGLAND,

Prize Medal 1862.

RESPECTFULLY draws the attention of intending purchasers to his Unrivalled Instruments, in which he has recently introduced several important patented improvements. Amongst which may be specially mentioned the "double-action expression wind movement," by means of which the wind is supplied with half the usual exertion, and the most perfect expression realised; thus superseding the use of the "Expression Stop," so difficult of management in all Harmoniums. The advantage to purchasers is obvious, in selecting an instrument of a manufacturer whose whole life has been devoted to perfecting the Harmonium, and who finishes with his own hand every Instrument that leaves his Manufactory; whilst the prices charged are no higher than those of other makers. Every Instrument is Warranted. The undermentioned, SPECIALLY PREPARED FOR INDIA, are recommended:—

No. 1.—With One Stop, in Oak or Mahogany... ... ... 11 Guineas.
(Tinned Packing-case, and delivery at any home port, 55s. extra).
No. 3.—With Four Stops, in Oak or Mahogany ... ... 21 Guineas.
(Tinned Packing-case, and delivery at any home port, 40s. extra).
No. 5A.—With Twelve Stops, in Oak or Mahogany ... ... 29 Guineas.
Tinned Packing-case, and delivered at any home port, 42s. extra).

No. 6A.—With Fifteen Stops, in Oak or Mahogany ... ... 43 Guinea
(Tinned Packing-case, and delivery at any home port, 45s. extra).
No. 9.—With Nineteen Stops, and Two Rows of Keys, in Oak or Mahogany... ... ... 80 Guineas
(Tinned Packing-case, and delivery at any home port, 63s. extra).

THE "EVANS" IMPROVED HARMONIUMS

Are remarkable for the entire absence of the nasal and reedy tone which has hitherto been the great impediment to the general adoption of the Harmonium in private houses whilst the sluggishness of speech, another great defect in most Harmoniums, has been entirely overcome by W. E. EVANS' improvements, without any MECHANICAL appliances. Fully detailed Price List, with Testimonials from the most eminent Musicians, &c., may be obtained of the Sole Manufacturer and Patentee,

W. E. EVANS, 2B, MARKET-PLACE, GREAT PORTLAND-STREET, LONDON, W.

Mr. Evans is in no way connected with any other House in London.

THE CAPE, INDIA, AND CHINA AGENCY.

ORDERS for GOODS of all descriptions executed, and Shipped by the Overland Route or by Clipper sailing vessels. Consignments of Produce realised. The Goods are selected by parties who have had personal experience of the requirements of the markets at the

CAPE COLONIES, INDIA, CHINA, AND JAPAN.

TERMS:—One-half the estimated cost to be remitted with the order, and the balance on receipt of Bill of Lading and Invoice.

Commission, 2½ per cent. on Orders over £50 and 5 per cent. on amounts under £50

[Orders and remittances should be addressed to the MANAGER.

Office, 12, George-yard, Lombard-street, London E.C.

DYSENTERY, CHOLERA, FEVER, AGUE, ETC.

CHLORODYNE.

DR. J. COLLIS BROWNE'S CHLORODYNE. Vice-Chancellor Sir W. Page Wood stated publicly in Court that Dr. J. Collis Browne was undoubtedly the Inventor of Chlorodyne; that the whole story of the defendant Freeman was deliberately untrue, and he regretted to say it had been sworn to.—See *The Times*, July 13, 1864.

DR. J. COLLIS BROWNE'S CHLORODYNE. The Right Hon. Earl Russell communicated to the College of Physicians and J. T. Davenport that he had received information to the effect that the only remedy of any service in Cholera was Chlorodyne.—See *Lancet*, Dec. 31, 1864.

DR. J. COLLIS BROWNE'S CHLORODYNE. Extract from *Medical Times*, Jan. 12, 1866.—"Is prescribed by scores of orthodox medical practitioners. Of course it would not be thus singularly popular did it not supply a want and fill a place."

DR. J. COLLIS BROWNE'S CHLORODYNE is the best and most certain remedy in COUGHS, COLDS, ASTHMA, CONSUMPTION, NEURALGIA, RHEUMATISM, etc.

DR. J. COLLIS BROWNE'S CHLORODYNE is a certain cure in CHOLERA, DYSENTERY, DIARRHŒA, COLICS, etc.

DR. J. COLLIS BROWNE'S CHLORODYNE. Extract *from the* GENERAL BOARD OF HEALTH, *London, as to its efficacy in Cholera*—"So strongly are we convinced of the immense value of this remedy, that we cannot too forcibly urge the necessity of adopting it in all cases."

From A. MONTGOMERY, Esq., *late Inspector of Hospitals, Bombay*.—"Chlorodyne is a most valuable remedy in Neuralgia, Asthma, and Dysentery. To it I fairly owe my restoration to health after eighteen months' severe suffering, and when all other remedies had failed."

DR. J. COLLIS BROWNE'S CHLORODYNE. CAUTION.—None genuine without the words "Dr. J. Collis Browne's Chlorodyne" on the Government Stamp. Overwhelming medical testimony accompanies each bottle. Sole Manufacturer, J. T. DAVENPORT, 33, Great Russell-street, Bloomsbury, London. The immense demand enables the proprietors to reduce the price; it is now sold in bottles, 1s. 1½d., 2s. 9d., 4s. 6d., and 11s.

J. T. DAVENPORT, 33, GREAT RUSSELL-STREET, LONDON, W.C.

AGENT: Hong Kong, Mr. A. S. WATSON.

Be not misled by the statements of unscrupulous persons, as the Defendant was termed by the Vice-Chancellor

HUBBUCK'S PATENT WHITE ZINC PAINT.

THE most durable and beautiful paint known, is cheaper than White Lead, and is proved to be superior for all purposes than the pernicious Lead Paint, and equally adapted for all climates.
Its whiteness is unaffected by bilge water, boiling sugar, or noxious gases.
It is free from any poisonous ingredient, and suited in all respects to the use of the painter.
Each Cask of Pure White Zinc is Stamped "HUBBUCK, LONDON PATENT."
Inferior Zinc Paint, so marked, having been sold in Foreign Markets, the Patentees offer a Reward of FIFTY POUNDS for information which will lead to the conviction, in an English or Colonial Court, of those who have pirated their Mark. Both Exporters and Retailers are liable for its sale.

THOMAS HUBBUCK AND SON,

WHITE LEAD, OIL, PAINT, AND VARNISH WORKS,

24, LIME-STREET, LONDON.

HUBBUCK'S ANTI-CORROSIVE PAINTS

Are very durable, and the most valuable protection to Iron Roofs, Bridges, Piers, Ships and Buildings, exposed to stormy weather and scorching sun; they soon become extremely hard, and do not blister.
They are made of Stone, Slate, Copper, White, Blue, Green, or any other Colour that is desired.

HUBBUCK'S ANTI-OXIDATION COMPOSITION,

For Coating Iron and Wood Ships' Bottoms; a preservative against fouling and corrosion. This Composition is ready for immediate use, and obviates the waste of carrying unmixed Paints, Oils, Driers, &c. It is also applicable to all the purposes of other Paints.

HUBBUCK'S PALE BOILED OIL

Has less colour than Raw Linseed Oil, is a quick, hard and certain drier for White and Light Coloured Paints.

PAINTS AND OILS PROPERLY PACKED FOR EXPORTATION.

ELLWOOD'S NEW PATENT AIR-CHAMBER HAT

Combines the lightness of the Pith Hat and the softness of a Turban, with the durability, comfort, and numerous other good qualities for which ELLWOOD'S PATENT Air-Chamber Hats have so long been celebrated.

Hats, Caps, and Helmets of every description Manufactured at the Works of

J. ELLWOOD & SONS,

GREAT CHARLOTTE-STREET, S., LONDON

CAUTION.—No Air-Chamber Hats or Helmets are genuine unless they bear the above stamp, with either "ELLWOOD & SONS," or the seller's name in the Shield.

*** Orders through Mercantile Houses carefully shipped.

Digitized by Google

MESSRS. COLLARD & COLLARD

FIND it NECESSARY to CAUTION the Public against the EXTENSIVE FRAUDULENT USE of their NAMES in the COLONIES, and urge on Purchasers the necessity of Examining very Carefully the NAME-BOARD of any INSTRUMENT they may be Buying; but especially they recommend that in all cases Respectable DEALERS or PROFESSORS of MUSIC should be CONSULTED for GUIDANCE.

A Certificate of Authenticity accompanies every Instrument sent abroad by Messrs. COLLARD and COLLARD.

16, GROSVENOR-STREET, and 26, CHEAPSIDE, LONDON.

SMITH'S PATENT DISINFECTING CLEANSING POWDER

FOR

SCRUBBING, WHITENING, & PURIFYING SHIPS' DECKS (SURPASSING HOLYSTONE), CLEANSING PAINT, FLOORS, CABINS, &c.

NO Soap or Soda required; is a preventive of fever and contagious diseases, and effectually destroys insects. In use by the Army and Navy (by special appointment), and all the Hospitals and Asylums in England, and forwarded to the Naval Stores abroad for the use of H.M.'s Ships. It is far superior to Soft Soap or any other article yet introduced. To be had in any sized packages.

Also SMITH'S PATENT DEODORISING POWDER, under distinguished Medical patronage, is the cheapest and most efficacious remedy in removing offensive smells and preventing disease. Is much cheaper and more effective than Chloride of Lime. Parish and other authorities are ordering its use for foul drains, streams, alleys, and houses.

J. M. SMITH.
HAMPTON WORKS,
FRANCIS-STREET, NEWINGTON BUTTS, LONDON.

GELLE FRERES PERFUMERY.

CHIEF ESTABLISHMENT, 35, RUE DES VIEUX AUGUSTINS, à PARIS.

THE house of GELLE FRERES, celebrated for the superiority of its Perfumery, addresses itself to the fashionable world as much for its essentially hygeianic, refreshing, and tonic preparations as for its delicate and distingué perfumes.

STEAM WORKS AT NEUILLY SUR SEINE

1st Class Exhibition Medal. Paris

DEPOT: BLUMBERG & CO., 55, CANNON-STREET WEST, LONDRES.

DEPOT: H. BRULE, 23, RUE DE L'HOPITAL, BRUXELLES.

1st Class London Exhibition Medal.

Commission. Articles specially Recommended. **Exportation.**

REGENERATEUR GELLE FRERES, a superior pomade for preserving, beautifying, and reproducing hair.
EAU D'ALBION for the toilet, an exquisite production from the juice of flowers and aromatic plants.
CARBOQUINA ROSE superior toothpowder, composed of carbon quinine and Province roses.
CUCUMBER SOAP for softening the skin, the best of all toilet soaps.
LAIT PROPHYLATIC to remove freckles and improve the appearance of the skin.
COMPOSITION ZOUAVE, for the instantaneous dyeing of the whiskers and moustache.
COLD CREAM, AU LOTUS LE LYBIE, to soften and refresh the skin.
NIGRITINE VEGETALE, an incomparable dye for the hair and beard, not staining the skin.
VIOLET ESSENCE and VIOLET WATER for the handkerchief.
CONCENTRATED EAU DE COLOGNE for the toilet.

SPECIAL PERFUMERY WITH A BASIS OF GLYCERINE,
SOAP, TOOTH-PASTE, POMMADE, CREAM FOR THE COMPLEXION, EAU DE TOILETTE.

To be obtained of all the principal Perfumers and Hairdressers in Europe and other parts of the world.

The Greatest Luxury in a Hot Climate!

PEARS'S TRANSPARENT SOAP

HAS enjoyed the highest reputation amongst the aristocracy for the past half century on account of its absolute PURITY and MILD and SOOTHING Properties. It renders the skin beautifully SOFT, WHITE, and CLEAR, and for its delightful perfume stands unrivalled. For Nursery use, and in all cases of delicate skin it is strongly recommended by the Medical Profession.

PEARS'S TRANSPARENT SOAP is sold for WASHING, in Tablet Balls and Square Cakes at 1s., 1s. 6d. and 2s. 6d. each. The 2s. 6d. size Tablet and Square Perfumed with Otto of Rose.

SHAVING, in Round Cakes or in Sticks (in neat cases), at 1s., 1s 6d., and 2s. 6d. each.

MANUFACTURED BY THE INVENTORS,

A. & F. PEARS, Soap Refiners, and Perfumers,

DEPOT:—91, GREAT RUSSELL-STREET, LONDON.

MANUFACTORY:—LANADRON WORKS, ISLEWORTH, NEAR LONDON.

Shippers Supplied on Liberal Terms.

ANGLO-GERMAN

£1. 11s. 6d. to £4. 10s.

L. LACHENAL,

20 YEARS MAKER OF WHEATSTONE & CO.'S

ENGLISH PATENT

£2. 2s. to £20.

PATENT CONCERTINAS,

ADOPTED BY ALL THE LEADING PROFESSORS.

All Warranted, with Iron Screwed Brass Notes, &c.

Shippers and the Trade supplied on the most Liberal Terms.

DESCRIPTIVE PRICE LISTS POST FREE.

8, LITTLE JAMES STREET, BEDFORD ROW, LONDON, W.C.

THE EXPORT TRICHORD PIANETTE,

Manufactured in Solid Mahogany, with extra bolts and bracings for extreme climates, 6½ octaves, check action. Price 28 guineas. Drawing gratis and postage free.

London: ROBERT COCKS and Co., New Burlington street, Regent-street, Publishers of the "Helena Waltz," &c.

ROBERT COCKS and CO.'S NEW SONGS.

THE WISHING CAP. W. T. Wrighton. 3s.
THE DANISH MAID. Miss M. Lindsay. 3s.
MY EARLY HOME. Franz Abt. 3s.
A WEARIED DOVE. W. T. Wrighton. 3s.
FLORA. Anne Fricker. 3s.
ALICE. Miss M. Lindsay (Mrs. J. W. Bliss). 3s.
THE CHRISTIAN SOLDIER. Brinley Richards. 3s.
THE HELENA. Fred. Godfrey. 3s.
PRETTY NANETTE. Stephen Glover. 2s. 6d.
JOY AND GRIEF. J. Bertrand Payne. 2s. 6d.
WHERE HAVE YOU BEEN SO LONG, ANNA. C. Steele. 4s.
GOD BLESS THE PRINCE OF WALES. Brinley Richards. 3s.

All at half price, with an extra stamp for postage.

GOD BLESS THE PRINCE OF WALES, for four voices. Free for three stamps.

MISS M. LINDSAY'S (Mrs. J. W. BLISS) Select Popular SONGS.—"O, love my Willie," "Maud," "The Old Clock," "I do confess," "Airy, Fairy Lilian," "Thalassa," "The Bridge," "Pulaski" (duet), "Lady Clara de Vere," "Speak gently," "Home they brought her warrior dead," "Excelsior," "The Danish Maid," "Alice," "Echoes," "The Brook," "The Song of Love and Death," and "Thou wer't the first of all I knew. Each 2s. 6d. and 3s., all at half-price, with an extra stamp for postage.

ROBERT COCKS and CO.'s highly POPULAR SCHOOL MUSIC.

HAMILTON'S MODERN INSTRUCTIONS for PIANO. 660th Edition. 4s.
HAMILTON'S MODERN INSTRUCTIONS for SINGING. 32nd Edition. 5s.
CLARKE'S CATECHISM of the RUDIMENTS of MUSIC. 108th Edition. 1s.
HAMILTON'S DICTIONARY of 3,500 MUSICAL TERMS. 81st Edition. 1s.
CLARKE'S CATECHISM of THOROUGH BASS. 2s.

MODERN PART MUSIC.—HILL'S TRIOS for equal voices; 26 numbers, each 2d.; or 2 vols limp cloth, each 3s. "The Burlington Glee Book," 25 numbers, 2d. and 4d. each. Catalogues of standard glees, &c., gratis and post free.

SECRETARIES of TRAINING COLLEGES, Penny Readings, Village Concerts, &c., will find excellent easy, and cheap PART MUSIC in ROBERT COCKS and CO.'S CATALOGUES of GLEES, &c., furnished gratis and post free.

A WEARIED DOVE. Ballad. Music by W. T. Wrighton. For a mezzo-soprano. Free for 19 stamps.
HELENA SONG. Fred. Godfrey.
HELENA WALTZ. By Fred. Godfrey. Performed 21 times at Mr. Mellon's Concerts. Piano solo and duets; ditto for a Quadrille Band; each free by post for 26 stamps.

London: ROBERT COCKS and Co., New Burlington-street, Publishers to her Most Gracious Majesty the Queen, his Royal Highness the Prince of Wales, and his Imperial Majesty Napoleon III.; and of all Musicsellers

COUGHS, ASTHMA, and INCIPIENT CONSUMPTION are EFFECTUALLY CURED by

KEATING'S COUGH LOZENGES.

JUDGED BY THE IMMENSE DEMAND, this UNIVERSAL REMEDY now stands the first in public favour and confidence; this result has been acquired by the test of fifty years' experience. These Lozenges may be found on sale in every British Colony, and throughout India and China they have been highly esteemed wherever introduced. For Coughs, Asthma, and all affections of the Throat and Chest, they are the most agreeable and efficacious remedy.

Prepared and sold in Boxes, Tins, and Bottles of various sizes, by THOMAS KEATING, Chemist, &c, 79, St. Paul's Churchyard, London. Sold Retail by all Druggists and Patent Medicine Vendors in the World.

Testimonial from Colonel HEWETT, J.P. and D.L., 3rd Brigade, Cardiff Artillery Volunteers.
Ter. Mab. Ellis, Ponty-Pridd,
Glamorgan, May, 1866.

DEAR SIR,—I was attacked with a severe cough, which your Lozenges removed in a few days. My servants, also, by taking your Lozenges, were soon cured.

I feel it a duty (to the public) to offer my testimony to their efficacy, which you are at liberty to publish.—Yours truly, W. HEWETT.

To Mr. THOMAS KEATING.

CHILDREN'S WORM TABLETS (KEATING'S).

The great remedy for these disorders in children can now be administered IN THE FORM OF A PURELY VEGETABLE SWEETMEAT, at once agreeable and effective.

Prepared and sold in tins and bottles by THOMAS KEATING, Chemist, &c., 79, St. Paul's Church yard, London, E.C. and retail by all druggists and patent medicine vendors in the world.

Observe the words "KEATING'S WORM TABLETS" are engraven on the Government Stamp of each tin, without which none are genuine.

TESTIMONIAL.
Loughton, November 28, 1865.

DEAR SIR,—I write to inform you I purchased a box of your Worm Tablets, and they have brought no less than 30 worms, some 3 or 4 inches in length, from my child, two-years-and-a-half old. I feel it my duty to make this public, as others who may be similarly afflicted may derive benefit.—I am, your obliged,
EDWARD BUSH.

Digitized by Google

SOLID MAHOGANY FURNITURE FOR INDIA, CHINA AND THE COLONIES.

HEAL and SON are Manufacturing, ESPECIALLY FOR use in EXTREME CLIMATES BEDROOM FURNITURE, which is entirely Free from Veneer. A general Assortment always in Stock.

IRON AND BRASS BEDSTEADS

Suitable for all Parts of the World. Their Stock consists of 2,500 Bedsteads.

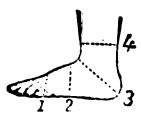
HEAL AND SON'S PATENT HORSEHAIR MATTRESS.

HEAL and SON have Patented an Improvement in the Manufacture of Mattresses, which prevents the material from felting into a mass, as is the case with all Mattresses made in the ordinary way. The Patent Mattresses are made of the very best Horsehair, are rather thicker than usual, and the prices are but a trifle higher than those of other good Mattresses.

HEAL AND SON'S ILLUSTRATED CATALOGUE

For INDIA, CHINA, and the COLONIES, of Bedsteads, Bedding, and Bedroom Furniture, SENT FREE TO EVERY PART OF THE WORLD to which there is Book Post.

HEAL and SON, Bedstead, Bedding, and Bedroom Furniture Manufacturers 196, 197, 198, Tottenham-court-road, London, W.

ELASTIC  BOOTS.

W. SPARKES HALL & CO. beg to call attention to their PANNUS CORIUM BOOTS which are peculiarly adapted for India or any warm climate. They have the appearance of leather, and are cleaned with ordinary Blacking, but the material is much softer than any leather ever introduced. Pannus Corium Boots are now coming into general use in India, and will be found a great luxury to Ladies and Gentlemen, in any climate with tender feet.

Printed Circular, with full particulars of Prices, forwarded free to any part of the world.

W. SPARKES HALL & CO.,
BOOTMAKERS TO THE PRINCE AND PRINCESS OF WALES,
310, REGENT-STREET, LONDON.

N.B.—SELF-MEASUREMENT.—Stand on a sheet of paper and mark round the outline of the foot. Take the size of the foot in the places marked in the above drawing.

PRIZE MEDAL—INTERNATIONAL EXHIBITION, 1862.

BENBOW AND SON'S

PURE GLYCERINE SOAP.

ELDERFLOWER, HONEY, ALMOND, BROWN WINDSOR, &c.; also their celebrated ESS BOUQUET, JOCKEY-CLUB BOUQUET, EXTRACT of VIOLET, and other perfumes for the Handkerchief. Manufacturers of HAIR, TOOTH, and NAIL BRUSHES.

PERFUMERY and POMATUMS of every description made expressly for Foreign Climates.

12, LITTLE BRITAIN, LONDON, E.C.

PEACOCK AND BUCHAN'S COMPOSITIONS FOR KEEPING OFF BARNACLES, WEEDS, &c.

THIS is now established as the BEST and CHEAPEST known for protecting ships bottoms from galvanic action or fouling. It is used on the ships of the "Peninsular and Oriental," "Royal West India" "Panama and New Zealand," "Pacific Steam," and other Royal Mail Companies; also on foreign ships of war, and in H.M.'s Royal Dockyards. Apply to the Manufacturers direct, SOUTHAMPTON, or to their accredited Agents at all the seaports of the world.

Extract from the "Standard" of October 18th, 1866.

"COMPOSITION FOR IRON SHIPS' BOTTOMS.—It appears that the iron turret ship 'Huascar,' on Captain Cowper Coles' plan, and fitted with his patent triaod masts, &c., belonging to the Chilian Government, before leaving England was coated on her bottom with Messrs. PEACOCK and BUCHAN'S last Improved Composition for protecting the plates and rivets, and keeping off shell fish, &c., and which has given such entire satisfaction that they, the said Government, have just ordered *five* tons of the material to be sent out to the Arsenal at Valparaiso for the use of their Iron Fleet in the Pacific. The Spanish Government have also ordered a considerable quantity of this composition for the use of their Iron Fleet."

Extract from the "Greenock Advertiser" of October 11th, 1866.

"ANTI-FOULING COMPOSITION.—The ship 'Ceres,' of Greenock, lately reached this port after a two years' voyage, and has been put into Dock to receive a fresh coating of Messrs. PEACOCK and BUCHAN'S (of Southampton) Patent Composition. The vessel was coated with it at London in 1863, and sailed thence to Melbourne, Calcutta, Bombay, and Greenock, and on her arrival here the copper was quite clean and clear of barnacles, and has thus saved a very heavy per centage of wear and tear. We understand that the local agents, Messrs. Macallister and Fyfe, have received a letter from Captain M'Kenzie, of the "Hooyland," of Glasgow, stating that on his ship's return from a voyage to Surinam the copper, which had also been coated with this Composition, was perfectly clean."

1000 ON VIEW.

DYER'S WATCHES AND CLOCKS.

BEST AND CHEAPEST IN THE WORLD. EVERY WATCH WARRANTED.

GOLD HUNTING WATCHES for INDIA (*Medium Sizes*).

Gold Levers, ¾ plate, 10 jewels and seconds ...	£8 8 0
Gold Horizontals, ¾-plate, four jewels and seconds	6 15 0
Gold Fuzee Levers, capped, jewelled, sunk seconds and engine-turned cases (very strong) ...	16 0 0
Ladies' small Gold Hunting Watches, jewelled, &c.	5 15 0
Ditto, Ditto, with rich enamelled diamond cases	10 10 0

GOLD CRYSTAL GLASS WATCHES, *very strong*.

Gold Levers, ¾-plate, 10 jewels and seconds, BRADSHAW DIALS. (Designed by G. DYER)	10 10 0
Gold Horizontals, ¾-plate, jewels, seconds, &c....	7 7 0
Gold Ditto, Ditto, Ladies' Size, Ditto	6 6 0
Gold Fuzee Levers, ¾-plate, full jewelled, Chronometrical Balances, BRADSHAW DIALS, sunk seconds, 18 carat, engine-turned, 1½ oz. cases	18 18 0

Gold Watches of every kind, size, and pattern, from £3 13s. 6d. to £10 each.

SILVER HUNTING OR CRYSTAL GLASS WATCHES

Silver Levers, ¾-plate, 10 jewels and seconds ...	3 10 0
SOLDIERS' SILVER HUNTERS (Wonder of the Trade)	1 16 0
Silver Horizontals, ¾-plate, 4 jewels and seconds	2 15 0
Silver Fuzee Levers capped and jewelled, sunk seconds, engine-turned cases (*very strong*) ...	5 15 0
Silver Fuzee Levers, 6 jewels. Chronometrical Balances, sunk seconds, engine-turned cases	7 17 6
SOLDIERS SILVER WATCHES (jewelled) ...	1 6 0

SILVER WATCHES of every kind, 26s. to £5 each.

DYER'S MILITARY EIGHT-DAY LEVER WATCH

CLOCKS should be in every Officer's Trunk.

Jewelled, will keep going in any position, 4 in. Diameter, in Cases, complete £2 5 0

"This is the best and cheapest portable Clock for Hot Climates ever constructed."—"Times." Adapted for India.

DYER'S STOCK OF CLOCKS comprises a large assortment of plain and decorative Time Keepers of every kind

CLUBS, LIBRARIES, BARRACKS, &c., &c., SUPPLIED.

GOLD JEWELLERY of every description at lowest Cash Prices. Orders executed to all parts of the World on remittance per post. Price Lists free.

AGENTS:—*United Service Company, Waterloo-place, S.W., or through their Agents in India.*

BANKERS:—*Union Bank of London* (Regent-street Branch).

GEORGE DYER, GOLDSMITH and WATCHMAKER, 90, REGENT-STREET (QUADRANT), LONDON.

OUR SPECIALTY
PETROLEUM LAMPS

DIETZ & Co.,

MANUFACTURERS and EXPORTERS of KEROSENE LAMPS in great variety, and all GOODS APPERTAINING TO THE LAMP TRADE.

DIETZ & CO.'S
CELEBRATED
FLAT-WICK KEROSENE BURNERS

Are too well known and appreciated in INDIA, CHINA, AND JAPAN to need further commendation.

DIETZ & Co.'S
LARGE CATALOGUE,

Containing 500 Illustrations of KEROSENE LAMPS will be forwarded on application.

DIETZ & CO.,
4, ST. PAUL'S BUILDINGS,
CARTER LANE,
LONDON.

BENSON, J. W., by SPECIAL APPOINTMENT to H.R.H. the PRINCE OF WALES.

BENSON, J. W., by SPECIAL APPOINTMENT to H.H. the MOHARAJAH OF BURDWAN

BENSON'S WATCHES. Prize Medal 1865.

BENSON'S WATCHES, sent safe by post to all Parts of the World.

BENSON'S INDIAN WATCH, compensated for all Climates. Silver, 15 Guineas; Gold 30 Guineas.

BENSON'S "EXACT" WATCH, for Extreme Temperatures. Silver, 25 Guineas; Gold, 40 Guineas.

BENSON'S Watch Pamphlet, *illustrated*, on every construction of Watch, with their prices.

BENSON, J. W., 99, Westbourne-grove, and 25, Old Bond-street.

BENSON'S STEAM FACTORY for CLOCKS and WATCHES, 58 and 60, Ludgate-hill.

Bottled Ales and Wines, &c.

"NO BUYERS for the BEST BRANDS, unless RE-PACKED," in consequence of repeated BREAKAGE.—Melbourne Journal of Commerce, Nov. 16. Heating and Breakage entirely prevented, and 15 per cent. saved in Freight of Cases by using SEYMER'S BOTTLE PACKINGS AND COOLERS.

Price 7½d. per doz. Bottlers contracting for large quantities effect so great a saving in labour, &c., that they can supply them at one-fourth less in price to Shippers, who will find it most profitable to order their goods to be so packed in future. In use by all the leading London houses.—T. WHITEHEAD, 37, EASTCHEAP, E.C. Sole Manufacturer.

TUPPER AND COMPANY.

MANUFACTURERS OF PATENT GALVANISED IRON, in Sheets, Tiles, Iron Roofs, Sheds, Cisterns, Pails, Gutters, Wire for Fencing, &c.

WORKS AT BIRMINGHAM AND LONDON.

OFFICES—61A, MOORGATE-STREET, LONDON.

Merchants' orders executed with despatch.

IMPORTANT ANNOUNCEMENT.

JOSEPH GILLOTT,
Metallic Pen Maker to the Queen,

BEGS to inform the Commercial World Scholastic Institutions, and the Public generally that, by a novel application of his unrivalled Machinery for making Steel Pens, he has introduced a NEW SERIES of his useful productions, which, for EXCELLENCE OF TEMPER, QUALITY OF MATERIAL, and above all, CHEAPNESS IN PRICE, must ensure universal approbation, and defy competition.

Each Pen bears the impress of his name as a guarantee of quality; they are put up in boxes containing one gross each, with label outside, and the fac-simile of his signature.

At the request of numerous persons engaged in tuition J. G. has introduced his WARRANTED SCHOOL and PUBLIC PENS, which are especially adapted to their use, being of different degrees of flexibility and with fine medium, and broad points, suitable for the various kinds of Writing taught in Schools.

Sold Retail by all Stationers and Booksellers. Merchants and Wholesale Dealers can be supplied at the Works, Graham-street, Birmingham; at 91, John-street New York; and 37, Gracechurch-street, London.

Digitized by Google

THE SHORTEST ROUTE TO AND FROM MANILA AND THE PHILIPPINES.

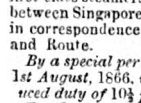
NOTICE to SHIPPERS and PASSENGERS by the OVERLAND ROUTE:—

The CHINA STEAM and LABUAN COAL COMPANY (Limited), in pursuance of an agreement entered into with the Government of Manila, have arranged to despatch the steamships "MONA" and "JAPAN," or other of their first-class steamers, with the mails and passengers monthly between Singapore and Manila, and Manila and Singapore, in correspondence with the Messageries Imperiales Overland Route.

By a special permit all goods by these steamers from the 1st August, 1866, will be admitted into Manila at the reduced duty of 10½ per cent.

The Company's agents at Singapore will take charge of goods for transhipment. For further particulars apply at the Offices of the Company, Ethelburga-house, 70 and 71, Bishopsgate street, London, E.C.

OVERLAND ROUTE.



COMMUNICATION by STEAM to INDIA, AUSTRALIA, &c., *via* EGYPT.—From SOUTHAMPTON and MARSEILLES.—The PENINSULAR and ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels for Gibraltar, Malta, Egypt, Aden, Ceylon, Madras, Calcutta, the Straits, China, and Japan (Yokohama), by their steamers leaving Southampton on the 4th and 20th of every month. For Gibraltar, Malta, Egypt, Aden, and Bombay by those of the 12th and 27th of each month; and for King George's Sound, Melbourne, and Sydney, by the steamers leaving Southampton on the 20th of every month. The steamers leave Marseilles on the 5th, 12th, 20th and 28th of the Month.

For further particulars apply at the Company's Offices, 122, Leadenhall-street, London, E.C., or Oriental-place, Southampton.

OVERLAND ROUTE VIA MARSEILLES.

SERVICES MARITIMES DES MESSAGERIES IMPERIALES.

FRENCH MAIL STEAM PACKETS.

The 19th of every Month, at 2 P.M for—

MESSINA, ALEXANDRIA, ADEN, POINT DE GALLE (Ceylon), PONDICHERRY MADRAS, CALCUTTA, SINGAPORE, BATAVIA, SAIGON HONG KONG, SHANGHAI, and JAPAN.

The 9th of every Month for—

MESSINA, ALEXANDRIA, ADEN, SEYCHELLES REUNION, MAURITIUS

For passage, freight, and information apply to B.W. and H. HORNE, 4, Moorgate-street, London; G. H. FLETCHER and Co., Liverpool; at the offices of the Services Maritimes des Messageries Imperiales in Paris, Lyons, Bordeaux, and Marseilles: or to SMITH and Co., Rotterdam.

*** Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.

STEAM to INDIA, via the CAPE.—The UNION STEAMSHIP COMPANY (Limited) have entered into an arrangement with the Government for the extension of the Packet Service from Mauritius to Ceylon. Passengers can proceed from Southampton on the 8th of every Month to Point de Galle, where a junction is formed with steamers proceeding to India, China, Australia, &c. Rates of freight and passage very moderate.

Apply to FALCONER and MERCER, 23, Leadenhall-street, London; or THOMAS HILL, Southampton.

JAPAN AND CHINA NEW MAIL ROUTE VIA PANAMA.

THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamers from NEW YORK on the 1st, 11th, and 21st, and from PANAMA on the 9th, 19th, and 29th of every month for SAN FRANCISCO, calling at ACAPULCO, MANZANILLO, MAZATLAN, *en route* thence to YOKOHAMA and HONG KONG. Passengers from England may connect with this line at New York by any of the various steamers from Liverpool, Southampton, or Falmouth, to that port, or at Panama by the steamers of the Royal Mail Steam Packet Company leaving Southampton on the 2nd and 17th of every month.

For particulars of Freight, through passage rates, &c., &c., apply to H. STARR and Co., General European Agents 145, Cheapside, London.

INDIA AND CHINA VIA ITALY.

SHORTEST SEA PASSAGE FROM EUROPE TO EGYPT BRINDISI to ALEXANDRIA - Contract Passage, 82 hours

It is frequently done in 72 hours.

THE Società Anonima Italiana di Navigazione Adriatica Orientale, under contract to carry the Direct Mails despatch as under their first-class English-built steamers CAIRO, BRINDISI, PRINCIPE DI CARIGNANO, or PRINCIPE TOMASO, between BRINDISI and ALEXANDRIA. The vessels of the Company sail as follows:—From Brindisi for Alexandria on the 7th, 14th, 22nd, and 30th of each month, at 6 A.M.; Alexandria for Brindisi, on the arrival of the mails, about the 5th, 12th, 20th, and 29th of each month. The arrivals and departures from Alexandria are in coincidence with those of the steamers of the Peninsular and Oriental Company, with the Calcutta, China, and Bombay Mails.

Fares:—Brindisi to Alexandria, including provisions, 1st class, 275f; 2nd class, 200f.; third class, 90f., and *vice versa*

For further particulars apply to FLORENCE, via Montebello, 42; PARIS, Rue de L'Universite, 108; LONDON Messrs. PALMER, 44, Eastcheap, E.C.

OPENING OF THE NEW CHINA STEAM ROUTE FROM LIVERPOOL.

VIA THE ISTHMUS OF PANAMA AND SAN FRANCISCO.

THE WEST INDIA and PACIFIC STEAMSHIP COMPANY (Limited) have the pleasure to announce that they have concluded arrangements with the PACIFIC MAIL STEAMSHIP COMPANY for the conveyance, by the latter's new mail line of steamers, of Passengers, Goods, and Specie between LIVERPOOL, YOKOHAMA (Japan), HONG KONG, and SHANGHAI.

THE NEXT DEPARTURE WILL BE:—

From Liverpool	... 5th February.
Leaving San Francisco ...	... 3rd April.
Due at Yokohama ...	... 23rd April.
Due at Hong Kong ...	... 2nd May.

Making a connection at Yokohama to and from Shanghai.

The steamers will be despatched at regular intervals so soon as those building for the Pacific Mail Company, specially for the service, are ready.

RATES OF PASSAGE FROM LIVERPOOL.

To Yokohama	First Cabin, £110 10s.
To Hong Kong	,, £120 10s.
To Shanghai	,, £120 10s.

FREIGHT, FREE OF PRIMAGE.

Liverpool to Yokohama, Hong Kong, and Shanghai, £18 5s. per ton of 40 cubic feet.

The homeward rates of freight will be fixed by the Agent of the Pacific Mail Steamship Company at the above Ports.

ARTHUR B. FORWOOD, Managing Director.

OFFICES:—LIVERPOOL, The Temple, Dale-street LONDON, 117, Leadenhall-street; HAVRE, J. M. Currie.

ORIENTAL, AUSTRALIAN, AND GENERAL STEAM AGENCY, AND GLOBE PARCEL EXPRESS.

PARCELS, PACKAGES, and MERCHANDISE forwarded, and PASSAGES engaged to all parts of the world. Baggage collected and shipped, insurances effected, &c.

CALCUTTA, MADRAS, CEYLON, and ADEN—Overland, 4th and 20th of every month.

BOMBAY and ADEN—Overland, 12th and 27th.

CHINA, JAPAN, SINGAPORE, and EASTERN EAS—Overland, 4th and 20th.

AUSTRALIA, TASMANIA, and MAURITIUS—Overland, 20th.

NEW ZEALAND and AUSTRALIA via PANAMA, 2nd

INDIA, CHINA, and AUSTRALIA—Via Cape of Good Hope Clipper Ships, weekly.

Prospectuses, with through rate to a thousand places free on application.

G. W. WHEATLEY and Co. (late Wagnorn), 150, Leadenhall-street, E.C.; CHAPLIN'S, Regent-circus, W. and 32, Regent-street, S.W.

INDIA, CHINA, AND JAPAN.

ROBERTSON and CO. will despatch the following first-class VESSELS to their respective destinations:—

Destination.	Ships.	Class.	Dock.	To Sail
Shanghai ...	Vigil ...	AA 1	W.I.D.	With des.
Hong Kong ...	Burdwan ...	A1 14 yr.	W.I.D.	With des.
Kanagawa and Yokohama ...	Cymbeline ...	A1 13 yr.	W.I.D.	With des.
Nagasaki ...	Chanticleer .	A1 10 yr.	W.I.D.	With des.

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.

CHINA and JAPAN.—The following splendid first-class CLIPPER SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	Last Shipping Day.
Shanghai ...	Challenger	A1 12 yr.	E.I.D.	Jan. 10
Hong Kong & Whampoa ..	Pak Wan...	A1 14 yr.	E.I.D.	With des.
Kanagawa (Yokohama)	Anazi ...	A1 14 yr.	E.I.D.	With des.

For Freight or Passage apply to KILLICK, MARTIN and Co., 10, George-yard, Lombard-street, E.C.

FROM LIVERPOOL.

Destination.	Ships.	Tons	Class.	To Sail.
Batavia & Singapore	Archos ...	449	A 1 10 yrs.	Imm.
Hong Kong & Whampoa ...	Everest ...	571	A1 13 yrs.	,,
Calcutta ...	Jane Porter...	953	A 1 —	,,
Calcutta ...	James Crossfield ...	—	—	,,
Capetown ...	Logan ...	533	—	Jan. 1

For terms of Freight or Passage apply to McDIARMID, GREENSHIELDS, and Co., Liverpool.

FOR HONG KONG AND WHAMPOA, the well-known clipper FALCON, A 1 thirteen years, 793 tons register, J. J. GUNN, Commander; lying in the East India Docks. Has excellent accommodation for passengers.

For Freight or Passage apply to SHAW, LOWTHER, AND MAXTON, 2, Royal Exchange-buildings, London E.C.

FOR SHANGHAI, to sail, on the 31st December, from Greenock, the very superior new Clyde-built China clipper TITANIA, A 1 14 years, 878 tons register, ROBERT DEAS, Commander. This most beautiful vessel has been expressly built by Messrs. R. STEELE and Co., of Greenock, for the China trade, and is expected to be the fastest clipper afloat.

For Freight or Passage apply to THOMAS SKINNER and and Co., Glasgow; or to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings, London, E.C.

FOR SHANGHAI, with despatch, the celebrated Aberdeen clipper STAR OF CHINA, A 1 fourteen years, 794 tons register, JAMES HODGE, commander, lying in the East India Docks. Has excellent accommodation for passengers.

For Freight or Passage apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings, London, E.C.

FOR SHANGHAI Direct, the the magnificent China clipper ship LAUREL, A 1 thirteen years, 638 tons register, GEORGE MOODIE, Commander; lying in the East India Docks. This well-known ship (owned by Messrs. John Willis and Son) is strongly recommended to shippers of fine goods.

For Freight or Passage apply to GELLATLY, HANKEY, SEWELL, and Co., of 27, Leadenhall-street, E.C.

With quick Despatch.

FOR CALCUTTA, the celebrated China clipper MELBREK, A 1, fourteen years, 870 tons register, JOHN TAGGART, Commander; lying in the London Docks. This ship has proved to be one of the fastest afloat, and is strongly recommended to shippers of fine goods.

For Freight or Passage apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings, London, E.C.

SADASHIGUR, CANNANORE, CALICUT, BEYPOOR, and COCHIN.—The well-known clipper ABDUL MEDJID, A A 1, 402 tons register, will receive goods in the West India Docks until Saturday next, the 29th inst.

Apply to LIVINGSTON, HOLDING and BRIGGS, 31, or to JOHN C. CAMPBELL, 22, Great St. Helen's, E.C.

To sail Jan. 4.

FOR COLOMBO, CEYLON, Direct, has room for light measurement goods only.—Will have immediate despatch the beautiful clipper ship CAPE CITY, A 1 12 years, 423 tons register, JAMES BAWDEN, Commander; loading in the West India Docks This magnificent vessel, built under special survey, offers an unusual opportunity to shippers of fine goods, and has a capacious and lofty cabin, replete with every accommodation for the comfort and convenience of passengers.

For Freight or Passage apply to F. TALLACK, 23, Birchin-lane, Cornhill, E.C.

T. & H. SMITH'S

CODEIA LOZENGES.

THESE Lozenges have a remarkable effect in allaying Cough and Irritation of the Throat and Chest.

Prepared only by T. and H. SMITH and Co., 2, DUKE-STREET, EDINBURGH, and 69, COLEMAN-STREET, LONDON. In boxes at 1s. 1½d. and 2s 9d. each.

T. & H. SMITH'S

ESSENCE OF COFFEE.

GIVES instantaneously a delicious Cup of Coffee with boiling water or milk merely. To be had in bottles at 1s. and 2s. each, of all respectable Grocers, Chemists, and Italian Warehousemen.

c69, COLEMAN-STREET, CITY, AND 21, DUKE STREET, EDINBURGH.

CHUBB'S

PATENT

SAFES,

AND

PATENT DETECTOR

LOCKS,

CASH, PAPER, AND WRITING BOXES

ILLUSTRATED PRICE LISTS GRATIS & POST FREE.

57, ST. PAUL'S CHURCHYARD, LONDON

Printed for the Proprietors by WOODFALL and KINDER Milford-lane, Strand, W.C., and published by JOHN ELLISON, at the Office of the "LONDON AND CHINA TELEGRAPH," 12, George-yard, Lombard-street, E.C., in the parish of St. Edmund the King.—Thursday Dec. 27, 1866.

Digitized by Google

Digitized by Google

Digitized by Google

Digitized by Google